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(English Version)

Fifteenth Session
(Fourteenth Lok Sabha)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, February 18, 2009/Magha 29, 1930 (Saka)

The Lok Sabha met at
eleven of the Clock

(MR. SPEAKER in the Chair)

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA (Bankura): Sir, I have given a notice. ...(Interruptions)

MR. SPEAKER: Mr. Acharia, I have got your notice. I fully appreciate the great importance of the issue which you wish to raise. I will give you proper time. Today, as soon as this discussion is over, I will give you time.

SHRI S.K. KHARVENTHAN (Palani): Sir, I have also given notice. The lawyers are agitated. ...(Interruptions)

MR. SPEAKER: If you all ask for permission for one hour, then what can I do? I understand your anxiety but

[Translation]

The lawyers will not get votes.

...(Interruptions)

[English]

SHRI S.K. KHARVENTHAN: Sir, you are also a senior lawyer.

MR. SPEAKER: I am happy having ceased to be one.

11.01 hrs.

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER: Q.No. 41, Shri Hemlal Murmu.

Extinction of Wild Animals

[Translation]

+
41. SHRI HEMLAL MURMU:
DR. DHIRENDRA AGARWAL:

Will the PRIME MINISTER be pleased to state:

(a) whether incidents of killings of wild animals have been reported in various parts of the country;

(b) if so, the details of such cases that have come to the notice of the Government during the last three years and the current year alongwith the action taken thereon:

(c) whether several rare species of animals in the country are on the verge of extinction; and

(d) if so, the details thereof alongwith the steps taken by the Government to address this problem?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Incidents of killing of wild animals have been reported from the State/ UT Governments from time to time. Such killing of wild animals generally occurs due to poaching, electrocution, poisoning, retaliation against man-animal conflict, etc. As per the information received from the State/ UT Governments, the details of the major flagship species of wild animals killed during the last three years and the current year is at Annexure. The State/UT Governments take action in such cases as per the provisions of the Wildlife (Protection) Act, 1972.

(c) and (d) Fluctuations in the population of wild animals occur due to various natural as well as anthropogenic factors such as loss and degradation of habitats, poaching, incorporation of poisonous substances in the food chain, etc. There are no specific scientific reports indicating that wild animals in India are on the verge of extinction. However, there are a few species like Vultures, Great Indian Bustard, etc. which have limited population status.

The steps taken by the Government for the protection of wildlife and to prevent the killing of wild animals, inter alia, include the following:

1. Threatened species of wildlife are included in the Schedules of the Wildlife (Protection), Act, 1972, thereby according them the highest degree of protection.
2. The Wildlife (Protection) Act, 1972 has been amended from time to time and made more stringent against wildlife related offences.
3. A network of Protected Areas has been established to conserve wildlife and their habitats including rare animals.
4. Wildlife Crime Control Bureau has been set up to check illegal trade in wildlife and its products.
5. The State/UT Governments have been requested to strengthen the field formations and intensify patrolling in and around wildlife rich areas.

6. Financial and technical assistance is extended to the State/UT Governments under various Centrally Sponsored Schemes, viz, 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant' for providing better protection and conservation of wildlife.
7. Under the Centrally Sponsored Scheme - 'Integrated Development of Wildlife Habitats', a new component has been added for initiating 'Recovery Programme for critically endangered species and their habitats' during the 11th five year plan period.

Annexure

Details of killing of Tiger

Year	Poaching	Other causes*	Total
2006	5	1	6
2007	15	8	23
2008	9	0	9
2009 (till 13.02.2009)	0	1	1

* Includes electrocution, accidents etc.

Details of killing of Lions

Year	Poaching	Other causes**	Total
2006	1	0	1
2007	8	7	15
2008	0	0	0
2009 (till 31.1.09)	0	0	0

** Includes electrocution, accidents etc.

Details of killing of Rhinoceros

Year	No. of animals killed
2006	9
2007	22
2008	16
2009	2

Details of killing of Elephants

Year	Poaching	Other causes***	Total
2005-06	16	30	46
2006-07	23	44	67
2007-08	18	72	90
2008-09	15	54	69

*** Includes electrocution, accidents etc.

[Translation]

SHRI HEMMAL MURMU: Mr. Speaker, Sir, I would like to know the complete details of agencies deployed by the State and Central Governments to find out the number and status of wild life in the country and state-wise details of action taken against the guilty persons and persons absolved under the Wild Life Protection Act, 1977 during the last three years and current year?

[English]

SHRI S. REGUPATHY: Sir, the State-wise list has been given in the annexure itself for the last three years. It is in the Concurrent List so we have requested the State Governments to pursue.

MR. SPEAKER: You have requested the State Governments to do what?

SHRI S. REGUPATHY: We have requested them to take necessary action.

[Translation]

SHRI HEMMAL MURMU: Mr. Speaker, Sir, the reply being given by the Government is not satisfactory.

My second supplementary is that whether the number of birds in the country has decreased by more than 80 per cent after 1977 and the reason behind this is excessive use of pesticides and chemicals and lack of proper medicine and doctors? If so, the state-wise details of vultures and great Indian Bustard etc. like extinct species in each state of the country? ... (Interruptions)

MR. SPEAKER: This question is regarding wild animals but you are asking about birds.

SHRI HEMMAL MURMU: The birds also come under wild life. ... (Interruptions)

[English]

MR. SPEAKER: Probably eagle or something like that.

... (Interruptions)

[Translation]

SHRI HEMMAL MURMU: I would like to know from the hon. Member regarding state-wise details of expenditure being incurred by the Government for this purpose and the department constituted and deployment of personnel by the Government to save extinct species?

MR. SPEAKER: Please give brief details not complete details.

[English]

SHRI S. REGUPATHY: Hon. Speaker, Sir, as regards the Great Indian Bustard, they are dependent on grassland

eco-system. There are four species of Bustards in India. One is Great Indian Bustard, another is Lesser Florican, another is Bengal Florican, and fourth one is Houbara Bustard. Regarding the present population of Great Indian Bustard, they are about 1000, Lesser Florican is round about 2500 and Bengal Florican is between 400 to 500.

These species have depleted mainly due to the degradation of grasslands. The revival of these species will depend on the health and maintenance of grasslands. There are three dedicated protected areas in the country which are the habitats of Bustards and assistance is given by the Government for protection under CCS.

Sir, in regard to vultures, there are nine species of vultures recorded from India of which five belong to genus Gyps. Three Gyps vultures, namely, the Oriental Rumped Vulture, Long-billed Vulture and Slender-billed Vulture are endangered. The population of Gyps vultures in the Indian subcontinent has declined by around 97 per cent during the last two decades. The Government is taking actions to protect the existing vulture conservation. The Ministry has chalked out action plan for the conservation of vultures. The Central Government has banned the use of 'diclofenac' in the veterinary sector and other steps have been taken.

MR. SPEAKER: I hope you look after the peacocks also.

[Translation]

SHRI HEMMAL MURMU: Mr. Speaker, Sir, hon. the Minister has not given any details.

MR. SPEAKER: These are the details. He has nothing more to say.

Dr. Dharendra Agarwal ji, after such a long answer given by the Minister, do you want to ask any question?

DR. DHIRENDRA AGARWAL: Yes Sir, I have a question.

Mr. Speaker Sir, according to the report received about 560 wild animals in India are on the verge of extinction. To save such animals many laws have been enacted, viz National Park Sanctuary, protected and reserve area. So many central schemes have also been formulated, but in spite of all this, wild animals are on the verge of extinction. You know, the more publicity was given to great Indian bustard in 1977-78, more and more people expressed wish to eat meat of the bird.

MR. SPEAKER: Instead of talking more, please put your question.

DR. DHIRENDRA AGARWAL: Mr. Speaker, Sir, I speak rarely, therefore, you please give me some time.

MR. SPEAKER: You please speak next time. Now, it is Question Hour.

DR. DHIRENDRA AGARWAL: Mr. Speaker, Sir, such number of people became eager to have the flesh of this bird. Wild Life (Protection) Act has come into force since 1972. But I am unable to get information whether guilty are being punished or not under this Act. There are also other reasons of concern like poaching and illegal cutting of forests. In my Parliamentary Constituency there is Betla National Forest. ... (Interruptions)

MR. SPEAKER: You please ask your question.

DR. DHIRENDRA AGARWAL: Mr. Speaker, Sir, I have seen with my own eyes that trees of teak are being felled, small trees are being felled. ... (Interruptions)

[English]

MR. SPEAKER: Your five years of accumulated stock cannot be utilized just now.

[Translation]

DR. DHIRENDRA AGARWAL: I have personally lodged FIR against the Area Forest Officer, but no action has been taken against him. Even after giving all the proofs no action has been taken. My supplementary question is about the number of cases pending in courts under Wild Life (Protection) Act, 1972 since last three years and the number of people convicted and non-convicted and the number of those forest employees against whom action has been taken for their connivance with the poachers or the cases registered against them?

[English]

MR. SPEAKER: Mr. Minister, have you got the particulars?

SHRI S. REGUPATHY: I will first explain as to what is extinct. A species is considered extinct when there is no reasonable doubt that the last individual has died. Other species are considered endangered when their numbers are low and are thus threatened. Under the Wildlife Protection Act, the State Governments have taken proper action. I will collect the information and send it to him.

[Translation]

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, especially at present there are a number of wild animals in Rajasthan. The people of Bishnoi community to which I belong sacrifice their lives for them. The hon'ble Minister in his reply has mentioned only four categories of wild animals. Chinkara, Black deer and Neel Gai have been hunted many a time

during the last three years but there is no mention thereof. The wildlife (Protection) Act, 1972 provides for trial by Magistrate only who lets the culprit free on many occasions due to lack of evidence. They get no punishment. Through you, I would like to request the hon'ble Minister that minimum severe punishment and trial by Session Court should be prescribed in Wild Life (Protection) Act. Secondly, the employees over there do not have vehicles. Today, the situation is such that the employees who work under Wild Life Act in Rajasthan, they have worn out jeeps which they cannot even drive. Would you arrange to provide them better vehicles. ...*(Interruptions)*

MR. SPEAKER: Kindly give him time to reply.

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, as long as we do not provide them resources for their safety, the employees working under wild life act cannot protect themselves. I would like to know only this much.

MR. SPEAKER: There are demands of vehicle etc.

[English]

SHRI S. REGUPATHY: Sir, Wildlife Crime Control Bureau has been constituted. There are three Centrally sponsored schemes. Among them are Project Tiger and Project Elephant. Under these schemes, we are funding the State Governments and the State Governments have to purchase the vehicles and other things. We are funding them through these three schemes.

MR. SPEAKER: Have you got the utilization certificates?

SHRI S. REGUPATHY: Sir, funds have been released. From some States, we have received the utilization certificates and from some States, we have not received them.

MR. SPEAKER: That is the problem.

SHRI KIRIP CHALIHA: Sir, the reply of the Minister itself shows that during the last two or three years, the death of wild elephants and rhinoceros has been increasing. In fact, during the last two or three years, man-elephant conflict in Assam has become so intense that there are numerous incidents of wild elephants getting killed by villagers. These types of things are happening mainly because of the depletion of forest areas. We have Acts like the Wildlife Protection Act. We are also aware of the Project Elephant programme and the various facilities being given by the Central Government. But what about the monitoring process? A new situation is arising, that is, the elephants are going out of the forests into human habitated areas. What more steps are being envisaged by the Ministry in this regard?

SHRI S. REGUPATHY: There are nearly 560 species of animals and plants being threatened in India. He is expected

an answer on this point. Under the various Centrally-Sponsored Schemes, the Ministry of Environment and Forests has been providing financial and technical assistance to the States and UT Governments for the conservation and management of wildlife including those activities aimed at mitigating man-animal conflicts. Such activities include the creation of appropriate animal barriers also. So, under these schemes, we are trying to control the man-animal conflicts.

MR. SPEAKER: I appreciate the concern of the hon. Member for wild animals.

DR. SUJAN CHAKRABORTY: Sir, Sunderbans is one of the very beautiful reserve of the country and of the world also. All of us know that tiger reserve areas are important. Since at least 15 to 20 years, there have been increasing incidents of tigers coming out to villages thereby causing a lot of troubles. Different kinds of troubles are being faced by the villagers continuously. Definitely, it means that tigers are short of food, etc. and hence, they are coming out. Tigers should be protected within the reserved areas. Why is it that such incidents of tigers coming out are increasing? Is the Ministry having any report about the reasons for it and how can they be protected? What are the measures taken by the Ministry and the National Tiger Authority?

SHRI S. REGUPATHY: Sir, it is an admitted fact that the tigers are coming out from the protected areas and when they come out of such protected areas, man-animal conflict and other things happen. At that time, the villagers might have killed the animal or the animal might have killed the villagers. On this point, under the Wildlife Protection Act and other Acts, we have requested all the State Governments to take proper action. There is Project Tiger also. Under Project Tiger, Central assistance is given to them to protect the people when tigers come out of the protected areas.

MR. SPEAKER: I do not think there is any more interest on wild animals as they are not voters!

Live telecast of sensitive incidents

+

*42. SHRI RAYAPATI SAMBASIVA RAO:
SHRI BALASHOWRY VALLABHANENI:
Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to issue any guidelines on the live coverage of sensitive incidents like the Mumbai terror attack by the electronic media;

(b) if so, the details thereof;

(c) whether representations have been received from the television broadcasters/media persons in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) to (d) A statement is laid on the Table of the House:

Statement

(a) and (b) The Government has initiated a process of consultation in this regard with several stakeholders including representatives of electronic media and concerned Governmental Agencies.

(c) and (d) Yes, Sir. The Government has given a commitment that any initiative involving guidelines for electronic media, etc. would be taken only after the widest possible consultations with all concerned stakeholders.

SHRI RAYAPATI SAMBASIVA RAO: Hon. Speaker, Sir, the House would agree that repeated telecasts of certain incidents in the media causes negative psychological impact on the viewers. The hon. Minister says that he has already started negotiating with the stakeholders of the media. But it should not take long time. Immediate steps should be taken to ensure that the guidelines for electronic media are framed as early as possible. Could the hon. Minister give an assurance in this regard?

SHRI ANAND SHARMA: Sir, the hon. Member's Question pertains to the coverage of sensitive incidents, particularly the coverage by the electronic media of the Mumbai terror attacks. Once the live coverage was being done 24X7, there were certain issues which came up. Concerns were expressed by the security agencies and also by the other official agencies involved in managing the situation and in the rescue operations. So, on 27th November itself the Government had taken the initiative to call all the stakeholders together, the security agencies, the internal security, defence and other officials of the Government which would be involved in such situations, the captains of the industry, editors and proprietors of the electronic media. The purpose of this meeting was to facilitate an interface so that both the electronic media as well as the official agencies, particularly the security and defence agencies, could sensitise each other about their respective concerns.

The security agencies did raise the question of live footage being shown which was hampering the operations. There are two Associations of news broadcasters. One is the News Broadcasters Association and the second is the Indian Broadcasters Federation. We had representatives of both. They gave an assurance that they will also reflect and bring in protocol and also an ethical code for responsible coverage

in these situations. Subsequently, more meetings were held as warranted by this situation, one in the first week of December and two subsequent meetings. We have sensitised the electronic media about the concerns of the security and defence as well as of the civil society.

I am happy to inform you, Mr. Speaker, Sir, and through you the hon. Member, that the News Broadcasters Associations have drafted a self-regulating code of ethics and standards to cover sensitive situations. Here, we are talking only about emergency situations, like the grave terror attack. They have also come out with an emergency protocol. The Government has welcomed this initiative and also the setting up of grievance redressal mechanism by the electronic media to implement the self-regulating code under the Chairmanship of a former Chief Justice of India.

SHRI RAYAPATI SAMBASIVA RAO: The hon. Minister has agreed that damage has already taken place as far as the Mumbai incident is concerned.

Another important incident is regarding the State of Andhra Pradesh. Paritala Ravi's murder case has been repeatedly shown in the television. Even after one year of his death, they are showing that. This will be very damaging to other parties.

MR. SPEAKER: Somebody died and it is being shown.

SHRI RAYAPATI SAMBASIVA RAO: He was murdered. They are showing it even today. Even after one year they are showing the incident. It should not be allowed.

MR. SPEAKER: It is a suggestion for action. Mr. Minister, would you like to reply?

SHRI ANAND SHARMA: We have discussed all these aspects because certain issues were articulated by the judiciary also, both pre-26/11 and post 26/11.

We have sensitised the electronic media through this interface. As regards the issue of reporting of crime, the Government has no intention to restrict the reporting of the news or the contents of the news in any manner. The reconstruction of crime was an issue and we have sensitised the electronic media on this matter. They have assured that they will take appropriate steps.

MR. SPEAKER: Shri Balashowry Vallabhaneni - not present.

SHRI RUPCHAND PAL: Sir, as is well known by now that the over-enthusiastic coverage of live footage, particularly as it happened during the terrorists attack in Mumbai, has caused much damage. By now it is known how it has caused serious security concern also to the security agencies and to

the nation itself. But on this pretext only because of the serious aberration, there should be a blanket ban on the freedom of the media. That is also not acceptable at all. They have themselves decided to go for self-regulation.

So, may I know from the hon. Minister whether there has been any agreement between the representative organizations of the media and the Government to find a balance and not to indulge in such aberration as also to allow enough freedom to the media? I am talking about the balancing decision.

MR. SPEAKER: This is what the hon. Minister has said.

SHRI ANAND SHARMA: Sir, as I had already mentioned, the Government has no intention to control the content of the news and at no stage the Government contemplated that. It was only after certain concerns were raised both in writing by the agencies concerned and by the civil society and the judiciary that the Government facilitated that interface. What was being referred to was emergency protocol which we have encouraged the news broadcasters association and the media as such to have their own code and the emergency protocol.

Sir, I would like to add here that anywhere in the world, across democracies, when such serious situations happen, then there are protocols and regimes which are in place - whether those were terrorists attacks in London or Madrid, the regulations were in place. The administration has also admitted certain lapses. Some steps had to be taken soon after the attack, particularly about the cordoning off of the area and creating a level-playing field for the electronic media so that an authorized spokesperson could give all the details and information. We had discussed all these and much more with the captains of the electronic media. There is no question of any blanket ban. The self regulation is good and we will see and we hope that it works. But the first call is of the Broadcasters Association and we wish them well that they implement their self-regulatory code; otherwise the Authority for redressal under former Justice takes action which we have been assured.

SHRI B. MAHTAB: Sir, the hon. Minister has been stating that the self-regulating news is the best option before us. The matter does not only concern 26/11. I am reminded, and I think the House will agree with me, that during the Kargil war, a specific channel - I do not want to name it - had telecast the manner in which a specific gun was being used in Kargil and that also in a way put our Defence Forces in backfoot. So, it is not only 26/11, a number of incidents have occurred which have been telecast.

This has put our Defence Forces in a disadvantageous position.... *(Interruptions)* But there has been the News

Broadcasters Association which has formulated earlier a specific guideline. This is nothing new. A new guideline has been framed after 26/11. But earlier also, a specific guideline was framed but it was seldom adhered to. I would like to get an answer from the Government. As the Press Council is in force today to look after the print media, will such type of a Council or a Media Council, for instance, be formed which will also look into the grievances of the affected parties? The Press Council has been formed for the print media.

MR. SPEAKER: It is about formation of a Media Council.

SHRI ANAND SHARMA: The hon. Member has raised a very fundamental issue. It is true that for the print media, there is a mechanism for the redressal of the grievances through the Press Council of India. There is no such body for the electronic media. ...*(Interruptions)*

MR. SPEAKER: The Press Council has no teeth!

SHRI ANAND SHARMA: Yes, Sir. So, we are having consultations with the electronic media with both these Associations—the News Broadcasters Association and the IBF. We have, as a first step, set up a Standing Committee under the Ministry of Information and Broadcasting chaired by the Secretary of the Ministry with the representatives of the Editors Guild, the NBA, the IBF, the Civil Society and other stakeholders to ensure a regular interface.

About the second issue regarding grievance redressal mechanism, I would submit that we hope that the self-regulation - the NBA has given a commitment to the Government - will work. At the same time, the process of consultations is on. Whatever protocol is finally adopted including the issue of Content Code Finalization, which is under active consideration of the Government, it shall be after widest possible consultations. Also, the matter is receiving the attention of the hon. Supreme Court. The Government has met the representatives of the media and given an assurance that whatever protocol is finalized, it shall be only after widest possible consultations.

Here, Sir, I would like to add that we have the Cable Networks (Regulation) Act of 1995 and the guidelines framed thereunder to deal with such matters. These guidelines and Act are dated. After 1995, there has been an exponential growth of the electronic media. Today, we have 417 channels for which licences have been given. More than 200 have been categorized as News and Current Affairs. When such a development takes place, when this kind of an expansion takes place, when new technologies are coming - there is also convergence of technologies which is taking place between Broadcasting and Telecommunication - these would require their protocols, regimes, regulatory guidelines which are to be there. That is engaging the serious attention of the Government in consultation with the media. ...*(Interruptions)*

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Mr. Speaker, Sir, the T.V. Channels in India affect not only internal security but also the life of the people. Due to these channels we are unable to watch any entertaining programme sitting along with our family members, vulgar songs are being telecast by all the channels, whether it is MTV or VTV, whether the hon'ble Minister has taken any stringent action to prevent telecast of such things so that the families and the society are not adversely affected and nobody's personal life gets affected? Has the hon'ble Minister worked out the implementation of any code of conduct?

[English]

MR. SPEAKER: It is a sensitive matter, but maybe socially sensitive.

[Translation]

SHRI ANAND SHARMA: Sir, this is a very important issue from the point of view of the society, as has just been said by the hon'ble Member. There are certain guidelines under the cable T. V. network. They debar them to show any obscene or any such scene which may affect the society especially the young generation and the children. The Government have taken note of this to strengthen such guidelines and ensure their implementation. In this regard, an inter-ministerial committee was constituted in 2006. That committee gave its report to the Government in March, 2008. This committee was headed by the Secretary of the Information and Broadcasting Minister, there were

[English]

Ministry of Health, Ministry of Women and Child Development, Civil Society organisations, Child Psychologists and Sociologists were all part of the Committee. They have given a comprehensive report and a draft code which is under consideration. I would like to assure the hon. Member that we have taken action.

[Translation]

These provisions persist even now. Show cause notice was given in 263 cases under these guidelines. In 106 cases, written warning and advisory was given and there are many cases in which channels were closed for some days. In some cases the whole license was cancelled. I can give full details to the hon'ble Member.

SHRI RAMDAS ATHAWALE: Mr. Speaker, Sir, we people have faith in the electronic media and according to the constitution of the country all its citizens have right to freedom of speech and expression. Electronic media have played a vital role in making common workers like us as

skilful. ...*(Interruptions)* we respect the electronic media but so far as Mumbai attack is concerned, such type of live telecast should not take place because the terrorists were getting entire information from the electronic media. There is a need to make such a law so that live telecast of such incidents are banned. Secondly, I would like to say that I was invited in the Big Boss Programme telecast on colours TV. Out of 545 MPs I alone was invited and later they cancelled my name. It was an insult of the Parliament as well as the Lok Sabha. ...*(Interruptions)* I would like to know whether you will take action against the director-producer of the programme 'Big Boss'. ...*(Interruptions)* I would have to act as Big Boss in that programme. ...*(Interruptions)* You should take action against them.

SHRI ANAND SHARMA: Mr. Speaker, Sir, it is not related to the question.

[English]

MR. SPEAKER: Well, I will arrange for your appearance on LSTV, but for two minutes only.

...*(Interruptions)*

[Translation]

MR. SPEAKER: Do not get so angry. Too much anger is not good. ...*(Interruptions)*

CHAUDHARY LAL SINGH: Mr. Speaker, Sir, I would like to talk about such episode took place some days back when Shri Pranabji said that strict action should be taken against Pakistan. And when the Army issue came to light, it was telecast that terrorists are operating camps in Pakistan. In this programme media showed our Army specially and told that there is a shortage of strength as well as arms and ammunition and our aeroplanes are not in good condition. I was watching this programme. It pained me as to why the media like to show our Army in a weaker position. It has depicted that Pakistan is strong enough. Entire country took serious note of it. What the Government would like to do in this regard?

[English]

MR. SPEAKER: It is same. You have already answered.

[Translation]

SHRI ANAND SHARMA: Sir, the attention of the Government was drawn towards this issue. I talked about the meeting in this regard wherein the security agencies of the Ministry of Defence and the media talked with each other and named it a sensitive issue and said that the reporting of this issue is not in the interest of the country.

[English]

MR. SPEAKER: We have already taken 35 minutes on two question. Now, we come to Q. No. 43.

[Translation]

Cancellation of Allotment of Captive Coal Blocks

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*43. SHRIMATI RUPATAI D. PATIL:
SHRIMATI KARUNA SHUKLA:

Will the PRIME MINISTER be pleased to state:

- (a) whether the Government proposes to cancel allotment of some captive coal blocks;
- (b) if so, the details thereof and the reasons therefor;
- (c) the details of the companies to which these captive blocks were allotted; and
- (d) the action taken or proposed to be taken against the defaulting companies?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) to (d) A statement is laid on the table of the House.

Statement

(a) and (b) As per the terms and conditions of allocation, the coal block allocatees are required to develop the blocks as per the specified time frame. For unsatisfactory progress in the development of coal blocks, or unsatisfactory progress in setting up of linked end use project or for breach of any of the conditions of allocation, coal blocks are liable to be de-allocated. Progress of blocks is monitored regularly and appropriate action taken, when warranted.

(c) Till date 136 coal blocks have been allocated for captive use to 136 companies.

(d) So far, allocation of 7 coal blocks has been cancelled, and in one case, the mining lease was declared void.

[Translation]

SHRIMATI RUPATAI D. PATIL: Sir, the hon. Minister has not given correct reply to the first part of the question. In his reply he has talked of cancellation of allocated coal blocks, however, he did not adduce any reason to it. I would like to know from the hon. Minister the reason as to why the allocation of captive coal blocks was cancelled and details in this regard.

MR. SPEAKER: How can he give the details?

[English]

SHRI SANTOSH BAGRODIA: Sir, I have got a complete statement of all the seven blocks why they have de-allocated. De-allocation is done if the end use product is not coming in time or the milestones which are being fixed at the time of allocation are not taken up by the parties in time. For example, Kalinga Power Corporation Limited was de-allocated. The reason for de-allocation was uncertainty of the power plant coming up and in view of the fact that more than nine years had elapsed since allocation. Similarly, in the case of Talcher mining...

MR. SPEAKER: All the details cannot be given.

SHRI SANTOSH BAGRODIA: Sir, I will send the statement to her.

MR. SPEAKER: Yes, send the statement to her.

[Translation]

SHRIMATI RUPATAI D. PATIL: Sir, the State Government is incurring revenue losses owing to allocation of captive coal blocks. Is any proposal of allocation through bidding process under consideration of the Government in view of it? Kindly give details in regard to the estimated production of coal by the captive coal blocks allocated to the private sector.

[English]

SHRI SANTOSH BAGRODIA: Sir, as far as the allotment of blocks is concerned, the policy is that it is allotted through the Screening Committee to those who are eligible for captive mining. The purpose of this is that the coal production is increased in the country.

As she wants that it should be done by bidding process, the moment I became the Minister, the first thing that the Cabinet was discussed on this. This has been approved. I think, the Bill is going to come in this Session or maybe later on because this has to come through the Mining Ministry. If the Bill comes, we will go by that process. We have no objection.

MR. SPEAKER: Shrimati Karuna Shukla – not present.

SHRI SURESH PRABHAKAR PRABHU: Sir, I am little surprised by the reply of my good friend, the hon. Minister, which is actually skirting the real issue.

Sir, in India, coal is a necessity of India's energy sector and almost 63 per cent of electricity generated is by coal. The Coal India Limited which is almost enjoying the coal monopoly in the coal sector has produced something like five to six percent growth rate in the last few years despite the fact that there is a huge coal shortage in India which necessitates

almost 15 per cent to 20 per cent of import of coal now in India and is likely to increase in a few years' time as per the Planning Commission's estimates. Therefore, this question is very pertinent because as a result of this, there was a need to actually have captive blocks for those power companies or steel companies which require coal.

Sir, in this case, the issue really was, as my friend has asked the question, how come despite giving these captive blocks there is no production of coal from there and despite that they are not producing coal because the captive blocks were given as the Coal India was not supposed to produce that much. Having given, they are producing coal. I would like to know what action the Government has taken to cancel those coal blocks and how they are going to put in place a system whereby these captive blocks actually produce coal. These captive blocks have really defied the very purpose for which they were given these captive blocks.

SHRI SANTOSH BAGRODIA: Sir, I think my hon. friend and the hon. Member is surprised but I am not very much surprised because he is a good friend.

Coming to the main point of this as to why this allocation has been made and why the production is not coming, when the coal blocks are allocated, it takes three to five years. This is the time limit which we give. Allocations have been mostly made from 2003 onwards. A number of coal blocks, 23 coal blocks, have actually come into production also. It is not that coal blocks have not come into production, and the total production out of that is 21.638 million tonnes. During the Eleventh Plan, the target is that out of these captive mines and allocated coal blocks, we should get about 100 million tonnes. We hope we will achieve that target. This shortage is there, but in reply to what you have said about imports, let me tell you that the total import we have made is about 50 million tonnes. Out of this, 25 million tonnes is the coking coal. This coking coal is not available in the country. Out of the balance 22 or 23 million tonnes, about 10 to 12 million tonnes is the coal which is especially required by the power generation units and the ports. So the balance left over is about 10 million tonnes. That also, we have the stock. At the end of the last financial year, that is on 1st April 2008, we had about 47 million tonnes which we have been able to reduce it to about 30 million tonnes. What I am trying to say is that there is not really that much shortage as it appears to be. But the fact remains that the power sector, the power units are not keeping enough stock. According to the norms, they should keep a stock of 21 days at the plants which are away from the pitheads. The pithead plants should have 15 days' coal. But that much coal is not available. This is a fact of life. The Planning Commission has also advised for imports. They have not imported. Unless they import coal, the stock cannot be built up.

MR. SPEAKER: Brevity on both sides please.

DR. BABU RAO MEDIYAM: In the answer, the Minister said that there are about 138 coal blocks allotted to 136 companies.

Sir, the allotment of coal mines is mainly to the private companies. Take for example, in the State of Andhra Pradesh, the Brahmani Steel have got the allotment of the captive mines very early since its inception, but whereas the Visakhapatnam Steel Plant is demanding and proposing it since five years but they have not been allotted it till now. Why there is this delay in allotment of captive mines?

MR. SPEAKER: For a public sector?

DR. BABU RAO MEDIYAM: Yes, Sir.

SHRI SANTOSH BAGRODIA: These mines are allotted not only to the private sector but they have been allotted to the public sector also. Two kinds of allocation is made. One is for mining and selling. That is given only to the public sector; no private sector is allowed. Only for captive use, it is being given for the private sector. If we see the record, I can give you all the details. If you want, I can send it.

MR. SPEAKER: Give the details about the Visakhapatnam Steel Plant, he said.

SHRI SANTOSH BAGRODIA: Regarding Visakhapatnam Steel Plant, I do not have the information right now available. I will send it. It is because, that is a specific question which does not come out of this also.

MR. SPEAKER: He will send it to you.

[Translation]

What will happen after that, I do not know.

DR. DHIRENDRA AGARWAL: Sir, this issue is regarding my constituency. This problem prevails even there. So please give me one minute to speak as well.

MR. SPEAKER: Please sit down.

[English]

You should know that second opportunity is not given.

...(Interruptions)

[Translation]

MR. SPEAKER: All right, you can give notice for discussion.

[English]

Knowledge-kiosks in Panchayats

*44. SHRI M. SREENIVASULU REDDY: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government proposes to set up knowledge-kiosks in panchayats for extending the benefits of information and communication technology to the rural people, specially women and the poor;

(b) if so, the details thereof;

(c) the time by which these kiosks are likely to be set up; and

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

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI MANI SHANKAR AIYAR): (a) to (d) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir. The Government proposes to extend the benefits of information and communication technology (ICT) to all sections of the rural population of the country through the proposed Centrally Sponsored Scheme for e-governance in Panchayati Raj Institutions (e-PRIs). The proposed scheme will bring about improved governance and improved service delivery through the Panchayats and enable greater accountability of Panchayati Raj Institutions to the community and other authorities. The project will also result in better implementation and monitoring of schemes, efficient and transparent utilization of funds, and will enable rural people linkage to access the external world of knowledge and markets. Induction of ICT at the panchayats level on such a large scale will eventually result in building ICT culture at the level of the masses. ICT will thus, contribute to "Inclusive Growth" through "Inclusive Governance".

(b) In the proposed scheme, all Village and Block Panchayats are to be provided with ICT infrastructure (Computer, Printer, UPS and Web Camera) and broadband connectivity. Appropriate software applications will also be deployed so as to enable Panchayats meet the service needs of various stakeholders such as citizens, States/UTs and the Central Government.

(c) A time-line of three years is proposed for the complete roll-out of the project.

(d) A National Programme Committee (NPC) under the Chairmanship of Secretary, Panchayati Raj has been set up. NPC is responsible for setting the mission and vision of the project; approving projects under e-PRIs; putting in place suitable instruments and mechanisms to monitor and evaluate the projects at periodic intervals; and reviewing the implementation of the projects. Based on the recommendations of the NPC, the details of project design and implementation are being formulated.

SHRI M. SREENIVASULU REDDY: Mr. Speaker, Sir, the knowledge parks, the knowledge-kiosks at village panchayat level are so important to strengthen information and communication system. I would like to know, through you, from the hon. Minister, whether it is a fact that an Expert Group set up by the Ministry of Panchayati Raj in June 2007 have estimated the project cost to the tune of Rs. 6,700 crore with a time limit of three years.

I would like to know from the hon. Minister whether the funds have been allocated for this year and also for the next year so that the project could be expedited.

SHRI MANI SHANKAR AIYAR: Sir, based upon the recommendations of the Expert Committee, we have been internally examining whether some economization might be possible and elaborating further on the recommendations of the Expert Committee. We have succeeded in bringing down the cost involved to about Rs.4,600 crore. Now, the document is ready for examination by the Expenditure Finance Committee. So, it is only after that process is completed, we will be able to actually implement and roll out this programme. I am hopeful that we will be able to do it during the Eleventh Five Year Plan period.

SHRI M. SREENIVASULU REDDY: The elected representatives are from Panchayats to Parliament. I would like to know from the hon. Minister as to what the fund allocation to Andhra Pradesh, which is a sensitive area, is.

SHRI MANI SHANKAR AIYAR: Sir, the Andhra Pradesh State will receive its allocation after it is being sanctioned by the Government of India. At the moment, we have a proposal for what we call EPRI. E-governance for Panchayat Raj Institutions is to be run as a mission-mode project of MMP, one of the 27 MMPs under the National E-governance Policy. The basic framework for doing this is to provide the Panchayats with a decision-making support system, a tool for transparency, and disclosure of information to citizens and social audit as a means for better and convergent delivery of services to citizens, as a means for improving internal management and efficiency of Panchayats, as a means of capacity building of representatives and officials of Panchayats, and as an e-procurement medium. To this end, we have seven components in the programme - (1) for information and service needs assessment; (2) for processed re-engineering; (3) for IT infrastructure comprising computing facilities, data centres and connectivity; (4) software, comprising system software and application software; (5) capacity building comprising training and awareness generation; (6) data digitization; and (7) programme and project management.

I am hoping that now that we have got the whole proposal put together, we will get the required approvals and

we will be able to move on this project very soon. But I entirely agree with the hon. Member that nothing could be more important for making Panchayats come into the 21st Century than getting this project approved.

MR. SPEAKER: Now, Dr. Manoj, please put a brief supplementary because not much time is left now.

DR. K.S. MANOJ: I am very glad to know that the Government proposes to extend the benefits of Information and Communication Technology to all sections of the rural population in the country through Panchayat Raj Institutions.

Sir, in addition to the scheme for e-governance and Panchayat Raj institutions, in Kerala there is a project called 'Akshya Computerisation Project', and through that project the Government of Kerala is trying to achieve one hundred per cent computer literacy in the State. I would like to know from the hon. Minister whether the Ministry of Panchayat Raj is contemplating to give assistance to this Akshya Computerisation Project for achieving one hundred per cent computer literacy of the entire population in the State.

MR. SPEAKER: This is a different question.

SHRI MANI SHANKAR AIYAR: Our aim is to provide ICT facilities to Panchayats, about 2,38,000 of them, in every single State and Union Territory of India which is covered under Part IX of the Constitution. To this end, we would attempt to converge our own plans with those that are already in operation in several States. The Akshya programme is one of our pilot programmes, and it is one programme that we greatly appreciate. There is a lot of work being done in this regard in Karnataka and West Bengal also. What we would ideally like to do is this. All the existing efforts are being made for establishing Gyan Kendras under the Ministry of Agriculture, for establishing IGNOU Centres under the Indira Gandhi National Open University, and State initiatives in this regard. We will do whatever we can from the Centre to bring them altogether. It is partly because we are bringing them altogether, we have been able to bring down the estimated cost from Rs.6,000 crore to Rs. 4,600 crore.

We will certainly support the Akshaya programme further, provided the Government of Kerala wishes to have our assistance.

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN: Sir, the setting up of knowledge-kiosks in panchayats is a scheme worth-appreciating. It is the need of the hour. It was also the dream of the Father of the Nation, Mahatma Gandhi.

In the answer-sheet, it is clearly stated that timeline of three years is proposed for the complete roll of the big project. We have come to know that now, only one internet connection

is provided in one panchayat block whereas one block contains so many villages. Therefore, I would like to know from the hon. Minister whether there is any proposal with the Ministry to extend those facilities in each and every village because then only we can achieve the goal within the scheduled time.

SHRI MANI SHANKAR AIYAR: Sir, I appreciate the question that has been asked. But because it has been left to the State Governments and the UTs to determine how many habitations will be included in a village panchayat area, the issue varies from one State to the other. Punjab, I think, is the State that has panchayats with the smallest population and Kerala has, unbelievably, large numbers of people incorporated in a single village panchayat.

So, at the time of the rollout, we will have to consider this. But the fact of the matter is that this is an EPRI Scheme. So, we do not put the e-facilities in each Panchayat Raj Institution, and if there are too many habitations, then we will have to see how we can converge with the village level kiosks, which are not the same thing as panchayat level kiosks. If we need to expand it in particular panchayat area in a particular State, I am sure that we will take this into account but only after we succeed in getting the Planning Commission to approve the project and the Finance Ministry to give us the money. Then, these details will be worked out further.

MR. SPEAKER: There were too many Supplementaries on this Question. But nobody is interested now.

[Translation]

Status of GQP and NSEW Corridors

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*45. SHRI MAHAVIR BHAGORA:
SHRI TATHAGATA SATPATHY:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the works on various stretches of roads under the Golden Quadrilateral Project and North-South & East-West NSEW Corridors of National Highways Development Project in the country have not been completed as per the schedule envisaged;

(b) if so, the details thereof alongwith the stretch-wise status and the reasons therefor;

(c) the details of cost-escalation as a result of time over-run;

(d) whether any action has been taken against the contractors responsible for the delay in the completion of the projects and the poor quality of work;

(e) if so, the details thereof; and

(f) the efforts made by the Government in order to accomplish the unfinished task without further delay?

[English]

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R BAALU): (a) to (f) A Statement is laid on the Table of the House.

Statement

(a) and (b) Details of stretch-wise implementation status of Golden Quadrilateral (GQ) Project and North-South and East-West (NS-EW) Corridor Project are given at Annexure-I Out of total length of 5846 km under GQ, 5713 km (97.72%) has already been completed. Under NS-EW Corridor projects, 3291 km(46.08%) has been completed while 3030 km (42.42%) is under implementation out of total length of 7142 km. The reasons for delay in respect of the project stretches which have been delayed include poor performance of contractors leading to rescinding of contracts and processing for re-award of contracts, problems associated with land acquisition, shifting of utilities and adverse law and

order situation in some States etc.

(c) Escalation is paid in accordance with the provisions of the respective contract. In case the project is delayed due to fault on the part of the contractor, liquidated damages are imposed and no escalation is paid. Escalation is payable only in case the delay is beyond the control of the contractor. The overall cost escalation, if any, is known only after completion of the project.

(d) and (e) Wherever the delays are attributable to the poor performance by the contractors, the contracts have been terminated by the National Highways Authority of India (NHAI). 19 contracts have been terminated in respect of GQ and NS-EW Corridor due to delay in implementation. Besides, seven foreign and eleven Indian contractors have been declared non-performing and debarred from bidding in NHAI projects. List of terminated contracts is given at Annexure-II and the list of contractors declared as non-performing is given at Annexure-III.

(f) The efforts made by the Government in order to expedite implementation of projects are given at Annexure-IV.

Annexure-I

S.No.	NH No.	Stretch	Length (in km)	Length completed (Km)	Present Status	Start Date	Anticipated Completion date
1	2	3	4	5	6	7	8
GQ Projects							
1	2	Varanasi - Mohania (GTRIP/IV-A)	76	73.97	Under Implementation	March-2002	Jun-2009
2	6	Bridges section (WB-III)	1.732	0.48	Contract terminated	Jan-2001	-
3	2	Agra-Shikohabad (GTRIP/I-A)	50.83	49.89	Under Implementation	Mar-2002	Mar-2009
4	2	Gorhar-Barwa Adda (TNHP/V-C)	78.75	73.45	Under Implementation	Sep-2001	Mar-2009
5	2	Allahabad Bypass Contract-III	38.987	38.987	Under Implementation	Jun-2004	Jun-2009
6	2	Allahabad Bypass Contract-III	44.708	41.15	Under Implementation	Nov-2004	Jun-2009
7	5	Balasore-Bhadrak (OR-III)	62.64	35.56	Contract rewarded in Nov-08	Dec-2008	Dec-2010
8	5	Bhubneshwar-Khurda (OR-I)	26.3	26.3	Under Implementation	Jan-2001	Mar-2009
9	5	Sunakhala-Ganjam (OR-VII)	55.713	21.202	Contract terminated	Aug-2001	-

1	2	3	4	5	6	7	8
10	5	Ganjam-Icchapuram (OR-VIII)	50.8	20.89	Under Implementation	Jul-2006	Jun-2009
11	4	Haveri-Harihar	56	46.85	Contract reawarded in Sep 08	Nov.-2008	Jul-2010
12	4	Harihar-Chitradurga	77	62.92	Contract reawarded in Sep 08	Oct-2008	Jun-2010
13	4	Chitradurga Bypass	18	18	Under Implementation	Apr-2007	Jun-2009
14	4	Tumkur Bypass	13	9.7	Contract terminated	Dec-2001	-
15	2	Fatehpur-Khaga (TNHP/II-C)	77	75.35	Under Implementation	Mar-2001	Mar-2009
North South							
1	7	Hyderabad Bangalore Section (ADB-11/C-12)	42.6	0	Under Implementation	Mar-2007	Sep-2009
2	7	Hyderabad Bangalore Section (ADB-11/C-13)	40	0	Under Implementation	Mar-2007	Sep-2009
3	7	Hyderabad Bangalore Section (ADB-11/C-14)	42	0	Under Implementation	Mar-2007	Aug-2009
4	75, 3	Gwalior Bypass (NS-1/BOT/MP-1)	42	0	Under Implementation	Apr-2007	Oct-2010
5	7	Hyderabad Bangalore Section (ADB-11/C-15)	45.6	0	Under Implementation	Mar-2007	Aug-2009
6	7	MH/AP border to Islam Nagar (NS-2/BOT/AP-6)	55	17.25	Under Implementation	May-2007	Nov-2009
7	7	Kadal to Armur (NS-2/BOT/AP-8)	31	21	Under Implementation	May-2007	Nov-2009
8	1A	Kunjwani to Vijaypur (NS-15/J&K)	17.2	16	Under Implementation	Jan-2002	Dec-2009
9	1	Six laning to Panchi Gujran to Kamaspur (Sonepat) (NS-17/HR)	21.7	21.7	Under Implementation	Jan-2006	Jun-2009
10	1	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	12.9	4.6	Under Implementation	Dec-2005	Jun-2009
11	7	Thopurghat to Thumpipadi (NS-25/TN)	16.6	13.67	Under Implementation	May-2005	Mar-2009
12	7	Thumpipadi to Salem (NS-26/TN)	19.2	18.1	Under Implementation	Sep-2001	Mar-2009
13	7	Borkhedi-Jam (NS-22/MH)	27.4	25.7	Under Implementation	Jun-2005	Mar-2009

1	2	3	4	5	6	7	8
14	7	Gundla Pochampalli to Shivarampalli to Thondapalli (NS-23/AP)-Balance Work	23.1	15.9	Under Implementation	Dec-2005	Mar-2009
15	7	Farukhanagar to Kottakata (NS-2/AP-3)	46.162	44.4	Under Implementation	Aug-2006	Feb-2009
16	7	Farukhanagar to Kottakata (NS-2/AP-4)	55.74	53.78	Under Implementation	Aug-2006	Feb-2009
17	1A	Four laning of Jammu-Udhampur Section (NS-102/J&K)	15.48	0	Balance for award		
18	1A	Four laning of Jammu-Udhampur Section (NS-103/J&K)	33.86	0	Balance for award		
19	1A	Srinagar-Khanbal-Banihal (only tunnel)-NS-93A/J&K	7	0	Balance for award		
20	1A	Udhampur-Banihal (only tunnel)-NS-99A/J&K	9	0	Balance for award		
21	1A	Udhampur-Banihal NS-96/J&K	21	0	Balance for award		
22	1A	Udhampur-Banihal NS-95/J&K	20	0	Balance for award		
23	1A	Four laning of Jammu-Udhampur section from Km 15 to Km 19 of Jammu Bypass including Tawi Bridge and Nagrota Bypass (NS-101/J&K)	20.1	0	Balance for award		
24	7	Islam Nagar to Kadtal (NS-2/BOT/AP-7)	78	0	Under Implementation	Mar-2007	Mar-2010
25	7	Armur to Kadloor Yellareddy (NS-2/AP-1)	60.25	0	Balance for award		
26	7	Kadloor Yellareddy to Gundla Pochampalli (NS-2/BOT/AP-2)	85.74	81	Under Implementation	Sep-2006	Mar-2009
27	7	Hyderabad Bangalore Section (NS-2/BOT/AP-5)	74.65	59.49	Under Implementation	Sep-2006	Mar-2009
28	7	Hyderabad Bangalore Section (ADB-11/C-10)	40	0	Under Implementation	Mar-2007	Aug-2009
29	7	Hyderabad Bangalore section (ADB-11/C-11)	42.4	0	Under Implementation	Mar-2007	Aug-2009

1	2	3	4	5	6	7	8
30	1A	Udhampur-Banihal NS-97/J&K	21	0	Balance for award		
31	1	Panipat to Panchi Gujran (Six laning work) NS-89/HR)	20	20	Under Implementation	Oct-2006	Jun-2009
32	1A	Srinagar Bypass (Road Portion) (NS-30)	17.8	11	Under Implementation	Oct-2003	Sep-2009
33	1A	Srinagar Bypass (Bridge Portion) (NS-30A)	1.23	0	Under Implementation	Jun-2006	Dec-2009
34	1A	Srinagar-Khanbal- Banihal (Plain) - (NS-88/J&K)	30	0	Balance for award		
35	1A	Srinagar-Khanbal- Banihal- NS-92/J&K	30	0	Balance for award		
36	1A	Srinagar-Khanbal- Banihal (Except Tunnels) - NS-93/J&K	32	0	Balance for award		
37	47	Four laning of Walayar- Vadakkancherry section	58	0	Balance for award		
38	47	Thrissur to Angamali (KL-I)	40	25	Under Implementation	Sep-2006	Mar-2009
39	7	AP/Karnataka border- Nandi Hill crossing & Devenhalli to Meenu Kunte village	61.38	41	Under Implementation	Mar-2007	Mar-2009
40	7	Four laning from MP/Maharashtra border to Nagpur I/C Kamptee Kanoon and Nagpur bypass	95	0	Balance for award		
41	7	Jam-Wadner (NS- (59/MH)	30	27.085	Under Implementation	Oct-2005	Mar-2009
42	7	Butibori ROB (NS- 29/MH)	1.8	0	Under Implementation	Jun-2005	Mar-2009
43	75	Gwalior-Jhansi	80	0	Under Implementation	Jun-2007	Dec-2010
44	26	Sagar-Rajmarg Choraha (ADB-II/C-6)	44	0	Under Implementation	Apr-2006	Dec-2010
45	26	Rajmarg Choraha to Lakhnadon (ADB-II/C-8)	54	10	Under Implementation	Apr-2006	Dec-2010
46	7	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	56.475	5	Under Implementation	Dec-2007	Jun-2010
47	1A	Udhampur - Banihal - NS-94/J&K	17	0	Balance for ward		

1	2	3	4	5	6	7	8
48	3	Dholpur-Morena Section (including Chambal bridge) NS-1/RJ-MP/1	10	0	Under Implementation	Sep-2007	Sep-2010
49	7	Salem to Karur (NS-2/TN-2)	41.55	24.7	Under Implementation	Aug-2006	Apr-2009
50	7	Salem to Karur (NS-2/TN-3)	33.48	24.7	Under Implementation	Jul-2006	Mar-2009
51	7	Karur to Madurai (TN-4)	68.125	28.85	Under Implementation	Oct-2006	Mar-2009
52	7	Karur to Madurai (TN-5)	53.025	32.7	Under Implementation	Jul-2006	Mar-2009
53	7	Madurai to km 120 of Madurai - Tirunelveli Section including Madurai Bypass (NS-39)	42	40	Under Implementation	Sep-2005	Mar-2009
54	7	Madurai-Kanniakumari Section (NS-40/TN)	38.86	29.4	Under Implementation	Sep-2005	Mar-2009
55	7	Madurai-Kanniakumari Section (NS-41/TN)	39.51	34.3	Under Implementation	Sep-2005	Mar-2009
56	47	Salem to Kerala Border Section (TN-6)	53.525	27.88	Under Implementation	Jul-2006	Apr-2009
57	7	Madurai-Kanniakumari Section (NS-42/TN)	42.7	27	Under Implementation	Sep-2005	Mar-2009
58	7	Km 120 of Madurai - Tirunelveli Section to Panagudi (km 203) (NS-43)	43	35.15	Under Implementation	Oct-2005	Mar-2009
59	7	Kanniyakumari-Panagudi (NS-32)	30.6	6	Under Implementation	Apr-2008	Apr-2010
60	47	Salem to Kerala Border Section (TN-7)	48.51	39	Under Implementation	Jul-2006	Apr-2009
61	47	Salem to km 100 & Salem-Coimbatore-Kerala Border Section	82	0	Balance for award		
62	2, 3	New 4 lanning Agra Bypass (NS-1/UP-1)	32.8	0	Under Implementation	Oct-2007	Oct-2010
63	26	Jhansi to Lalitpur (NS-1/BOT/UP-3)	49.3	9	Under Implementation	Mar-2007	Sep-2009
64	26	Lalitpur - Sagar (ADB-II/C-4)	55	0	Under Implementation	Apr-2006	Dec-2009

1	2	3	4	5	6	7	8
65	26	Sagar Bypass (ADB-II/C-5)	26	3	Under Implementation	Apr-2006	Dec-2010
66	1A	Jammu to Kunjwani (Jammu Bypass) NS-33/J&K	15	0	Under Implementation	Nov-2005	Dec-2009
67	1A	Vijaypur to Pathankot (NS-34/J&K)	33.65	0	Under Implementation	Sep-2005	Dec-2009
68	1A	Vijaypur to Pathankot (NS-35/J&K)	30	0	Under Implementation	Sep-2005	Dec-2009
69	1A	Pathankot to Jammu & Kashmir Border (NS-36/J&K)	19.65	0.6	Under Implementation	Nov-2005	Dec-2009
70	1A	Four lanning of Jammu-Udhampur Section (including Three Tunnels) (NS-102A/J&K)	8.5	0	Balance for award		
71	1A	Pathankot to Bhogpur (NS-38/PB)	44	1.5	Under Implementation	Nov-2005	Dec-2009
72	1A	Pathankot to Bhogpur (NS-37/PB)	40	0.15	Contract terminated	Nov-2005	
73	7	Wadner-Devdhari (NS-60/MH)	29	0	Under Implementation	Oct-2005	Jun-2009
74	7	Devdhari-Kelapur (NS-61/MH)	30	28.1	Under Implementation	Oct-2005	Mar-2009
75	7	Kelapur-Pimpalkhatti (NS-62)	22	0	Under Implementation	May-2006	Jun-2009
76	47	Six lanning of Vadakkancherry-Thrissure Section	30	0	Balance for for award		
77	26	Rajmarg Choraha to Lakhandon (ADB-II/C-9)	54.7	3	Under Implementation	Apr-2006	Dec-2010
78	26	Sagar Rajmarg choraha (ADB-II/C-7)	42	36.03	Under Implementation	Apr-2006	Apr-2009
79	26	Lalitpur Sagar (ADB-II/C-3)	38	0	Under Implementation	May-2006	Mar-2010
80	25, 26	Jhansi to Lalitpur (NS-1/BOT/UP-2)	49.7	18	Under Implementation	Mar-2007	Sep-2009
81	7	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	49.35	25	Under Implementation	Mar-2007	Sep-2009
East West							
1	25	Ganga Bridge to Rama Devi Crossing (UP-6)	5.6	9	Under Implementation	Dec-2005	Sep-2009

1	2	3	4	5	6	7	8
2	31	Purnea - Gayakota (EW-12/BR)	28	24	Under Implementation	Sep-2001	Mar-2009
3	56A& B	Lucknow Bypass (EW-15/UP)	22.85	10	Under Implementation	Sep-2001	Jun-2008
4	57	Forbesganj-Simrahi (BR-3)	40	2	Under Implementation	Apr-2006	Jun-2009
5	28	Kotwa to Dewapur (LMNHP-10)	38	0	Under Implementation	Nov-2005	Dec-2009
6	28	Deewapur to UP/Bihar Border (LMNHP-9)	41.085	0	Under Implementation	Nov-2005	Dec-2009
7	57	Simrahi to Ring bund (missing link) (BR-4)	15	3	Under Implementation	Apr-2006	Jun-2009
8	57	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	10	0	Under Implementation	Apr-2007	Apr-2010
9	57	Ring bunds to Jhanjhapur (BR-6)	45	4	Under Implementation	Jan-2006	Jun-2009
10	57	Jhanjhapur to Darbanga (BR-7)	40	0	Under Implementation	Apr-2006	Dec-2009
11	57	Darbanga to Muzzaffarpur (BR-8)	40	5.5	Under Implementation	Jan-2006	Jun-2009
12	57	Darbanga to Muzzaffarpur (BR-9)	30	14	Under Implementation	Jan-2006	Jun-2009
13	28	Muzzaffarpur to Mehsi (LMNHP-12)	40	0	Under Implementation	Sep-2005	Dec-2009
14	28	Mehsi to Kotwa (LMNHP-11)	40	0	Under Implementation	Sep-2005	Dec-2009
15	31	Nalbari to Bijni (AS-6)	25	0	Under Implementation	Nov-2005	Jun-2009
16	31	Nalbari to Bijni (AS-7)	27.3	0	Under Implementation	Oct-2005	Jun-2009
17	31	Nalbari to Bijni (AS-8)	30	0	Under Implementation	Dec-2005	Jun-2009
18	31	Nalbari to Bijni (AS-9)	21.5	0	Under Implementation	Dec-2005	Jun-2009
19	31	Brahmaputra Bridge (AS-28)	5	0	Under Implementation	Oct-2006	Apr-2010
20	31C	Bijni to Assam/WB Border (AS-10)	33	0	Under Implementation	Nov-2005	Jun-2009
21	31C	Bijni to Assam/WB Border (AS-11)	30	0	Under Implementation	Nov-2005	Jun-2009
22	31C	Bijni to Assam/WB Border (AS-12)	30	0	Under Implementation	Nov-2005	Jun-2009
23	28	Gorakhpur-Ayodhya (LMNHP-6)	43.7	0	Under Implementation	Oct-2005	Jun-2009

1	2	3	4	5	6	7	8
24	31	Siliguri to Islampur (WB-7)	26	11.8	Under Implementation	Jan-2006	Jun-2009
25	31	Guwahati to Nalbari (AS-4)	28	0	Under Implementation	Dec-2005	Jun-2009
26	31	Guwahati to Nalbari (AS-5)	28	0	Under Implementation	Oct-2005	Jun-2009
27	28	Gorakhpur-Ayodhya (LMNHP-5)	44	0	Under Implementation	Oct-2005	Dec-2009
28	28	Gorakhpur-Ayodhya (LMNHP-4)	29	1	Under Implementation	Nov-2005	Dec-2009
29	28	Ayodhya-Lucknow (LMNHP-3)	41.925	17.5	Under Implementation	Nov-2005	Jun-2009
30	54	Silchar-Udarband (AS-1)	32	0	Under Implementation	Sep-2004	Jun-2009
31	54	Udarband to Harangajo (AS-14)	31	0	Balance for award		
32	54	Harangajo to Maibang (AS-21)	26	0	Under Implementation	Jan-2007	Dec-2009
33	54	Harangajo to Maibang (AS-22)	24	0	Under Implementation	Jan-2007	Dec-2009
34	54	Harangajo to Maibang (AS-23)	16	0	Under Implementation	Aug-2006	Dec-2009
35	54	Maibang to Lumding (AS-27)	21	0	Under Implementation	Oct-2006	Dec-2009
36	54	Lanka to Daboka (AS-16)	24	0	Under Implementation	Dec-2005	Jun-2009
37	54	Maibang to Lumding (AS-26)	23	0	Under Implementation	May-2006	Nov-2009
38	54	Maibang to Lumding (AS-25)	28	0	Under Implementation	Oct-2006	Dec-2009
39	54	Maibang to Lumding (AS-24)	15	0	Under Implementation	May-2006	Nov-2009
40	54	Lumding to Daboka (AS-15)	18.5	0	Under Implementation	Feb-2008	Sep-2010
41	36	Daboka to Nagaon (AS-17)	30.5	0	Under Implementation	Dec-2005	Jun-2009
42	37	Dharamtul to Sonapur (AS-19)	25	0	Under Implementation	Dec-2005	Jun-2009
43	37	Dharamtul to Sonapur (AS-20)	22	0	Under Implementation	Nov-2005	Dec-2009
44	37	Sonapur to Guwahati (AS-3)	19	0	Under Implementation	Sep-2005	Dec-2009
45	37	Nagaon bypass (AS-18)	23	0	Under Implementation	Dec-2005	Jun-2009
46	37	Nagaon to Dharmatul (AS-2)	25	0	Under Implementation	Dec-2005	Dec-2009

1	2	3	4	5	6	7	8
47	28	Ayodhya-Lucknow (LMNHP-2)	47	21.5	Under Implementation	Oct-2005	Jun-2009
48	28	Ayodhya-Lucknow (LMNHP-1)	36	17.5	Under Implementation	Oct-2005	Jun-2009
49	28	Gorakhpur Bypass	32.6	0	Under Implementation	Apr-2007	Oct-2009
50	31C	Assam/WB Border to Gairkatta (WB-1)	32	0	Under Implementation	Jun-2006	Jun-2009
51	31, 31C	Ghoshukur (km 351 of NH31) to Salsalabari km 226 of NH 31 C) via Fulbari-Mainagiri -Dhumpgiri - Falkata (3 Packages)	201	0	Balance for award		
52	57	Purnea-Forbesganj (BR-1)	41	29.5	Under Implementation	Nov-2005	Apr-2009
53	57	Purnea-Forbesganj (BR-2)	38	17	Under Implementation	Nov-2005	Apr-2009
54	76	RJ/MP Border to Kota (RJ-10)	59.85	59.5	Under Implementation	Oct-2005	Jun-2009
55	76	RJ/MP Border to Kota (RJ-9)	43.15	37	Under Implementation	Oct-2005	Jun-2009
56	76	Kota Bypass (RJ-4)	25	0	Under Implementation	May-2006	Dec-2009
57	76	Bakaria to Gogunda (RJ-2)	44	41	Under Implementation	Nov-2005	Feb-2009
58	76, 14	Swaroopganj to Bakaria (RJ-1)	43	39	Under Implementation	Dec-2005	Feb-2009
59	14	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km)	76	70	Under Implementation	Sep-2006	Jun-2009
60	76	Gogunda to Udaipur (RJ-3)	31	25	Under Implementation	Jan-2006	Feb-2009
61	2,25	Bara to Orai	62.8	23	Under Implementation	Oct-2006	Dec-2009
62	76	Chambal Bridge (RJ-5)	1.4	0	Under Implementation	Nov-2006	Sep-2010
63	25	Lucknow - Kanpur EW/3A)	16	15	Under Implementation	Dec-2003	Dec-2009
64	25	Orai to Jhansi (UP-4)	66	0	Under Implementation	Oct-2005	Dec-2009
65	25	Orai to Jhansi (UP-5)	50	0	Under Implementation	Sep-2005	Dec-2009
66	25	Jhansi Bypass (UP-3)	15	0	Under Implementation	Nov-2005	Dec-2009
67	25	Jhansi-Shivpuri (UP/MP-) (UP-11 km & MP-30 Km)	41	38	Under Implementation	Oct-2005	Mar-2009

1	2	3	4	5	6	7	8
68	8A	Garamore to Bamanbore Package-III)	71.4	67	Under Implementation	Feb-2005	Mar-2009
69	15, 8A	Gagodhar to Garamore (Package-IV)	90.3	83	Under Implementation	Feb-2005	Jun-2009
70	28	UP/Bihar Border to Kasia (LMNHP-8)	41.115	5.5	Under Implementation	Dec-2005	Dec-2009
71	28	Kasia to Gorakhpur (LMNHP-7)	40	5	Under Implementation	Dec-2005	Dec-2009

Annexure-II*List of terminated Contracts in GQ & NS EW*

S.No.	Stretch	NH No.	Length (Km)	When terminated
1	Chitradurga bypass	4	18	Apr-2006
2	Ganjam to Icchapuram (OR-VIII)	5	50.8	Jan-2004
3	Shikohabad to Etawah (GTRIP I-B)	2	59.02	Jun-2004
4	Srikakulam to Champawati (AP-1)	5	48	Dec-2004
5	Etawah Bypass	2	13.6	Apr-2005
6	Haveri - Harihar	4	56	Jan-2007
7	Harihar - Chitradurga	4	77	Jan-2007
8	Balasore -Bhadrak (OR-III)	5	62.64	Dec-2007
9	Sunakhala-Ganjam (OR-VII)	5	55.71	Apr-2008
10	Tumkur Bypass	4	13	May-2008
11	Bridges Section (WB-III)	6	1.732	Aug-2008
12	Six laning of Panchi Gujranto Kamaspur (Sonepat)(NS-17/HR)	1	21.7	Dec-2004
13	Eight laning of Haryana/ Delhi Border to Mukaraba Chowk (NS-18/DL)	1	12.9	Dec-2004
14	Gundla Ponchampalli to Bowenpalli/ km 464 to km 474 & km 9.20 to km 22.30 / (NS-23)	7	23.1	Dec-2004
15	Kanniyakumari - Panagudi (NS-32)	7	30.6	Jan-2007
16	Pathankot to Bhogpur (NS-38/PB)	1A	40	Sep-2008
17	Lucknow-Kanpur (EW/3A)	25	16	Oct. 2002
18	Lucknow Bypass (EW-15/UP)	56 A & B	22.85	Mar-2008
19	Deewapur-UP/Bihar Border (LMNHP-9)	28	41.085	Feb-2009

Annexure-III**Non-performing contractors & projects
delayed by these firms**

S. No.	Name of the Firm	Projects Delayed
1	2	3
I. Foreign Firms		
1.	Bhumihighway Venture Berhad, Malaysia	Bhogpur to Jalandhar (NS-16/PB) Ganjam - Icchapuram
2.	Centrodostroy, Russia	Fatehpur - Khaga (TNHP/II-C) Handia - Varanasi (TNHP/III-C)
3.	China Coal Construction Group Corpn., China	Shikohabad - Etawah
4.	Dolomite Industries Co. Sdb. Bhd, Malaysia	Chitradurga bypass
5.	Sticco Kingdom of Saudi Arabia	Sunakhala - Ganjam (OR- VII)
6.	UEM Builders (6551-K) Malaysia	Haveri - Harihar Harihar - Chitradurga Chitradurga - Sira
7.	You-one Engineering Construction Co. Ltd. Korea	Srikakulam to Champawati Eight Laning of Haryana/ Delhi Border to Mukarba Chowk Gundla Ponchampalli to Bowenpalli
II. Indian Firms		
1	Ashwani Construction Company India	Etawah Bypass
2	A.L. Sudershan Cons. Co. Ltd., India	Tumkur Bypass Kalkattu village to Gundla Pochampalli (NS-8) Chitradurgha Bypass
3	APIL (Subsidiary of Afcons Infrastructure Ltd.) India	Hubli-Haveri
4	Bhageeratha Engineering Ltd India	Bridges section (WB-III) Thumpipadi to Salem (NS-26/TN)

1	2	3
		4 laning of Karur Bypass including additional bridge across river Amarawati Garhmukteshwar - Muradabad Etawah Bypass
5	DD Builders Ltd. India	Ganjam - Icchapuram
6	M/s Essar Group India	Haveri - Harihar (Terminated) Harihar - Chitradurga (Terminated) Chitradurga - Sira
7	Lanco Construction India	Dalkola Islampur Sub section 2 (EW/6) Purnea - Gayakota (EW-12/BR)
8	Rani Construction India	Purnea -Gayakota (EW-12/BR)
9	M/s Progressive Construction Ltd.	4-laning of NH-28 in km 360.915 to km 402 (WB-9), km 402 to km 440 (WB-10), km 480 to km 520 (WB-12) (LMNHP-EW-II packages) Varanasi-Mohania section of NH-2 GTRIP/VA
10	M/s Madhucon Projects Ltd.	4-laning of NH-28 in km 440 to km 480 LMNHP-EW-II (WB-12) package
11	M/s M. Venkat Rao Engineering	4-laning of NH-28 in km 402 to km 440 (WB-10), km 480 to km 520 (WB-12) (LMNHP-EW-II packages)

Annexure-IV**Efforts made by the Government for
implementation of projects**

- The Contracts are regularly monitored at various levels such as by Supervision Consultant, Project Directors, Senior officers of NHA. Progress reviews are also held at the level of Chairman, NHA and Secretary, Department of Road Transport & Highways.
- State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP such as land acquisition, removal of utilities, forest / pollution / environment

clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.

- c. A Committee of Secretaries has been constituted under the Cabinet Secretary to address inter-ministerial and Centre - State issues such as land acquisition, utility shifting, environment approvals, clearance of ROBs.
- d. The procedure of issue of Land Acquisition notifications has been simplified. Earlier all the notifications under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made in the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- e. To expedite the construction of ROBs an officer of the Railways has been posted to NHAI to coordinate with the Ministry of Railways. MOU has also been signed with M/s. IRCON for construction of some of the ROBs.
- f. Action has been taken against non performing contractors and they are not allowed to bid for future projects unless they improve the performance in the existing contracts.
- g. Steps have been taken to improve cash flow problems of contractors by granting interest bearing discretionary advance at the request of contractor, release of retention money against bank guarantee of equal amount, deferment of recovery of advances (on interest basis) and relaxation in minimum Interim Payment Certificate (IPC) amount.

[Translation]

SHRI MAHAVIR BHAGORA: Mr. Speaker, the hon. Minister in reply to my question told me that 46 percent work of North-South and East-West Corridor Project has been completed and 42.42 per cent work is under implementation however, no reference has been made to the remaining 11.58 per cent. I would like to know the details in regard to the fate of works, on those remaining routes and the incompleting road length. I would also like to know from the hon. Minister the date on which this project work began. ...*(Interruptions)*

MR. SPEAKER: There is not much time.

SHRI MAHAVIR BHAGORA: I would like to know the latest position of this project and when it would be completed?

[English]

MR. SPEAKER: All the details have already been given in the written reply.

SHRI T.R. BAALU: Yes, Sir, all the details have been given. But at the same time, let me inform the House that the Indian vehicles population in 1951 was 3.06 lakhs whereas in 2004, it went up to 727 lakhs. That means, there has been an increase of 237 times in 53 years.

MR. SPEAKER: Increase of 237 times?

SHRI T.R. BAALU: Yes, Sir. That is why the Government of India has taken a conscious decision to see that our roads are developed and widened. For that matter, all the developmental activities, viz., the Golden Quadrilateral NHDP Phase-I and II, NHDP Phase-III, NHDP Phase-IV, NHDP Phase-V, NHDP Phase-VI and NHDP Phase-VII, have been taken up. The UPA Government has especially come forward to invest about Rs. 2,35,690 crore on NHDP Phase-III, NHDP Phase-IV, NHDP Phase-V, NHDP Phase-VI and NHDP Phase-VII, besides completion of balance work of NHDP -I, and NHDP-II.

As far as the North-South and East-West corridors are concerned, there were a lot of hurdles. But at the same time, I want to impress upon the hon. Members that in the North-South, we have taken up 3,699 kilometres. We have already completed about 1,687 kilometres, and on 1,423 kilometres, the work is going on. That means, some progress is there. About 589 kilometres, we could not do anything because of various reasons. I would narrate them one-by-one. About 264 kilometres was on the side of Jammu and Kashmir. There were two tunnels of more than seven kilometres length and we could not achieve the target on time.

So, it was delayed. Afterwards, we have put the tender. In some of the places, some of the areas, it went beyond plus 40 per cent. So, we could not decide the tender. Now, we are proposing to directly to BOT-(Annuity) instead of first going on (BOT ToH) and then to BOT (Annuity) as per the Government's policy.

The next one is 155 kilometres. Out of 155 kilometres, 95 kilometres form part of Maharashtra and 60 kilometres are in Andhra Pradesh. Bids were invited. It is because of the poor response, we could not go further. So, re-bidding has started on BOT. So, there are so many things.

MR. SPEAKER: If you have fresh details, you can send them to him. Otherwise, you have mentioned everything here.

SHRI T.R. BAALU: But there is one thing. Some of the Opposition Members yesterday made hue and cry about the lethargy, this and that. As far as road transport is concerned,

the UPA is never being lethargical about this. Both the Government, all together, have completed a total of four-lane work of 10,705 kilometres. Out of that, the NDA had completed 2390 kilometres only whereas the UPA has completed 7094 kilometres. Moreover, about the GQ, they are worried about the GQ of 5846 kilometres. ...*(Interruptions)* Out of 5846 kilometres, we have completed 5713 kilometres. ...*(Interruptions)*

MR. SPEAKER: Election is nearing.

SHRI T.R. BAALU: Sir, only 133 kilometres are left out. ...*(Interruptions)* Out of that they have completed only 33.44 per cent. They have completed only one-third of the project whereas we have completed 49.78 per cent. ...*(Interruptions)* Sir, 49.78 per cent has been completed by us. We have inherited the legacy from them. They have to compliment us. When they demitted office on 24th May 2004, they could have completed the target. ...*(Interruptions)*

MR. SPEAKER: I will look into it.

SHRI T.R. BAALU: They could not complete the target. ...*(Interruptions)*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: ...*(Interruptions)* They have been a complete flop. Hardly any progress has been made regarding road construction. ...*(Interruptions)*

MR. SPEAKER: Your party Members are asking questions.

...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: They have not visited North India even once. ...*(Interruptions)*

SHRI MAHAVIR BHAGORA: Mr. Speaker, I am asking my supplementary questions. ...*(Interruptions)*

[English]

SHRI T.R. BAALU: The GQ portion is 5846 kilometres. Completed portion is 5713 kilometres. Out of that 847 kilometres have been done prior to commencement of NHDP. ...*(Interruptions)* Out of GQ, they had completed only 1955 kilometres whereas we have completed 2911 kilometres... out of NS-EW portion they had completed only 226 Km; whereas we have completed 2695 Km. ...*(Interruptions)*

MR. SPEAKER: He is waiting for his opportunity since this morning.

SHRI T.R. BAALU: What is the percentage? It is 49.75 per cent whereas they had completed only 38 per cent. ...*(Interruptions)*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, they have not done anything.

[English]

MR. SPEAKER: He has been waiting patiently since morning.

...*(Interruptions)*

[Translation]

MR. SPEAKER: Mr. Bhagora, please ask your second supplementary.

SHRI MAHAVIR BHAGORA: Mr. Speaker, I would like to ask the hon. Minister the reasons for not completing the work on time. He has mentioned 19 contractors who have failed to complete the target in time. Out of these seven are foreigners and 12 Indians.

MR. SPEAKER: Leave aside the names.

SHRI MAHAVIR BHAGORA: One contractor is not mentioned here. Where has he disappeared, why his name is not mentioned? How much penalty has been imposed by the hon. Minister on these contractors for not completing the work in time. I would like to know the states in which this work has not been completed?

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, he is misleading the House. He does not have correct information. ...*(Interruptions)*

[English]

SHRI T.R. BAALU: Usually, if the contractor is a non-performer, we used to declare him as non-performer and debar him from taking another contract.

SHRI TATHAGATA SATPATHY: How many contractors?

SHRI T.R. BAALU: There are 19 contractors, which have been terminated. Seven foreigner and 11 Indian firms have been declared non-performing. ...*(Interruptions)*

MR. SPEAKER: Silence please.

SHRI TATHAGATA SATPATHY: ... * the Minister, who crossed the floors, was sitting here with these gentlemen when they were on that side.

MR. SPEAKER: Come to the question.

SHRI TATHAGATA SATPATHY: Now, he points the finger at the NDA ...*

MR. SPEAKER: It is not necessary. All these phrases are not necessary.

...*(Interruptions)*

SHRI A. KRISHNASWAMY: Sir, this is the Question Hour. ...*(Interruptions)*

* Not recorded.

MR. SPEAKER: I will delete it.

...(Interruptions)

SHRI TATHAGATA SATPATHY: Please sit down.

You have crossed the floor many times. ...(Interruptions)

MR. SPEAKER: Put your question very briefly.

SHRI TATHAGATA SATPATHY: Sir, if you
...(Interruptions)

Sir, the answers given by the Minister in serial numbers 7,8,9 and 10 refer to Orissa.

MR. SPEAKER: Question Hour is over. Please take your seat. Now, we will take Papers to be laid on the Table.

...(Interruptions)

SHRI TATHAGATA SATPATHY: Sir, you are acting ...
... (Interruptions)

MR. SPEAKER: This is how you are denigrating this institution. This is not the way to behave.

...(Interruptions)

MR. SPEAKER: I have got a clock this side and I have got a clock here too.

...(Interruptions)

MR. SPEAKER: I totally condemn your attitude.

...(Interruptions)

SHRI TATHAGATA SATPATHY: I accept your condemnation. ...(Interruptions)

MR. SPEAKER: If you have a watch, coordinate it with this watch.

...(Interruptions)

WRITTEN ANSWERS TO QUESTIONS

[English]

Public Sector Vaccine Manufacturing Units

*46. SHRI S.K. KHARVENTHAN:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to reverse its earlier decision to close down Public Sector vaccine units as reported in The Times of India dated 22 January, 2009;

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

* Not recorded.

(c) the steps taken by the Government to produce vaccine as per the standards fixed by World Health Organisation; and

(d) the time by which the production is likely to be commenced?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (d) The Government has not taken any decision to close down the three Public Sector Vaccine Manufacturing Units, namely, the Central Research Institute, Kasauli, Himachal Pradesh, the Pasteur Institute of India, Coonoor, Tamil Nadu and the BCG Vaccine Laboratory, Chennai, Tamil Nadu. The manufacturing licenses of these three Institutes were suspended by the Drugs Controller General of India (DCG(I)) in January, 2008, since they were not found in compliance with the Good Manufacturing Practices (GMP) as provided under Schedule M of Drugs and Cosmetic Rules, 1945.

An Expert Committee under the chairmanship of DCG(I) was constituted by the Government in April, 2008, to study, inter alia, the existing infrastructure/facilities available with these institutes and explore the feasibility of conversion of existing laboratories into testing laboratories, utilisation of the existing facilities for setting up a residential training facility, and having some of the vaccines/anti-sera production at these institutes complying with GMP.

The Expert Committee has submitted its report. In so far as PII is concerned, the Committee has recommended production of Tissue Culture Anti Rabies Vaccine (TCARV) and Anti Sera like Anti Snake Venom Serum (ASVS), Anti Tetanus Serum (ATS), Anti Diphtheria Serum (ADS), Anti Rabies Serum (ARS), etc. The Committee also recommended development of the Institute as a Central Testing Laboratory for testing of medical devices and training centre for training in production and testing of Anti Serum etc. In so far as CRI is concerned, the Committee has recommended new manufacturing facilities for Yellow Fever vaccine, Influenza vaccine (Seasonal and Pandemic), Acetone Killed Typhoid Vaccine and Tissue Culture Anti Rabies Vaccine (TCARV), new anti-sera facility, developing measles surveillance centre in addition to existing Polio, Influenza and Rabies surveillance centre, expansion and modernization of existing Animal House as National Animal Breeding Centre, expansion of Central Drugs Laboratory (CDL) to have separate wings for bacterial and viral vaccines by utilizing area used for production of vaccines; independence of CDL for administrative and financial powers. In so far as BCGVL is concerned, the Committee has recommended conversion to Central Drugs Laboratory for BCG vaccine testing under CDL Kasauli, development as a Central Testing Laboratory for testing of Cosmetics, expansion and modernisation of the existing

Animal house for supply of animals to various research institutes in the country, training centre for BCG production and testing.

A proposal for upgradation of the facilities at CRI Kasauli to make them GMP compliant has now been received. This proposal is currently under consideration of the Government.

[Translation]

Rehabilitation of Coal Mines Affected People

*47. SHRI TEK LAL MAHTO:
SHRI HANSRAJ G. AHIR:

Will the PRIME MINISTER be pleased to state:

(a) the number of displaced persons provided employment and rehabilitated by each of the subsidiary companies of Coal India Limited during the last three years and the current year, company-wise;

(b) the company-wise details of the funds allocated and spent under this head during the said period;

(c) the details of difficulties being faced in this regard;

(d) whether the Government proposes to bring about any changes in the existing Resettlement & Rehabilitation (R&R) policy in view of the difficulties being faced;

(e) if so, the details thereof; and

(f) the time by which the remaining displaced persons are likely to be resettled and rehabilitated?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) The company-wise details of number of employments provided and displaced families rehabilitated during the last three years and the current year by the subsidiary companies of Coal India Limited (CIL) are given below:

Company	Particulars	2005-06	2006-07	2007-08	2008-09*	*Period
Eastern Coalfields Ltd. (ECL)	Employment Rehabilitated	41 104	173 94	172 272	131 41	Upto Dec 2008
Bharat Coking Coal Ltd. (BCCL)	Employment Rehabilitated	Nil 140	22 140	62 54	16 0	Upto Jan., 2009
Central Coalfields Ltd. (CCL)	Employment Rehabilitated	16 47	05 51	19 346	133 21	Upto Jan., 2009
Western Coalfields Ltd. (WCL)	Employment Rehabilitated	62 280	24 125	61 108	70 0	Upto Dec., 2008
Northern Coalfields Ltd. (NCL)	Employment Rehabilitated	0 76	0 38	1 29	23 0	Upto Jan., 2009
South Eastern Coalfields Ltd. (SECL)	Employment Rehabilitated	64 134	133 150	160 86	171 112	Upto Jan., 2009
Mahanadi Coalfields Ltd. (MCL)	Employment Rehabilitated	289 100	545 34	497 183	455 146	Upto Jan., 2009

(b) Funds for Resettlement and Rehabilitation (R&R) are incorporated under budget allocation for land acquisition. Actual expenditure incurred for R&R scheme for

the period 2005-06, 2006-07, 2007-08, and 2008-09 (upto January, 2009) and budget allocation of 2008-09 are given below:

(Rupees in lakhs)

Company	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09 (Budget)	Expenditure upto Jan., 2009 (Provisional)
1	2	3	4	5	6
Eastern Coalfields Ltd.	426.40	331.21	447.85	636.00	310.88
Central Coalfields Ltd.	43.00	4.00	156.00	200.00	47.00

1	2	3	4	5	6
Northern Coalfields Ltd.	23.00	15.49	14.50	-	-
Western Coalfields Ltd.	138	282.00	283.00	435.00	112.00
South Eastern Coalfields Ltd.	537.58	506.65	140.21	338.00	70.00
Mahanadi Coalfields Ltd.	47.84	964.80	239.31	50.00	23.00
Bharat Coking Coal	52.00	665.00	21.00	1050.00	954.00

(BCCL)**

**Expenditure and budget allocation for BCCL is both for land and R&R scheme.

(c) Following difficulties are being faced by the coal companies regarding R&R of project affected families:

- (i) Demand for employment and other resettlement benefits beyond the norms prescribed in the R&R Policy of CIL.
- (ii) Delay in authentication of claims of the tenants.
- (iii) Non-availability of valid title document.
- (iv) Dispute amongst the land losers and related court cases.
- (v) Resistance in shifting to rehabilitation site even after receiving full amount of compensation of land and houses and
- (vi) Demand for higher amount of land compensation than that prescribed in the relevant Acts of land acquisition.

(d) and (e) Keeping all facts in view including difficulties in R&R of project affected families, CIL has modified its R&R Policy in 2008 after the promulgation of the National Rehabilitation and Resettlement Policy (NRRP), 2007 and at present the R&R Policy formulated in 2008 is being followed by CIL and its subsidiary companies.

(f) Resettlement and Rehabilitation is a continuous process. Displaced persons/families, whose homestead land/structure have been possessed by the company, have already been resettled. Other identified families are being resettled as per progress of mining activity in a phased manner depending upon the actual displacement.

[English]

High Incidence of maternal mortality and neo-natal deaths

*48. SHRI GURUDAS DASGUPTA:
SHRI C.K. CHANDRAPAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to a UNICEF report titled "State of the World's

Children 2009" revealing high incidence of maternal mortality and neo-natal deaths in India;

- (b) if so, the details of the findings of the report; and
- (c) the action taken by the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (c) UNICEF's report titled "The State of the World's Children", on Maternal and New Born Health, published in the year 2009 has indicated international estimates of India's Maternal Mortality Ratio (MMR) to be 450 per 1,00,000 live birth in the year 2005 and Neonatal Mortality Rate (NMR) to be 39 per 1,000 live births in the year 2004. This report has also stated that the figures for both these indicators have shown reductions in previous years.

The Ministry relies on the reports released by the Registrar General of India for estimates on maternal mortality and neonatal mortality etc. As per the latest survey report of the Registrar General of India - Sample Registration System (SRS, RGI), published in the year 2006 the Maternal Mortality Ratio (MMR) for India has shown a decline from 398 per 100,000 live births in 1997-98 to 301 per 100,000 live births in 2001-03. The RGI report for neo-natal mortality has shown a decline in Neonatal Mortality Rate (NMR) from 46 per 1,000 live births in 1997 to 36 per 1000 live births in 2007.

The National Rural Health Mission (NRHM) and under its umbrella, the Reproductive and Child Health Programme Phase II, launched by the Government of India in the year 2005, seeks to improve the availability of and access to quality health care including Maternal and Child Health services particularly to rural population throughout the country, with a special focus on 18 States with weak, public health indicators and weak infrastructure. NRHM has galvanized the systems for higher OPD, IPD, Institutional deliveries, Immunisation, diagnostics and referral ambulance service. The availability of skilled human resources, drugs & supplies, better, cleaner facilities has rejuvenated faith of the citizens in Public Health

System. In order to bring about a reduction in Maternal Mortality Ratio, Infant and Neonatal Mortality Rates, the Government of India is implementing the following key strategies and interventions all over the country. The progress as reported by the States under NRHM are:

- 6.50 Lakh ASHAs/Link Workers have been appointed as an Accredited Social Health Activist (ASHA) for every village to facilitate accessing of health care services by the community including pregnant women.
- 39,233 ANMs, 22,007 Staff Nurses, 7999 MBBS Doctors, 1883 Specialists, 8645 Paramedics, 5024 AYUSH Doctors, 934 AYUSH Paramedical Staff added -under NRHM on contract.
- 26,262 Rogi Kalyan Samitis (RKS) set up. More than 90% District Hospitals and CHCs in the country have their own RKS, receiving untied grants.
- 12,385 APHCs, PHCs, CHCs & other Sub District facilities functional as 24X7 - nearly three times the number before start of NRHM.
- 2295 institutions functional as First Referral Units, including District Hospitals, Sub-District Hospitals, Community Health Centres and other institutions.
- 3.61 lakh Village Health & sanitation Committees have been constituted in the country.
- Systems strengthening of health facilities through flexi funds at sub centre, Primary Health Centres (PHCs) and Community Health Centres (CHCs).

Some of the technical interventions being carried out for reduction of MMR and IMR including NMR are as under:

- Facility Based Newborn Care;
- Promotion of breastfeeding and complementary feeding;
- Integrated management of Neonatal and Childhood illnesses (IMNCI);
- Control of deaths due to acute respiratory infections (ARI) and Control of deaths due to diarrhoeal diseases;
- Supplementation with micronutrients: Vitamin A & Iron;
- Universal Immunization Programme (UIP).
- Janani Suraksha Yojana (JSY), a cash benefit scheme to promote Institutional Delivery with a special focus on Below Poverty Line (BPL) and SC/ST pregnant women.
- Organizing Village Health & Nutrition Day at Anganwadi

Centers. Systems strengthening through Village Health and Sanitation Committee at the village level;

- Augmenting the availability of skilled manpower by means of different skill- based trainings such as for providing Skilled Attendance at Birth;
- Training of MBBS Doctors in Life Saving Anesthetic Skills and Emergency Obstetric Care including Caesarian Section;
- Prevention and treatment of Anemia in pregnant and lactating women by supplementation with Iron and Folic Acid tablets.

Setting up of National Cancer Fund

*49. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to set up a National Cancer Fund to cover all costs incurred by cancer patients belonging to the Below Poverty Line category as reported in The Times of India, dated 15 January, 2009;

(b) if so, the details thereof; and

(c) the time by which the National Cancer Fund is likely to be set up?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (c) The Government has set up the "Health Minister's Cancer Patient Fund (CPF) to provide financial assistance to Below Poverty Line (BPL) cancer patients for treatment of this chronic disease, treatment of which is highly expensive and prolonged. The Cancer Patient Fund has been established as a separate corpus within the Rashtriya Arogya Nidhi (RAN) with a total outlay of Rs. 100 crore within the approved plan allocation for National Cancer Control Programme (NCCP) to be utilized specifically for treatment of BPL cancer patients in the country. This fund would be managed through the management and technical committee of the RAN. A maximum of Rs. 1 lakh will be provided to each individual case.

Four/six laning of National Highways

*50. SHRI CHANDRAKANT KHAIRE:

SHRI M. RAJA MOHAN REDDY:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the length of National Highways (NH) targeted to be converted into four-lane and six-lane during the year 2008-09, State-wise;

(b) the length of Highways which have been converted into four-lane and six-lane so far, State-wise, and stretch-wise;

(c) the time by which the remaining work is likely to be completed;

(d) the amount allocated by the Union Government to various States for this purpose alongwith the amount spent so far, State-wise; and

(e) the length of NH likely to be converted into four-lane and six-lane in the coming years, State-wise?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU): (a) The length of National Highways (NHs) targeted to be converted into four-lane and six-lane during the year 2008-09 by the State Public Works Departments (PWDs) and Border Road Organization (BRO) is 51.00 km and the state wise details are given in the enclosed Statement-I. Apart from this a target of 3401 kms. for four-laning and 118 kms. for six-laning has been fixed for completion of construction across all phases of National Highways Development Project (NHDP) by the National Highways Authority of India (NHAI). The targets set by the NHAI are not State-specific.

(b) The State-wise length of National Highways, which has been converted into four-lane and six-lane so far are given in the enclosed Statement-II.

(c) National Highways Development Project (NHDP) Phase-I has been substantially completed. Phase II is targeted to be substantially completed by Dec, 2009. The target for completion of NHDP-V (six laning of 6500 km length) is by Dec, 2012. The target for completion of NHDP-VI (Development of 1000 km of Expressways) is by Dec, 2015 and NHDP-VII (Construction of Ring Roads, Flyovers and Bypasses on selected stretches) is by Dec, 2014.

(d) The State-wise allocation/expenditure for development of National Highways including four/six-laning during the last three years and the current year are given in the enclosed Statement-III. Funds to National Highways Authorities of India are not allocated State-wise.

(e) The Government has formulated a plan for upgradation of National Highways under various phases of National Highways Development Project (NHDP) in a phased manner. The details of the length of National Highways (NHs) likely to be converted into four and six laning included in this plan alongwith the target date of completion are given in the enclosed Statement-IV. Apart from this, four-laning and six-laning of NHs, which are not included in any programme of NHDP is decided based on the traffic density, availability of funds and inter-se priority and completed in phased manner.

Statement-I

The State-wise length of National Highways (NHs) targeted to be converted into 4/6 lanes during the year 2008-09

Sl. No.	Name of State	Widening to 4-lanes (Kms)
1	Andhra Pradesh	3.00
2	Assam	2.00
3	Delhi	7.00
4	Haryana	10.50
5	Jammu and Kashmir	1.00
6	Karnataka	6.00
7	Manipur	4.50
8	Punjab	6.00
9	Rajasthan	5.00
10	Uttar Pradesh	2.00
11	Uttarakhand	4.00
	Total	51.00

Statement-II

The State-wise length of National Highways converted to four-lane and six-lane so far (up to 31.01.2009)

Sl.No.	Name of State	NH No.	Widening to 4-lanes (Kms)	Widening to 6/8-lanes (Kms)
1	2	3	4	5
1	Andhra Pradesh	5, 7, 9, 18, 202	1266.49	25.90
3	Assam	37	28.50	0.00
4	Bihar	2, 19, 31	213.15	0.00
5	Chandigarh	21	2.66	12.62

1	2	3	4	5
6	Chhattisgarh	6, 43, 78, 200	34.00	0.00
7	Delhi	1, 2, 8, 10, 24	34.70	33.50
8	Goa	17, 17B	20.00	0.00
9	Gujarat	6, 8, 8A, 8B, 8C, 8D, 8E, 14, 15, 59 113, 228, NE-I	1294.86	0.00
10	Haryana	1, 2, 8, 10, 64, 65, 71, 71B, 72, 73, 73A	361.07	0.00
12	Jammu and Kashmir	1A	1.97	0.00
13	Jharkhand	2	113.00	0.00
14	Karnataka	4, 7, 63, 206, 209	505.90	0.00
15	Kerala	47	54.60	0.00
16	Madhya Pradesh	3, 12, 25, 76, 86	217.40	0.00
17	Maharashtra	3, 4, 4B, 6, 7, 8, 50	677.55	0.00
18	Manipur	39, 53, 150	17.93	0.00
22	Orissa	5, 60, 203	255.86	0.00
24	Punjab	1, 1A, 10, 15, 20, 21, 22, 64, 70, 71, 72, 95	470.19	6.15
25	Rajasthan	3, 8, 11, 11C, 12, 15, 65, 76, 79, 79A, 89, 112, 114	1178.36	0.00
26	Tamil Nadu	4, 5, 7, 45, 46	549.70	0.00
27	Uttarakhand	72, 74, 87	9.87	0.00
28	Uttar Pradesh	2, 3, 24, 24A, 25, 27, 28, 29, 56, 58, 73, 86, 91, 93, 119	767.15	14.91
29	West Bengal	2, 6, 31, 60, 117	475.18	0.00

Statement-III

The State-wise allocation/expenditure for development of National Highways during the last three years and the current year

(Rs. in crore)

Sl. No.	Name of State	2005-06		2006-07		2007-08		2008-09	
		Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure upto 31/01/2009
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	70.00	69.65	58.41	58.06	76.00	75.89	138.00	143.24
2	Arunachal Pradesh	6.00	6.00	8.30	8.29	6.00	5.65	6.00	1.10
3	Assam	58.00	58.00	77.25	76.49	86.00	85.24	86.00	41.89

1	2	3	4	5	6	7	8	9	10
4	Bihar	65.00	64.92	97.20	97.13	83.00	82.89	80.00	70.37
5	Chandigarh	1.00	0.89	1.00	0.96	2.00	2.00	3.50	1.51
6	Chhattisgarh	49.70	49.08	37.00	36.19	39.00	38.78	47.00	49.72
7	Delhi	1.00	0.50	3.00	1.47	9.00	8.30	15.00	12.13
8	Goa	6.00	6.00	2.95	2.64	15.00	15.00	22.70	23.32
9	Gujarat	94.50	94.50	60.00	60.00	62.00	62.00	81.00	61.76
10	Haryana	57.42	57.42	64.00	64.00	81.25	81.24	93.00	82.46
11	Himachal Pradesh	39.00	39.00	39.50	39.44	57.00	57.00	67.00	59.65
12	Jharkhand	40.00	39.97	34.86	35.00	57.25	57.24	89.00	71.68
13	Karnataka	84.00	84.00	85.00	84.84	99.50	99.48	181.00	173.43
14	Kerala	66.00	65.99	55.00	54.44	50.00	50.00	63.00	42.62
15	Madhya Pradesh	74.07	73.58	84.09	82.92	65.00	64.98	77.00	65.44
16	Maharashtra	112.00	111.93	148.75	148.75	133.79	133.79	169.00	168.64
17	Manipur	20.00	20.00	14.65	14.65	12.00	10.24	40.00	13.60
18	Meghalaya	24.00	24.18	24.50	24.31	22.00	22.33	36.50	27.67
19	Mizoram	15.75	15.75	15.53	15.53	15.00	15.00	23.50	10.84
20	Nagaland	11.25	11.25	11.82	11.81	12.00	10.20	27.00	14.96
21	Orissa	66.00	65.77	72.00	72.00	137.50	137.50	228.00	137.62
22	Pudducherry	2.65	2.64	5.00	4.99	7.55	7.49	9.00	1.51
23	Punjab	62.50	62.50	72.00	72.00	82.90	82.90	142.00	127.66
24	Rajasthan	83.00	83.00	75.00	74.38	99.00	98.98	166.00	176.14
25	Tamil Nadu	86.00	81.80	82.00	79.40	91.25	91.25	121.00	104.61
26	Uttar Pradesh	186.00	185.97	91.40	91.32	130.00	130.00	191.00	183.80
27	Uttarakhand	40.00	40.00	52.75	52.64	38.95	38.94	78.00	83.97
28	West Bengal	56.00	55.75	47.00	46.77	58.00	57.99	94.50	72.70

Statement-IV

The length of NH likely to be converted into four-lane and six-lane in the coming years

Sl.No.	Programme	Name of the Project alongwith length	Target completion date
1	NHDP Phase-I & II	Completion of Golden Quadrilateral and East West - North South corridors of 14,145 km	Dec.2009
2	NHDP Phase-III	4-laning of 12,109 km	Dec.2013
3	NHDP Phase-V	6-laning of 6,500 km of selected stretches of National Highways	Dec.2012
4	NHDP Phase- VI	Development of 1000 km of Expressways	Dec.2015

Most Polluted Cities in the Country

*51. SHRI RAMDAS ATHAWALE: Will the PRIME MINISTER be pleased to state:

(a) the names of the most polluted cities in the country as per their ranking and their position in the list of the polluted cities of the world;

(b) the existing level of pollution in each of these cities;

(c) whether the Government has conducted/proposed to conduct any survey in this regard;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to check the increasing level of pollution in these cities including Mumbai during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) Central Pollution Control Board (CPCB) in collaboration with State Pollution Control Boards (SPCBs) and Pollution Control Committees (PCCs) are monitoring the ambient air quality at select locations in the country. Unlike Respirable Suspended Particulate Matter (RSPM), the levels of Sulphur Dioxide (SO₂) and barring Kolkata, the levels of Nitrogen Dioxide (NO₂) are within the National Ambient Air Quality Standards (NAAQS). As many as 85 cities/towns have been observed to be violating NAAQS with respect to RSPM in 2007. Their ranking in decreasing order of RSPM levels has been provided in the enclosed Statement-I.

There is no standard methodology to rank the most polluted cities of the World. However, various organizations have come out with their ranking of most polluted cities of the World based on different parameters.

(c) and (d) Central Pollution Control Board (CPCB) has set up a nation-wide network of ambient air quality monitoring under National Ambient Air Quality Monitoring Programme (NAMP). Under NAMP, 345 stations are being monitored covering 128 cities/towns in 26 States and 4 Union Territories. Further, source apportionment studies for RSPM have been carried out in 6 cities viz. Delhi, Bangalore, Pune, Kanpur, Mumbai and Chennai. The summary of conclusions of the interim report based on the analysis of one season data of these studies has been provided in the enclosed Statement-II.

(e) Steps taken by the Government to check increasing levels of pollution in these cities including Mumbai are given below:

- (i) Notification of effluent and emission standards under Environment Protection Act, 1986;
- (ii) Ensuring compliance in 17 categories of highly polluting industries through Environment Surveillance Squad (ESS) programme;
- (iii) Implementation of action plan in 24 critically polluted industrial areas;
- (iv) Mandatory Environmental Clearance (EC) for industries and development projects;
- (v) Introduction of beneficiated coal in thermal power plants;
- (vi) Introduction of cleaner technology in industries;
- (vii) Augmentation of Mass Rapid Transport System (MRTS) in the country;
- (viii) Introduction of clean fuel like CNG in vehicles use;
- (ix) Implementation of Bharat Stage III emission norms in 11 mega cities, namely, National Capital Region, Mumbai, Kolkata, Chennai, Bangalore, Ahmedabad, Hyderabad/Secunderabad, Kanpur, Pune, Surat and Agra w.e.f. 01.04.2005 whereas Bharat Stage II emission norms have been made applicable in the rest of the country;
- (x) Preparation of zoning atlas for siting of industries;
- (xi) Ensuring compliance of air pollution norms for diesel generator sets; and
- (xii) Preparation and implementation of action plans for pollution control in 16 highly polluted cities.

Statement-I

Most Polluted Cities in Decreasing Order of RSPM Levels (Annual Average Concentrations in Micrograms per cubic meter) Observed in Residential Areas

Order	State	City	RSPM levels (Annual Average Concentrations in micrograms per cubic meter) during 2007 in Residential Areas
1	2	3	4
1	Punjab	Gobindgarh	252
2	Punjab	Ludhiana	201
3	Uttar Pradesh	Khurja	201

1	2	3	4
4	Punjab	Khanna	196
5	Uttar Pradesh	Kanpur	193
6	Uttar Pradesh	Lucknow	187
7	Jharkhand	Jharia	180
8	Uttar Pradesh	Firozabad	175
9 ^a	Maharashtra	Chandrapur	173
10	Uttar Pradesh	Agra	167
11	Jharkhand	Jamshedpur	166
12	Madhya Pradesh	Gwalior	166
13	Uttar Pradesh	Jhansi	165
14	Uttar Pradesh	Noida	162
15	Delhi	Delhi	159
16	Punjab	Jalandhar	157
17	Haryana	Faridabad	146
18	Karnataka	Hubli-Dharwad	145
19	Jharkhand	Ranchi	136
20	Rajasthan	Jodhpur	132
21	Rajasthan	Alwar	130
22	Chhattisgarh	Raipur	125
23	Bihar	Patna	123
24	Madhya Pradesh	Satna	122
25	Rajasthan	Kota	121
26	Uttar Pradesh	Meerut	120
27	Haryana	Hissar	114
28	Uttar Pradesh	Varanasi	114
29	West Bengal	Asansol	112
30	Maharashtra	Pune	109
31	Madhya Pradesh	Indore	108
32	Jharkhand	Dhanbad	107
33	Madhya Pradesh	Jabalpur	107
34	Uttarakhand	Dehradun	105
35	Gujarat	Jamnagar	103
36	West Bengal	Howrah	103
37	Orissa	Rourkela	101
38	Chhattisgarh	Korba	100
39	Assam	Guwahati	99

1	2	3	4
40	Maharashtra	Nagpur	99
41	West Bengal	Kolkata	99
42	Rajasthan	Jaipur	98
43	Madhya Pradesh	Ujjain	96
44	Andhra Pradesh	Visakhapatnam	95
45	Maharashtra	Solapur	95
46	Punjab	Naya Nangal	94
47	Chandigarh	Chandigarh	93
48	Maharashtra	Mumbai	92
49	Assam	Sibasagar	90
50	Gujarat	Ankleshwar	90
51	Chhattisgarh	Bhilai	88
52	Gujarat	Surat	87
53	Gujarat	Ahmedabad	86
54	Andhra Pradesh	Vijayawada	85
55	Madhya Pradesh	Bhopal	84
56	Madhya Pradesh	Nagda	84
57	Gujarat	Vadodara	83
58	Maharashtra	Lote	82
59	Orissa	Cuttack	82
60	Himachal Pradesh	Paonta Sahib	81
61	Andhra Pradesh	Kurnool	80
62	Tamil Nadu	Tuticorin	78
63	Andhra Pradesh	Hyderabad	77
64	Maharashtra	Aurangabad	77
65	Gujarat	Rajkot	76
66	West Bengal	Durgapur	74
67	Rajasthan	Udaipur	72
68	Orissa	Angul	71
69	Orissa	Bhubaneswar	71
70	Himachal Pradesh	Darital	68
71	Nagaland	Dimapur	68
72	Assam	Golaghat	67
73	Meghalaya	Shillong	67
74	Assam	Tezpur	66
75	Maharashtra	Kolhapur	66
76	Andhra Pradesh	Ramagundam	65

1	2	3	4
77	Kerala	Thiruvananthapuram	65
78	Gujarat	Vapi	63
79	Karnataka	Bangalore	63
80	Madhya Pradesh	Singrauli	63
81	Maharashtra	Amravati	63
82	Himachal Pradesh	Parwanoo	62
83	Karnataka	Hassan	62
84	Orissa	Berhampur	62
85	Orissa	Balasore	62

Note: National Ambient Air Quality Standards (Annual average) for RSPM for residential areas = 60 micrograms per cubic meter.

Statement-II

Interim conclusions of source apportionment studies based on one season data analysis

Based on the analysis of data for one season, following interim conclusions could be drawn:

1. Levels of PM₁₀ and PM_{2.5} in the ambient air are significantly high irrespective of the type of location. The concentrations of these pollutants are relatively more (PM₁₀: 99 - 277 µg/m³; PM_{2.5}: 36-212 µg/m³) at kerbside/ roadside locations.-

Table: Indicative prominent sources

City	Indicative Sources
1	2
Bangalore	<ul style="list-style-type: none"> • Vehicles/DG sets • Road dust/re-suspended soil • Construction activities • Biomass/residual oil burning • Secondary particulate
Chennai	<ul style="list-style-type: none"> • Vehicles/Combustion • Road dust/re-suspended soil • Construction activities • Marine/Secondary particulates
Delhi	<ul style="list-style-type: none"> • Vehicles • Combustion/DG sets • Road dust /re-suspended soil • Construction activities
Kanpur	<ul style="list-style-type: none"> • Road dust/re-suspended soil • Combustion/Vehicles • Coal combustion
Mumbai	<ul style="list-style-type: none"> • Road dust/re-suspended soil • Combustion/Vehicles

1	2
	<ul style="list-style-type: none"> • Marine/Secondary particulates • Biomass burning
Pune	<ul style="list-style-type: none"> • Road dust • Vehicles • Agriculture/biomass burning • Construction activities

2. Background locations indicate presence of significant levels of particulates, which could be occurring naturally and/or due to transport of finer dust from other settlements surrounding the cities.
3. Though, there are city-specific variations among the dominance of sources, combustion sources including vehicles & DG sets; and re-suspension of road dust emerge as prominent sources in all the cities for PM.
4. Several epidemiological studies have linked PM₁₀ and especially PM_{2.5} with significant health problems. PM_{2.5} is of specific concern because it contains a high proportion of toxins, and aerodynamically it can penetrate deeper into the lungs. Therefore, while planning control strategies greater emphasis is to be given on reduction of PM_{2.5} and toxic constituents of particulates.
5. The re-suspension of road dust due to vehicular movements on paved/unpaved roads and construction activities, emerging as prominent sources, would largely be contributing to coarser fraction of PM₁₀ and combustion sources including vehicles and DG sets would emit particles in the finer size (< PM_{2.5}). Hence, strategies for reduction of PM₁₀ and PM_{2.5} would involve different categories of sources.
6. Higher fraction of PM_{2.5} in PM₁₀, and higher values of EC and OC (which have more severe health impacts) at kerbside locations indicate that control of vehicular exhaust would be an important element of any strategy or action plan for improving air quality and minimizing adverse effects on the health of people.
7. Presence of high levels of SO₄²⁻ and NO₃⁻, essentially indicates that in order to control fine dust levels, emissions of Oxides of Nitrogen and Sulphur, which are emitted from combustion sources, need to be brought down even from the sources which are at a distant locations.
8. An effective control strategy would require combination of engineering as well as non-engineering solutions.

Some of these are listed below. These are not necessarily in order of priority:

- Minimizing diesel combustion:
 - a. Reduction in use of DG sets by ensuring adequate power supply, stricter norms for DG set emissions
 - b. Discouraging use of private vehicles, especially diesel-powered ones - lessening price gap in gasoline and diesel for transport sector
- Reformed tax policies - road tax to be based on emission levels, fuel efficiency
- Better vehicle engine technology and emission norms
- Improvement in fuel quality
- Mandatory periodical inspection and maintenance requirements -authorized service stations to issue certificates with details of inspections carried out
- Restricting entry of polluting trucks and heavy duty goods vehicles in the cities
- Application of IT in traffic management solutions
- Better maintenance of roads, paving of unpaved roads, footpaths or low-elevation concreting of unpaved surfaces along major roads with high traffic
- Use of cleaner fuels, stricter emission norms for industries located in and around the cities
- Certain highly polluting areas can be identified as low emission zone and very specific norms be applied including restrictions on certain activities

There could be more such control actions; all of these are required to be evaluated in terms of their feasibility, quantitatively assessed with regard to expected impacts, and ranked in order of priorities for formulation of effective city-specific action plans for improving air quality.

Revision of growth rates

*52. SHRI RAVI PRAKASH VERMA:

DR. CHINTA MOHAN:

Will the Minister of FINANCE be pleased to state:

- (a) whether the Reserve Bank of India (RBI) has revised the annual growth rate estimates for the year 2008-09; and
- (b) if so, the details thereof and the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) The Reserve Bank of India (RBI) in the Annual Policy Statement (April 2008), projected overall real Gross Domestic Product (GDP) growth rate for 2008-09 in the range of 8.0-8.5 per cent which was revised downward to 8.0 per cent in the First Quarter Review (July 2008), and further to 7.5-8.0 per cent in the Mid-Term Review (October 2008). In their Third Quarter Review (January 2009), RBI has further revised downwards the projection of overall real GDP growth rate for 2008-09 to 7.0 per cent.

The reasons for the same are detailed in the RBI documents - Annual Policy Statement (April 2008), First Quarter Review of Monetary Policy (July 2008), Mid-Term Review (October 2008) and the Third Quarter Review of Monetary Policy (January 2009), together with the respective Macroeconomic and Monetary Developments. The reasons for revisions of growth rate projections by RBI include, inter alia, global economic slowdown, moderation in industrial growth because of cyclical downturn and slowdown in the services sector because of weakness in domestic and overseas demand.

Loan by Grameen Banks

*53. SHRI G. M. SIDDESWARA: Will the Minister of FINANCE be pleased to state:

- (a) the amount of loan provided by the Gramin banks in various States during each of the last three years and the current year, State-wise;
- (b) whether complaints have been received to the effect that the farmers are not getting their due benefits from these banks; and
- (c) if so, the details thereof and the remedial measures taken by the Government to provide adequate loans to farmers through these banks?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) The State-wise loans disbursed and loans outstanding position by the Regional Rural Banks (RRBs) for the last three years and for 2008-09 (as on 30.9.2008) is given in the enclosed Statement.

(b) and (c) RRBs, apart from their own resources, are also supported by a line of refinance from NABARD to extend required credit to all eligible farmers. The credit disbursed by RRBs has shown a continuous increase, the details of which are as under:-

(Amt. Rs. in lakhs)

Position of All RRBs	2003-04	2004-05	2005-06	2006-07	2007-08*
Total credit disbursed	1557904.69	2108247.31	2542697.12	3304349.44	3858197.49
Of the Total Credit, Agricultural credit disbursed	717497.06	1192683.5	1522290.00	2043465.00	2481365.00

* Data provisional

Statement

Status of Total Loans Disbursed and Loans Outstanding for the 3 years and for 2008-09 (upto 30.09.2008) of RRBs - State-wise

(Rs. Lakh)

Sl. No.	Name of the State	2005-06		2006-07		2007-08*		2008-09*	
		Loans Outstanding	Loans Disbursed						
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	522247.80	447915.76	628599.11	659795.01	799533.92	694500.11	884102.55	350406.18
2	Arunachal Pradesh	2867.00	385.17	2757.11	585.32	2612.00	935.78	3083.22	625.81
3	Assam	91362.43	32055.23	112175.14	39676.61	131609.82	42021.25	153328.81	21179.14
4	Bihar	222456.74	73911.13	290408.22	137041.28	367761.11	158025.73	426733.72	80165.08
5	Chhattisgarh	62775.34	35672.27	72181.67	36994.86	82894.66	43042.08	92210.10	25219.16
6	Gujarat	94299.54	68261.10	124047.21	93038.20	151844.56	102623.48	169375.38	81281.33
7	Haryana	129179.85	99658.00	155402.01	139600.00	206694.00	179190.00	226981.00	81629.00
8	Himachal Pradesh	26557.20	16154.26	32671.20	20372.62	38557.58	25775.03	40973.60	10600.79
9	Jammu and Kashmir	28282.07	14712.33	35052.32	19355.42	45522.63	23434.64	48015.80	9287.85
10	Jharkhand	58665.48	23885.77	60289.27	18494.94	68460.47	25437.29	74587.36	13344.56
11	Karnataka	470410.08	286055.59	589296.92	369507.47	708157.17	435857.84	729374.89	188940.75
12	Kerala	229589.33	216673.07	289604.76	266607.44	345863.82	305194.00	388726.00	185354.00
13	Madhya Pradesh	243761.57	156665.10	297672.38	187369.14	357018.28	234524.88	370069.29	127025.05
14	Maharashtra	101805.91	49370.03	128735.83	76652.03	157485.15	80824.57	164872.06	31358.43
15	Manipur	3443.69	1407.47	3809.10	678.42	3282.57	249.28	3201.53	103.49
16	Meghalaya	6667.00	3366.23	8253.57	4126.99	9733.16	4681.80	9951.10	1758.90
17	Mizoram	10854.27	4306.62	12833.07	5431.27	16106.42	6400.48	16859.96	4091.43
18	Nagaland	705.99	288.22	774.99	185.80	792.18	129.66	817.75	208.80

1	2	3	4	5	6	7	8	9	10
19	Orissa	241136.63	108749.19	283965.68	124232.14	319077.05	125478.91	355825.49	51895.39
20	Punjab	65878.21	63061.40	83914.33	80253.91	107836.37	109813.54	117896.36	59201.17
21	Rajasthan	258026.47	158380.42	328070.07	222745.51	414712.43	283611.85	436048.31	153977.58
22	Tamil Nadu	101620.3	121516.33	134798.78	146227.59	165287.38	184785.13	188446.53	112447.74
23	Tripura	37528.95	19034.77	46795.64	19220.65	54914.42	19445.17	58916.09	9347.08
24	Uttar Pradesh	29322.15	16821.93	859756.76	509234.05	1031304.05	610282.45	1094232.72	297686.46
25	Uttaranchal	725732.09	419434.32	35662.83	19995.97	46994.84	27644.56	52196	9264.36
26	West Bengal	206081.12	103955.41	231731.42	106926.80	264370.57	134287.98	277186.40	54172.22
Total		3971257.21	2542697.12	4849259.39	3304349.44	5898426.61	3858197.49	6384012.02	1960569.55

* Provisional Data. Above status showed total loans (including agriculture) disbursed & outstanding

Free drugs for HIV/AIDS Patients

*54. SHRI NAND KUMAR SAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of persons affected by HIV/AIDS in the country do not have access to life saving medicines;

(b) if so, the details thereof;

(c) whether there is still a huge mismatch between the demand and supply of such drugs in the country;

(d) if so, whether the Government proposes to provide free drugs to the HIV/AIDS patients in the country;

(e) if so, the details thereof and the number of persons likely to be benefited as a result thereof;

(f) whether some private companies have also come forward to provide cheap drugs to HIV/AIDS patients in the country; and

(g) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (g) Under the National AIDS Control Programme Phase-III, the life saving medicines to People Living with HIV/AIDS (PLHAs) are provided

through Anti Retroviral Treatment (ART) centers that have been set up in selected medical colleges and district hospitals. The first Eight ART centers were established in April 2004 and presently 197 ART Centres are providing free life saving anti-retroviral drugs (ARV) to eligible HIV/AIDS patients.

Since, 2003, nearly 12 lakh persons have been diagnosed with HIV infection, of whom 6,11,754 patients have so far been registered at ART centres as on 31.12.2008. All these patients undergo a detailed clinical evaluation and investigations including CD4 count. Those patients who have WHO clinical stage IV disease or have a CD4 count less than 250 cells/cmm, are technically eligible to receive ART. Presently all technically eligible (1,99,237) patients are receiving free treatment from these centres. State-wise number of persons registered in HIV care and patients who are currently on ART are given in the enclosed Statement. The target is to provide treatment to 3,00,000 adults and 40,000 children by 2012.

ART Centres are established depending on the prevalence of HIV and number of patients detected HIV positive in a district. The ARV drugs are procured through international Competitive Bidding that has enabled us to get them at nearly half the prevailing market prices.

Statement

Patients currently on ART (December 2008)

S.No.	State	No. of ART Centres	No. of patients on ART		
			Adult	Children	Total
1	2	3	4	5	6
1	Tamil Nadu	27	26930	1950	28880
2	Maharashtra	37	43924	3357	47281

1	2	3	4	5	6
3	Andhra Pradesh	28	40903	2646	43549
4	Karnataka	27	19448	1928	21376
5	Manipur	6	4294	406	4700
6	Nagaland	4	921	65	986
7	Delhi	9	4743	417	5160
	Sub-total GFATM (Rd-IV)	138	141163	10769	151932
8	Chandigarh	1	1075	135	1210
9	Rajasthan	4	3966	283	4249
10	Gujarat	7	6798	416	7214
11	West Bengal	4	3315	136	3451
12	Uttar Pradesh	7	6710	353	7063
13	Goa	1	646	37	683
14	Kerala	5	2920	171	3091
15	Himachal Pradesh	1	434	63	497
16	Pondicherry	1	267	43	310
17	Bihar	4	2998	124	3122
18	Madhya Pradesh	3	2156	161	2317
19	Assam	3	537	18	555
20	Arunachal Pradesh	1	25	0	25
21	Mizoram	1	297	24	321
22	Punjab	3	2982	193	3175
23	Sikkim	1	18	1	19
24	Jharkhand	2	828	38	866
25	Haryana	1	965	51	1016
26	Uttarakhand	1	318	29	347
27	Jammu and Kashmir	2	417	29	446
28	Orissa	3	779	39	818
29	Chhattisgarh	1	893	96	989
30	Tripura	1	44	1	45
31	Meghalaya	1	33	1	34
	Total GFATM (Rd VI) States	59	39421	2442	41863
	Total patients in NACO Centres	197	180584	13211	193795
	NACO supported ART Centres				193795
	Infersectoral Partners				2479
	GFATM Round II Centres				2489
	NGO Sector				474
	Grand Total				199237

**Poor Medical Facility to
Coal Mine Workers**

*55. SHRI SUGRIB SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether the government has received any complaints from the workers of various coalfields located across the country including Chhattisgarh regarding availability of poor medical facility;

(b) if so, the details thereof;

(c) whether the medical facilities provided to the workers in these coalfields are inadequate;

(d) if so, the details thereof; and

(e) the steps taken by the government to improve the healthcare facilities for the workers and their family members?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) Yes Sir. Representations / complaints are received from Individuals, Unions and Public Representatives from time to time regarding medical facilities. The grievances generally relate to:

- Providing better medical facilities.
- Extending medical facilities to the retired non-executives of Coal Mines.
- Provision of free medical check up facility in the hospitals for residents of coal mine areas.
- Up-gradation and modernization of Hospitals.
- Inadequacy of medical facilities / personnel.

(c) Medical facilities are provided to the workers as per norms decided by Joint Bipartite Committee for Coal Industries (JBCCI), National Coal Wage Agreement (NCWA) and Bureau of Public Enterprises (B.P.E) and are adequate.

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

(e) Efforts are being made by the Coal companies to provide speciality / super speciality services in the hospitals to improve the medical facilities and provide latest medical treatment to the workers and their family members. They have also empanelled speciality / Super Speciality hospitals in almost all the Metros for treatment of serious cases.

Bailout/Stimulus package

*56. DR. K.S. MANOJ:

SHRI K.J.S.P. REDDY:

Will the Minister of FINANCE be pleased to state:

(a) the sector-wise details of the Bailout/Stimulus packages announced by the Union Government in view of the current economic crisis;

(b) whether complaints have been received by the Government from various sectors in this regard;

(c) if so, the details thereof, sector-wise; and

(d) the steps taken/being taken by the Government thereon?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (d) To minimize the impact of global economic crisis on the Indian economy, two packages of measures were announced by the Government on December 7, 2008 and January 2, 2009 essentially to boost demand from a macro economy wide perspective and also to focus on sectors of the economy that may be affected by the downturn. The measures announced span the entire spectrum of sectors of the economy. An additional plan expenditure upto Rs.20,000 crore covering critical rural, infrastructure and social security schemes such as Pradhan Mantri Gram Sadak Yojana (PMGSY), Jawaharlal Nehru National Urban Renewal Mission (JNNURM), National Rural Employment Guarantee Scheme (NREGS), Indira Awas Yojana, Accelerated Irrigation Benefit Programme and National Social Assistance Programme (NSAP) was included in the package. In addition, tax measures announced, *inter alia*, include : an across the board cut in CENVAT by 4 percentage points benefiting all sectors; specific measures on customs duties on sectors such as steel and cement through restoration of the levels of protection; service tax concessions and enhancement of drawback rates for exports. The other specific measures taken include: Interest subvention on pre and post shipment credit for labour intensive exports like textiles, leather, gem and jewellery, carpets and handicrafts; refinance facilities respectively of Rs.4000 crore for the National Housing Bank for housing sector and Rs.7,000 crore to the Small Industry Development Bank of India (SIDBI) for Micro, Small and Medium Enterprises (MSME) Sector; authorization to India Infrastructure Finance Company Limited (IIFCL) to raise Rs. 10,000 crore through tax free bonds. An Apex Committee headed by the Finance Secretary is looking into the suggestions received by the Industry in this regard on an ongoing basis.

Violation of environmental clearance norms

*57. SHRI K.S. RAO: Will the PRIME MINISTER be pleased to state:

(a) the number of cases of violation of the terms and conditions of environmental clearances granted by the

Central and State Governments in respect of projects developed/implemented by private developers and Government agencies that have come to the notice of the Government; and

(b) the action taken against the violators?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) 86 cases of violation of environmental conditions with regard to various developmental projects have been noticed during the last three years. Show Cause Notices were issued to the defaulters. In few cases, legal action has also been initiated to implement the stipulated environmental conditions.

Clinical trials

*58. SHRI NIKHIL KUMAR:
SHIR VIJOY KRISHNA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Council of Medical Research has recently drafted guidelines for compensation to participants for research related injury in the country;

(b) if so, the details thereof;

(c) whether the All India Institute of Medical Sciences has been doing clinical trials using stem cells as well and proposes to start a new batch of trials for the patients of Parkinson's disease shortly;

(d) if so, the details thereof; and

(e) the manner in which the Government proposes to protect the participants of clinical trials?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) and (b) The Indian Council of Medical Research (ICMR), Forum for Ethical Review Committees in India (FERCI) and Indian Society of Clinical Research (ISCR) have issued draft Guidelines for Compensation to participants for Research Related Injury in India for comments. These guidelines are available on ICMR website www.icmr.nic.in. However, excerpts from the guidelines are given in the enclosed Statement.

(c) and (d) AIIMS is doing clinical trial using Autologous Bone in India.

(e) As per Schedule Y of Drugs and Cosmetics Act (Amended 2005), the Institutional Ethics Committee is responsible for protecting the rights, safety, well being of all trials subjects. As per Guidelines for Stem Cell Research and Therapy issued by Department of Biotechnology & Indian Council of Medical Research (2007), all clinical trials

with any stem cell shall have prior approval by Institutional Committee for Stem Cell Research & Therapy (ICSCRT), Institutional Ethics Committee (IEC) and Drugs Controller General of India (DCGI) for marketable product.

Statement

• Scope of Guidelines

– These Guidelines apply to all clinical research whether sponsored by the Pharmaceutical or Medical Device Industry, Government or Academia or individual investigators.

– These guidelines do not apply to Post Marketing Surveillance and ancillary care.

• Basic Principles

– Compensation be provided to the research participants when temporary or permanent injury occurs due to participation in the clinical research.

– Compensation be paid to a child injured in-utero through the participation of the parent in clinical research.

– Compensation be paid when injury is caused by a procedure which has been undertaken to manage an adverse reaction occurring during the research.

– Compensation be paid irrespective of whether injury was foreseeable/predictable or not.

– The fact that the research participant had freely consented in writing to participate in the research.

– The fact that the injury was caused by the comparator product(a) under investigation in the clinical research.

• Compensation be paid irrespective of the fact that the injury was caused through a departure from the agreed protocol, scientific misconduct or negligence by the investigator.

• Compensation may be excluded in light of factors described in Section 5.4.

• All research related injuries be compensated irrespective of their causes and individuals/agencies responsible.

Utilisation of Waste Forest Land

*59. SHRI JASUBHAI DHANABHAI BARAD: Will the PRIME MINISTER be pleased to state:

(a) the details of waste forest land in the country at present, State-wise;

(b) whether the Union Government proposes to utilise the waste forest land;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY):

(a) Assessment of waste forest land in the country as a classification has not been undertaken by the Ministry of Environment and Forests. However, as per the State of Forest Report, 2005 published by the Forest Survey of India, the degraded forest lands having canopy density less than 10 percent, categorized as scrub, constitute an area of 38,475 Sq. Km. State-wise details of such lands has been placed in Statement.

(b) and (c) The Ministry of Environment and Forests is implementing the National Afforestation Programme (NAP) scheme for regeneration and eco-development of degraded forests and adjoining areas. The scheme is being implemented through a two-tier decentralized set-up of Forest Development Agency (FDA) at the Forest Division level and Joint Forest Management Committees (JFMCs) at the village level. As on 13.02.2009, 795 FDA projects have been operationalised to treat an area of 1.546 million ha. through 30,560 JFMCs at a cost of Rs.1857.82 crore.

(d) Does not arise.

Statement

States/ UTs	Geographic Area (sq kms)	Scrub (sq kms)
1	2	3
Andhra Pradesh	275,069	9,862
Arunachal Pradesh	83,743	128
Assam	78,438	146
Bihar	94,163	129
Chhattisgarh	135,191	91
Delhi	1,483	0.62
Goa	3,702	2
Gujarat	196,022	1,495
Haryana	44,212	165
Himachal Pradesh	55,673	383
Jammu and Kashmir	222,236	2,821
Jharkhand	79,714	733

1	2	3
Karnataka	191,791	3,151
Kerala	38,863	70
Madhya Pradesh	308,245	2,172
Maharashtra	307,713	4,248
Manipur	22,327	39
Meghalaya	22,429	181
Mizoram	21,081	0
Nagaland	16,579	13
Orissa	155,707	4,743
Punjab	50,362	15
Rajasthan	342,239	4,527
Sikkim	7,096	363
Tamil Nadu	130,058	1,808
Tripura	10,486	59
Uttar Pradesh	240,928	738
Uttarakhand	53,483	320
West Bengal	88,752	68
Andaman and Nicobar	8,249	3
Chandigarh	114	1
Dadra and Nagar Haveli	491	0
Daman and Diu	112	0
Lakshadweep	32	0
Pondicherry	480	0
Total	3,287,263	38,475

Insider trading

*60. SHRI RAMESH DUBE:
SHRI BADIGA RAMAKRISHNA:

Will the Minister of FINANCE be pleased to state:

(a) whether Securities and Exchange Board of India has received complaints of insider trading by promoters and associates of various companies, particularly the oil based companies during the last three years and the current year;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (c) Insider trading is an offence punishable under the SEBI Act, 1992 and the SEBI (Prohibition of Insider Trading) Regulations, 1992. The Act and Regulations have provisions aimed at reducing the incidence of insider trading and empower Securities and Exchange Board of India (SEBI) to take appropriate action against the entities engaged in insider trading. Towards this end, SEBI has been taking proactive measures aimed at greater level of investor protection, by passing orders of debarment, imposing monetary penalty and initiating prosecution. During the last three years, including the current year (upto 31st January 2009), SEBI is in receipt of complaints alleging insider trading in the shares of 19 listed companies one of which is against Reliance Petroleum Ltd., an oil based company. The following table gives the year-wise break-up of such complaints.

Year	No. of companies
2006	9
2007	6
2008	3
2009 (till 31.1.2009)	1

National Mental Health Policy

148. DR. K.S. MANOJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- whether the Government proposes to formulate a National Mental Health Policy in the country;
- if so, the details thereof alongwith the salient features of policy;
- whether the Government also proposes to impart training for doctors to deal with the patients suffering from mental health problems;
- if so, the details thereof; and
- the steps taken by the Government to reduce the increasing incidents of suicide cases in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) National Health Policy, 2002 covers policy relating to Mental Health. In line with this policy, the Central Government is implementing National Mental Health Programme (NMHP) under which efforts are being made to provide mental health services as a part of general health system. In this regard, Central Government supplements the State Governments' efforts through District Mental Health

Programme (DMHP), upgradation of psychiatric wings of Govt. medical colleges/general hospitals and strengthening/modernisation of State run mental hospitals to make them as therapeutic units. The Central Government has proposed to re-strategise the National Mental Health Programme during the 11th Five Year Plan to extend DMHP to more districts in the country with added components of suicide prevention services, work place stress management, life skills training and counselling in schools and colleges.

To address the acute shortage of qualified mental health professionals in the country, manpower development schemes under the NMHP for setting up of centres of excellence in mental health and PG training departments in mental health specialties are under active consideration. Training is also being provided to medical officers and health staff to implement the Programme. It has been proposed to intensify training using standard training modules both in terms of duration and frequency.

[Translation]

National Highways through PPP Mode

149. DR. LAXMINARAYAN PANDEY:
SHRI KIREN RIJU:
SHRIMATI RUPATAI D. PATIL:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- whether the Government has added any new stretches of National Highways for development through Public Private Partnership (PPP) mode during the last one year;
- if so, the details thereof;
- the time by which the development work of these projects are likely to be taken up; and
- the status of the ongoing development works through PPP mode during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The details of stretches awarded for 4/8 laning under Public Private Partnership (PPP) mode during last one year are given in the enclosed Statement-I.

(c) After the award of the works, as per the Concession Agreement, the financial closure has to be completed within a period of 180 days and all the obligations for pre-construction activities have to be discharged by the concessionaire prior to commencement of work. Work has already been started in the case of stretches awarded during last one year under NHDP Phase III.

(d) The status of the ongoing development works through PPP mode during last three years is given in the enclosed Statement-II.

Statement-I

Stretches awarded under NHDP Phase III/VII

S.No.	Stretch	NH No.	Length in km
1	2	3	4
1	Delhi/Haryana Border to Rohtak	10	63.49
2	Six Laning of Bangalore-Hosur Section	7	14.38
3	Neelamangala Junction on NH 4 with NH 48 to Devihalli	48	81
4	Khalghat - MP/ Maharashtra Border	3	82.8
5	Amritsar - Wagha border	1	36.22

1	2	3	4
6	Pimpalgaon-Nasik-Gonde	3	60
7	MP/Maharashtra Border-Dhule	3	97
8	Pune-Sholapur (Pkg I)	9	110
9	Gujrat-Maharashtra Border-Surat-Hazira	6	133
10	Chennai Port to Maduravoyal	Phase VII	19

Stretches awarded/added under NHDP Phase V

S.No.	Stretch	NH No.	Length in km
1	Chennai-Tada	5	43.40
2	Gurgaon-Kotputli-Jaipur	8	225.60
3	Surat-Dahisar	8	239.00
4	Chilikaluripet-Vijayawada	5	82.50
5	Panipat -Jalandhar	1	291.00

Statement-II

Status of projects under PPP mode during last three years

S.No.	Station from to	NH No.	Length (in kms)	Completed Length (in km)	Total Cost (Rs in crs.)	Project BOT mode	Present Status	Date of Completion/ Anticipated date of completion
1	2	3	4	5	6	7	8	9
Andhra Pradesh								
NHDP Phase I								
1	Ankapalli - Tuni	5	58.947	58.947	283.2	Annuity	4 LANED	Jan-2005
2	Tuni-Dharmavaram (AP-16)	5	47	47	231.9	Annuity	4 LANED	Aug-2005
3	Dharmavaram - Rajahmundry (AP-15)	5	53	53	206	Annuity	4 LANED	Mar-2005
NHDP Phase II								
1	Kadloor Yellareddy to Gundla Pocharapalli (NS-2/BOT/AP-2)	7	85.74	81	490	Annuity	Under Implementation	Mar-2009
2	MH/AP border to Islam Nagar (NS-2/BOT/AP-8)	7	55	17.25	360.42	Annuity	Under Implementation	Nov-2009
3	Islam Nagar to Kadtal (NS-2/BOT/AP-7)	7	48	0	546.83	Annuity	Under Implementation	Mar-2010
4	Kadal to Armur (NS-2/BOT/AP-8)	7	31	21	271.73	Annuity	Under Implementation	Nov-2009

1	2	3	4	5	6	7	8	9
5	Hyderabad Bangalore section (NS-2/BOT/AP-5)	7	74.65	59.49	592	Annuity	Under Implementation	Mar-2009
6	Farukhanagar to Kotakatta (NS-2/AP-4)	7	55.74	53.78	302	BOT (Toll)	Under Implementation	Mar-2009
7	Farukhanagar to Kottakata (NS-2/AP-3)	7	46.162	44.4	255	BOT (Toll)	Under Implementation	Mar-2009
NHDP Phase V								
1	Chikaluripet - Vijayawada (Six lane)	5	82.5	0	572.3	BOT (Toll)	Under Implementation	Dec. 2012
Bihar								
NHDP Phase II								
1	Kosi Bridge including approaches and Guide Bond & Afflux Bond (BR-5)	57	10	0	418.04	Annuity	Under Implementation	Apr-2010
Chhattisgarh								
NHDP Phase III								
1	End of Durg Bypass - Chhattisgarh / Maharashtra Border	6	82.685	0	464	BOT (Toll)	Under Implementation	Jan-2011
2	Aurang - Raipur	6	45	0	190	BOT (Toll)	Under Implementation	Oct-2009
Delhi [9.7]/ Haryana [18]								
NHDP Phase I								
1	Delhi-Gurgaon Section (Access Controlled 8/6 Lane)	8	27.7	27.7	710	BOT (Toll)	8 LANED	Jan-2008
Gujarat								
NHDP Phase II								
1	Rajkot Bypass & Gondal Jetpur (Package-VII)	8B	36	36	388.09	BOT (Toll)	4 LANED	Mar-2008
NHDP Phase V								
1	Bharuch to Surat Package BOT-II (Six lane)	8	65	30.52	492	BOT (Toll)	Under implementation	Jul-2009
2	Vadodara to Bharuch Package BOT-1 (Six lane)	8	83.3	47.27	660	BOT (Toll)	Under Implementation	Jul-2009
Gujarat [118.2] / Maharashtra [120.77]								
NHDP Phase V								
1	Surat -Dahisar (Six lane)	8	239	0	1405.57	BOT (Toll)	Under Implementation	Dec. 2012

1	2	3	4	5	6	7	8	9
Haryana								
NHDP Phase II								
1	Panipat Elevated Highway	1	10	10	270	BOT (Toll)	4 LANED	Jun-2008
NHDP Phase III								
1	Delhi/Haryana Border to Rohtak	10	63.49	0	486	BOT (Toll)	Under Implementation	May-2010
Haryana [116]/ Punjab [175.1]								
NHDP Phase V								
1	Panipat-Jalandhar (Six lane)	1	291	0	2288	BOT (Toll)	Under Implementation	Dec., 2012
Haryana [20]/ Himanchal								
NHDP Phase III								
1	Zirakpur - Parwanoo	22	28.69	0	295	BOT (Toll)	Under Implementation	Aug-2010
Haryana [6]/ Punjab [30]								
NHDP Phase III								
1	Ambala - Zirakpur	21, 22	36	36	298	BOT (Toll)	Under Implementation	Mar-2009
Haryana [64.3]/ Rajasthan [161.3]								
NHDP Phase V								
1	Gurgaon-Kotputli-Jaipur (Six lane)	8	225.6	0	1673.7	BOT (Toll)	Under Implementation	Dec., 2012
Karnataka								
NHDP Phase II								
1	AP/Karnataka border-Nandi Hill crossing & Devenhalli to Meenu Kunte Village	7	61.38	41	402.8	Annuity	Under Implementation	Mar-2009
NHDP Phase III								
1	Neelamangala Junction on NH 4 with NH 48 to Devihalli	48	81	0	441	BOT (Toll)	Under Implementation	Jul-2010
2	Banglore-Hoskote-Mudbagal Section	4	79.724	6	565	BOT (Toll)	Under Implementation	Jul-2010
3	Banglore - Neelamangala	4	19.5	0	445	BOT (Toll)	Under Implementation	Nov-2009
4	Elevated Highway from Silk board junction to electronic city junction	7	9.98	9	450	BOT (Toll)	Under Implementation	Jun-2009

1	2	3	4	5	6	7	8	9
Kerala								
NHDP Phase III								
	Thrissur to Angamali (KL-I)	47	40	25	31 2.5	BOT (Toll)	Under Implementation	Mar-2009
Madhya Pradesh								
NHDP Phase II								
1	Lakhnadon to MP/MH Border (NS-1/BOT/MP-2)	7	49.35	25	263.17	Annuity	Under Implementation	Sep-2009
2	Gwalior Bypass (NS-1/BOT/MP-1)	75, 3	42	0	300.93	Annuity	Under Implementation	Oct-2010
3	Lakhnadon to MP/MH Border (NS-1/BOT/MP-3)	7	56.475	5	407.6	Annuity	Under Implementation	Jun-2010
NHDP Phase III								
1	Guna Bypass	3	14	14	46	BOT (Toll)	4 LANED	Dec-2007
2	Indore-Khalghat	3	80	37	472	BOT (Toll)	Under Implementation	Sep-2009
3	Khalghat-MP/ Maharashtra Border	3	82.8	0	549	BOT (Toll)	Under Implementation	May-2011
Madhya Pradesh [66.5]/ Uttar Pradesh								
NHDP Phase II								
1	Gwalior-Jhansi	75	80	0	604	Annuity	Under Implementation	Dec-2010
Maharashtra								
NHDP Phase I								
1	Satara-Kagal	4	133	133	600	BOT (Toll)	4 LANED	Mar-2006
NHDP Phase III								
1	Gonde-Vadape (Thane)	3	100	45	579	BOT (Toll)	Under Implementation	Apr-2009
2	Chhattisgarh/ Maharashtra Border- Wainganga Bridge	6	80.055	0	424	BOT (Toll)	Under Implementation	Sep-2010
3	Kondhali - Telegaon	6	50	50	212	BOT (Toll)	Under Implementation	Mar-2009
5	Dhule - Pimpalgaon	3	118	105	556	BOT(Toll)	Under Implementation	Mar-2009
6	Nagpur - Kondhali	6	40	14.8	168	BOT (Toll)	Under Implementation	Nov-2009

1	2	3	4	5	6	7	8	9
Punjab								
NHDP Phase III								
1	Amritsar-Wagha border	1	36.22	0	205.88	Annuity	Under Implementation	Jun-2010
2	Kurali - Kiratpur	21	42.9	0.5	309	BOT (Toll)	Under Implementation	Jun-2010
3	Jalandhar-Amritsar	1	49	35	263	BOT (Toll)	Under Implementation	Sep-2009
Rajasthan								
NHDP Phase I								
1	Mahapura (near Jaipur) - Kishangarh (6 Lane)	8	90.38	90.38	644	BOT (Toll)	4 LANED	Mar-2005
NHDP Phase III								
1	Mahua-Jaipur	11	108	103.4	483	BOT (Toll)	Under Implementation	Mar-2009
2	Bharatpur-Mahua	11	57	56.06	250	BOT (Toll)	Under Implementation	Mar-2009
Rajasthan [42]/ Gujarat [34]								
NHDP Phase II								
1	Palanpur to Swaroopganj (Rajasthan -42 km & Gujarat-34 km)	14	76	70	498	Annuity	Under Implementation	Jun-2009
Tamil Nadu								
NHDP Phase I								
1	Tambaram - Tindivanam	45	93	93	375	Annuity	4 LANED	Jan-2005
NHDP Phase II								
1	Tindivanam - Ulundurpet (Pkg -VI-A)	45	71.25	62.89	480	BOT (Toll)	Under Implementation	Mar-2009
2	Salem to Kerala Border Section (TN-6)	47	53.525	27.88	469.8	BOT (Toll)	Under Implementation	Apr-2009
3	Krishnagiri to Thopurghat (NS-2/TN1)	7	62.5	62.5	372.7	BOT (Toll)	4 LANED	Jan-2009
4	Salem to Kerala Border Section (TN-7)	47	48.51	39	379.8	BOT (Toll)	Under Implementation	Apr-2009
5	Ulundurpet - Padalur (Pkg- VI-B)	45	92.75	76.96	460	BOT (Toll)	Under Implementation	Mar-2009
6	Karur to Madurai (TN-5)	7	53.025	32.7	283.5	BOT (Toll)	Under Implementation	Mar-2009
7	Karur to Madurai (TN-4)	7	68.125	28.85	327.2	BOT (Toll)	Under Implementation	Mar-2009
8	Salem to Karur (NS-2/TN-3)	7	33.48	24.7	205.6	BOT (Toll)	Under Implementation	Mar-2009
9	Padalur - Trichy (Pkg - VI-C)	45	40	29	320	BOT (Toll)	Under Implementation	Mar-2009

1	2	3	4	5	6	7	8	9
10	Salem to Kanur (NS-2/TN-2)	7	41.55	24.7	253.5	BOT (Toll)	Under Implementation	Apr-2009
NHDP Phase III								
1	Pondicherry - Tindivanam	66	38.61	4.5	285	BOT (Toll)	Under Implementation	Jul-2010
2	Salem-Ulundrupet (BOT-1/TN-06)	68	136.35	0	941	BOT (Toll)	Under Implementation	Jan-2011
3	Trichy - Dindigul	45	88.273	0	576	BOT (Toll)	Under Implementation	Jul-2010
4	Trichy -Karur	67	79.7	0	516	BOT (Toll)	Under Implementation	Jul-2010
5	Thanjarur- Trichy	67	56	6	280	BOT (Toll)	Under Implementation	Jun-2009
6	Madurai-Arupukottai-Tuticorin	45B	128.15	0	629	BOT (Toll)	Under Implementation	Jan-2010
NHDP Phase VI								
	Chennai-Tada (Six lane)	5	43.4	0	353.37	BOT (Toll)	Under Implementation	Dec., 2012
Uttar Pradesh								
NHDP Phase II								
1	Gorakhpur Bypass	28	32.6	0	600.24	Annuity	Under Implementation	Oct-2009
2	Bara to Orai	2, 25	62.8	23	465	Annuity	Under Implementation	Dec-2009
3	Jhansi to Lalitpur (NS-1/BOT/UP-3)	26	49.3	9	276.09	Annuity	Under Implementation	Sep-2009
4	Jhansi to Lalitpur (NS-1/BOT/UP-2)	25, 26	49.7	18	355.06	Annuity	Under Implementation	Sep-2009
NHDP Phase III								
1	Sitapur - Lucknow	24	75	0	322	BOT (Toll)	Under Implementation	Jun-2009
2	Meerut-Muzaffarnagar	58	79	63.5	359	BOT (Toll)	Under Implementation	Mar-2009
Uttar Pradesh [24.75]Rajasthan [20.25]								
NHDP Phase III								
1	Agra - Bharatpur	11	45	33	195	BOT (Toll)	Under Implementation	Mar-2009
West Bengal								
NHDP Phase I								
1	Palsit - Dankuni	2	65	65	432.4	Annuity	4 LANED	Jul-2005
2	Panagarh - Palsit	2	64.457	64.457	350	Annuity	4 LANED	Jun-2005
3	Vivekananda Bridge and Approach	2	6	6	641	BOT (Toll)	4 LANED	Jun-2007

Janani Suraksha Yojana

150. SHRI TUKARAM GANPAT RAO RENGE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether Janani Suraksha Yojana has been implemented in the State of Maharashtra;
- (b) if so, the details thereof alongwith the guidelines issued in this regard;
- (c) the total amount released under this scheme during the last three years and the current year, State-wise and year-wise; and
- (d) the number of people benefited under the Yojana so far, State-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Sir.

(b) The brief details of the Janani Suraksha Yojana (JSY) and main guidelines are given in the enclosed Statement-I.

(c) Based on past trends of expenditure, adequate funds are provided in the Budget Estimates (B.E.) and the same are released for implementation of the scheme as part of (RCH) Flexi pool. In case allocated funds are fully utilized, additional funds are also provided through revised estimates.

A Statement-II showing state-wise details of expenditure incurred on the implementation of the scheme during the last three years (including up to 3rd Quarter ending December, 2008 of the current year) is enclosed.

(d) A Statement-III showing state-wise and year-wise beneficiaries under the scheme during the last three years (including up to 3rd quarter ending December, 2008 of the current year) is enclosed.

Statement-I

Janani Suraksha Yojana

Janani Suraksha Yojana (JSY) is a safe motherhood intervention under the National Rural Health Mission (NRHM) was launched on 12th April 2005. to promote institutional delivery among the poor pregnant woman. The Yojana is being implemented in all states and Union Territories. JSY is a 100% centrally sponsored scheme.

- (2) The scheme focuses on the poor pregnant woman with special dispensation for states having low institutional delivery rate namely, the states of Uttar Pradesh, Uttaranchal, Bihar, Jharkhand, Madhya Pradesh, Chhattisgarh, Assam, Orissa, Rajasthan and Jammu

and Kashmir, While these states have been classified as Low Performing States (LPS), the remaining states have been named as High performing States (HPS). Besides the maternal care, the scheme provides cash assistance to all eligible mothers for delivery care.

- (3) The Yojana has identified ASHA, the Accredited Social Health Activist as an effective link between the Government and the poor pregnant women in 10 low performing states, namely the 8 (EAG) - Empowered Action Group (EAG) states and Assam and J&K and the remaining NE States. Her main role is to facilitate pregnant women to avail Services of maternal care and arrange referral transport.
- (4) Eligibility for Cash Assistance:

In LPS States All woman including those from SC and ST families, delivering in Government health centres like Sub-centre, PHC/CHC/FRU/ general wards of District and state Hospitals or accredited private institutions.

In HPS States BPL pregnant women, aged 19 years and above and the SC and ST pregnant woman.

- (5) Scale of Cash Assistance (in Rs) for Institutional Delivery:

Category	Rural Area		Urban Area	
	Mother's Package	ASHA Package	Mother's Package	ASHA Package
In LPS	1400	600	1000	200
In HPS	700		600	

6. Limitations of Cash Assistance for Institutional Delivery:

In LPS All births, delivered in a health centre – Government or Accredited Private Health Institutions.

In HPS Up to 02 live births

7. ASHA package is available in all LPS, NE States and in the tribal districts of all states and UTs. In rural areas it includes the following three components:

- Cash assistance for Referral transport for pregnant women to go to the nearest health centre for delivery.
- Balance amount to be paid to ASHA in lieu of services rendered by her.

8. The Yojana subsidizes the cost of Caesarean Section or for the management of Obstetric complications, upto to Rs. 1500/- per delivery to the Government. In situation where Government institutions, where specialists are not in position.
- 9 LPS and HPS States, all such BPL pregnant women, aged 19 years and above, preferring to deliver at home is entitled to cash assistance of Rs.500/- per delivery, upto two live births.

Statement-II

Detail of Financial Performance against Allocation under JSY 2005-06 to 2008-09 as on 31st Dec., 2008.

(Rs. in Crores)

S.No.	State	2005-06 Exp.	2006-07 Exp.	2007-08* Exp.	2008-09* Exp.	Total Exp.
1	2	3	4	5	6	7
A. High Focus States						
1	Bihar	0.77	4.42	0.00	108.18	113.37
2	Chhattisgarh	2.23	4.90	10.20	14.76	32.10
3	Himachal Pradesh	0.02	0.35	0.58	0.50	1.44
4	Jammu and Kashmir	0.14	1.22	2.80	0.68	4.85
5	Jharkhand	0.00	2.21	7.79	32.03	42.02
6	Madhya Pradesh	4.15	48.64	194.31	129.15	376.25
7	Orissa	2.54	24.44	71.60	58.80	157.38
8	Rajasthan	0.22	30.57	130.05	139.39	300.23
9	Uttar Pradesh	2.58	19.64	118.56	189.99	330.77
10	Uttarakhand	0.16	1.91	8.32	7.87	18.26
Sub Total		12.81	138.28	544.21	681.36	1376.66
B. NE States						
11	Arunachal Pradesh	0.24	0.12	0.45	0.31	1.12
12	Assam	1.14	29.94	54.73	41.40	127.21
13	Manipur	0.00	0.57	0.44	0.56	1.57
14	Meghalaya	0.01	0.47	0.65	0.66	1.78
15	Mizoram	0.28	0.59	0.91	0.99	2.77
16	Nagaland	0.00	0.42	1.35	1.29	3.06
17	Sikkim	0.06	0.10	0.23	0.15	0.54
18	Tripura	0.50	0.33	1.13	1.22	3.18
Sub Total		2.23	32.54	59.89	46.58	141.23
C. Non-High Focus States						
19	Andhra	15.38	26.19	38.50	138.76	218.82
20	Goa	0.00	0.03	0.07	0.03	0.14

1	2	3	4	5	6	7
21	Gujarat	2.12	8.92	9.55	7.48	28.07
22	Haryana	0.19	2.15	2.40	1.95	6.68
23	Karnataka	1.35	9.67	18.28	22.58	51.87
24	Kerala	1.69	3.28	14.83	9.42	29.22
25	Maharashtra	2.03	3.78	16.69	9.70	32.19
26	Punjab	0.35	1.05	1.64	1.69	4.73
27	Tamilnadu	0.00	20.03	21.04	13.14	54.21
28	West Bengal	0.11	12.10	27.15	17.62	56.97
Sub Total		23.21	87.18	150.15	235.08	495.63
D. Small States/UTs						
29	Andaman and Nicobar Islands	0.00	0.06	0.00	0.00	0.06
30	Chandigarh	0.00	0.00	0.00	0.05	0.05
31	Dadra and Nagar Haveli	0.00	0.00	0.00	0.00	0.00
32	Daman	0.00	0.00	0.00	0.00	0.00
33	Delhi	0.00	0.01	0.45	1.08	1.54
34	Lakshyadweep	0.01	0.00	0.02	0.11	0.14
35	Puducherry	0.03	0.15	0.29	0.21	0.68
Head Quarter						
Sub Total		0.03	0.22	0.76	1.45	2.47
Grand Total		38.29	258.22	755.01	951.75	2003.27
%age expenditure over Allocation		39.07%	190.56%	302.00%	74.27%	113.50%

Statement-III

Total number of beneficiaries under JSY during the year 2005-06, 2006-07, 2007-08 and 2008-09 (upto 03rd quarter ending December 2008)

Sl.No.	State/UT	2005-06	2006-07	2007-08	2008-09 (in lakhs)
1	2	3	4	5	6
1	Andaman and Nicobar Islands	314	600	354	0
2	Andhra Pradesh	167000	429000	563401	358000
3	Arunachal Pradesh	794	1433	7689	8000
4	Assam	17523	190334	304741	215000
5	Bihar		89839	838481	800000

1	2	3	4	5	6
6	Chandigarh	0	14	1215	1000
7	Chhattisgarh	3190	76677	175978	94000
8	Dadra and Nagar Haveli	146	76	270	0
9	Daman and Diu	0	0	0	0
10	Delhi	0	242	7238	16000
11	Goa	57	483	898	0
12	Gujarat	0	121153	185956	48000
13	Haryana	1825	23123	35441	9000
14	Himachal Pradesh	1585	6303	10371	7000
15	Jammu and Kashmir	2134	13127	10568	0
16	Jharkhand	-	123910	251867	431000
17	Karnataka	50542	233147	283000	243000
18	Kerala	0	56072	162050	74000
19	Lakshadweep	114	42	200	0
20	Madhya Pradesh	68252	401184	1115941	500000
21	Maharashtra	5650	97390	375000	182000
22	Manipur	-	7602	8664	5000
23	Meghalaya	471	4257	1003	0
24	Mizoram	1056	7462	13371	9000
25	Nagaland	-	1301	8457	6000
26	Orissa	26407	227204	490657	309000
27	Puducherry	379	2284	4389	0
28	Punjab	11595	16079	9917	25000
29	Rajasthan	10085	317484	774877	515000
30	Sikkim	1128	1719	1616	2000
31	Tamil Nadu	321567	288224	229809	66000
32	Tripura	2247	3203	15547	13000
33	Uttar Pradesh	12127	168613	797505	871000
34	Uttarakhand	1360	23873	69679	51000
35	West Bengal	31363	224863	572651	317000
	Grand total	738911	3158317	7328601	5175000

[English]

Malnourished Children

151. SHRI SWADESH CHAKRABORTTY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the number of malnourished children has increased in the country;

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

(c) whether the Government has conducted any study in this regard;

(d) if so, the outcome of the study; and

(e) the details of the remedial steps taken by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (d) The nutritional status of children in the country is ascertained by the National Family Health Survey (NFHS). As per the latest available national statistics, the percentage of underweight (weight for age) children under three years has declined from 43% as per the National Family Health Survey 2 (1998-99) to 40% as per NFHS 3 (2005-06). The details, thereof, state wise, is given overleaf in the enclosed Statement. Overall girls and boys are about equally undernourished.

(e) The Government is implementing interventions for proper growth, development and survival of children in the country through a life cycle approach. The interventions are:-

- i) promotion of adequate nutrition during pregnancy,
- ii) initiation of breastfeeding within the first hour of birth,
- iii) exclusive breastfeeding for the first six months of life,
- iv) complementary feeding and continued breastfeeding from six months onwards,
- v) micronutrient supplementation with iron folic acid for mothers and children and with Vitamin A for children at six monthly intervals from 9 months upto five years of age,
- vi) food supplementation and growth monitoring through anganwadis and
- vii) treatment of severe acute malnutrition through Nutrition Rehabilitation Centres (NRCs) set up at public health facilities. As on date 582 NRCs are functioning in the country.

Statement

Nutritional status of children, by State NFHS III (2005-06)

S.No.	State/UT	Weight for age
1	2	3
	All India	42.5
Larger States		
1	Andhra Pradesh	32.5
2	Assam	36.4

1	2	3
3	Bihar	55.9
4	Chhattisgarh	47.1
5	Gujarat	44.6
6	Haryana	39.6
7	Jharkhand	56.5
8	Karnataka	37.6
9	Kerala	22.9
10	Madhya Pradesh	60.0
11	Maharashtra	37.0
12	Orissa	40.7
13	Punjab	24.9
14	Rajasthan	39.9
15	Tamil Nadu	29.8
16	Uttar Pradesh	42.4
17	West Bengal	38.7
Smaller States		
1	Arunachal Pradesh	32.5
2	Delhi	26.1
3	Goa	25.0
4	Himachal Pradesh	36.5
5	Jammu and Kashmir	25.6
6	Manipur	22.1
7	Meghalaya	48.8
8	Mizoram	19.9
9	Nagaland	25.2
10	Sikkim	19.7
11	Tripura	39.6
12	Uttaranchal	38.0

Assamese Regional Language Channel

152. SHRI NARAYAN CHANDRA BORKATAKY: Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to start a 24 hours Assamese Regional Language Channel;

(b) if so, the details thereof and the time by which it is likely to become operational;

(c) whether the Government has any proposal to repackage the existing DD-13 (24 hours) under the North East package; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) and (b) No, Sir. However, Prasar Bharati has informed that in May 2006, two North East Channels have been approved as a part of North East Special Package of Government of India for expansion of terrestrial mode of DD transmission in the region.

(c) No, Sir.

(d) Does not arise.

Diversion of forest land in Maharashtra

153. SHRI SHRINIWAS DADASAHEB PATIL: Will the PRIME MINISTER be pleased to state:

(a) whether forest land has been diverted for setting up windmills in Satara district of Maharashtra;

(b) if so, the details thereof;

(c) the revenue generated out of such diversion;

(d) whether compensatory land has been provided by the windmill companies in lieu of the forest land; and

(e) if so, the details thereof alongwith the locations?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (e) Yes, Sir. Four proposals involving 127.6216 ha. of forest land have been accorded approval for diversion of forestland under the provisions of the Forest (Conservation) Act, 1980 for setting up windmills in Satara district of Maharashtra. The details are given in the enclosed Statement.

Statement

Proposals on Wind Power Projects for forestry clearance under the Forest (Conservation) Act, 1980

As on 3.02.2009

S.No.	Name of Proposal	Details of the proposed Compensatory land	Amount deposited by the User Agencies* (In Rs.)
1	Diversion of 37.46 HA for installation of wind power project in favour of M/s Suzlon Energy Ltd.	37.46 ha. Non forest land (Sr. No. 2, Gut No. 52, 53, 54 & 61/P, Village-Kadoli, District - Satara)	2,15,44,648/-
2	Diversion of 4.8716 HA for construction of wind energy project in favour of M/s Enercon India Ltd	4.87 ha. Non forest land (Gut No. 19/1 & 20/1, Village - Khargaon, district - Satara.)	42,83,144/-
3	Diversion of 83.62 HA for Installation of wind power project in favour of M/s Suzlon Energy Ltd.	83.87 ha. Non forest (S.No. / Gut No. - 311, 312, 319, 320, 325, 326 and 327, Village Patan, District - Satara)	3,84,75,493/-
4	Diversion of 1.67 HA for Construction of metal road for connecting wind power project situated on private land in favour of M/s Shriram EPC Ltd.	1.70 ha non Forest Land (Gut No. - 22, Village-Rameshwar, Distric-Satara)	10,85,771/-

* The User Agencies have deposited money for Compensatory Afforestation. Net present value, lease rent, cost for raising of medicinal plants, cost for soil & moisture conservation, cost for demarcation, cost for tree felling and expenditure incurred on old plantation.

Transparency in fixing of BPLR

154. SHRI L. RAJAGOPAL: Will the Minister of FINANCE be pleased to state:

(a) the details of the criteria adopted by banks for fixing the Benchmark Prime Lending Rate (BPLR); and

(b) the steps taken by the Government for ensuring transparency in fixing of BPLR?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) In terms of extant guidelines of the RBI, while fixing the Benchmark Prime Lending Rate (BPLR), scheduled commercial banks should take into account their actual cost of funds, operating expenses and a minimum margin to cover regulatory requirement of provisioning/capital charge and profit margin. Barring the ceiling rate for credit limit up to Rs. 2 lakh which should not exceed BPLR, all other lending rates can be determined with reference to the BPLR by taking into account term premia and/or risk premia. To further enhance transparency, a format has been devised by the Reserve Bank of India for displaying of information on interest rates and service charges to enable the customer to obtain the desired information quickly. Banks have also been advised to display the information as per the format on their website.

Rationalization of rates and duty structure

155. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Gujarat Government has requested the Union Government for rationalization of rates and duty structure in respect of excise duty on drugs and pharmaceutical products;

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

(c) whether the excise duty linked with MRP has adversely affected the small scale industries in Gujarat resulting in either closure or shifting the units to other States where the excise exemption is available; and

(d) if so, the steps taken or proposed to be taken to protect Small Scale Industry Sector of Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) In 2005, the Chief Minister of Gujarat had made a reference requesting for (i) increase in the abatement from retail price from 40% to 50% for drugs and (ii) reduction in excise duty on drugs and pharmaceutical products from 16% to 8%.

(b) The request was examined and it was decided not make any change in the excise duty structure on medicines. However, the issue of excise duty on drugs and pharmaceutical products has been revisited in 2008-09 budget and taking into account all relevant factors including disadvantage faced by pharma units located in non-tax exempted States on account of area based exemption scheme, excise duty on drugs and pharmaceutical products was reduced from 16% to 8%. As regards increase in abatement, the Abatement Committee had examined the matter and found that a separate higher rate of abatement

for drugs manufactured by SSI units is not justifiable on the basis of material on record.

(c) According to data available with the Central Excise Department, instances of closure or shifting of SSI units manufacturing drugs and pharmaceutical products in Gujarat have not been significant.

(d) The reduction in excise duty from 16% to 8% on drugs and pharmaceutical products in 2008-09 budget is reported to have checked the shifting of pharma industry from non-tax exempt to tax exempted States.

[Translation]

Financial Aid to NGOs

156. SHRIMATI SANGEETA KUMARI SINGH DEO: Will the PRIME MINISTER be pleased to state:

(a) the details of the Non Governmental Organisations (NGOs) in the State of Orissa receiving grants under various schemes under his Ministry during the last three years and the current year;

(b) the details of the schemes alongwith the amount sanctioned against each of these schemes during the said period;

(c) whether cases of irregularities regarding misuse of funds have been reported; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) Information is given in the enclosed Statement-I to III.

(c) and (d) Yes Sir, complaint about misuse of funds by one Animal Welfare Organization viz. People for Animals, Bhubaneswar, Orissa was received by the Animal Welfare Board of India, during the last three years. The details of the complaint are as under:

Under Animal Birth Control (ABC) scheme

Complaint about misuse of funds by submitting forged documents for utilization of grants, was received against the aforesaid organization.

An FIR bearing PS Case No. 142 dated 29-5-2007 U/s 468/471/420 IPC at Kharabelanagar Police Station, Khurda, Orissa has been registered against Mr. Jiban Ballavdas alias J.B. Das of People For Animals, Bhubaneswar, Orissa.

Under Shelter House Scheme

An enquiry by CBI, ACB, Chennai, relating to misutilization of grant of Rs.22.50 lakhs released to the aforesaid organization has been initiated.

Statement-I

Name of the Scheme/ Programme	Name of the Non-Governmental Organization in Orissa	Amount of grants in aid sanctioned/released		
		Year	Amount (in lakh of Rupees)	
1	2	3	4	
Environment Education Awareness and Training	Animal Welfare Society of India, Bhubaneswar	2005-06		
		2006-07	14.00*	
		2007-08	18.54*	
			2008-09	24.18*
	Social welfare organization for rural development (SWORD), Dandilo, Anakhia, District Jagatsinghpur, Orissa	2005-06	0.20	
		2006-07		
		2007-08		
		2008-09		
	The Sampark, District Dhenkanal, Orissa	2005-06	0.25	
		2006-07		
		2007-08		
			2008-09	
	Yuba Shakti, PO Dengibhadi, District Sundergarh - 770001, Orissa	2005-06	0.25	
		2006-07		
		2007-08		
2008-09				
Institute of Mathematics and Applications, PO Bhoi Nagar, Bhubaneswar - 751022, Orissa	2005-06	0.16		
	2006-07			
	2007-08			
	2008-09			
Swayam Prabha, Chetana Bhawan, At - A/L-1, Basanti Nagar, Rourkela, District Sundergarh, Orissa	2005-06	0.25		
	2006-07			
	2007-08			
	2008-09			
Society of Sanecruti Vikasa Parishad, Orissa	2005-06	0.50		
	2006-07			
	2007-08			
	2008-09			
My-Heart Bhubaneswar, Orissa	2005-06	0.50		
	2006-07			
	2007-08			
	2008-09			
Rajiv Yubaka Sangha, Jaipur, Orissa	2005-06	0.40		
	2006-07	0.10		
	2007-08			
	2008-09			

1	2	3	4
	The Institute of Advance Technology & Environmental Studies (IATES), Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.30 0.54
	National Institute of Community and Child Development (NICCD), Khurda, Orissa	2005-06 2006-07 2007-08 2008-09	0.74 0.06
	Order MB-58, GGP Colony, Rasulgarh, Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.30
	Sorbonne Institute of Foreign Languages (SIFL), Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.50
	Association for Social Intervention & Development (ASIAD), Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.50
	Association for Women and Rural Development (AWARD), Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.24
	Rural Organization of Social Services (ROSS), Orissa	2005-06 2006-07 2007-08 2008-09	0.25
	AABAHANA, District Khurda, Orissa	2005-06 2006-07 2007-08 2008-09	0.40 0.10
	Basanti Trust, Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.30
	ALAP, Bhubaneswar, Orissa	2005-06 2006-07 2007-08 2008-09	0.40 0.10
	Action for Protection of Wild Animals (APOWA), Orissa	2005-06 2006-07 2007-08 2008-09	0.49

* The amount of grants given to the NGOs is for disbursement to organizations participating in the annual National Environment Awareness Campaign.

Statement-II**Details of NGOs of Orissa provided Financial Assistance Grant-in-Aid under
Greening India Scheme**

S.No.	Name of VA (Grants-under-GIA)	Total Amount Released
Grant In Aid under GIA to Orissa for the year 2005-06		
1	Dharmapada Jubak Sangha, A/P.O. Malikapur, Jajpur District	1240000
2	Sansakar Yubak Sangha, Mundapada, Bondh	550000
3	Life Academy of Vocational Studies, Bhubaneswar	1232300
4	Yuba Shakti, A/P.O.-Dengibhadi Via.-Sundergarh-770001	891000
5	Gandhian Institute of Technology, A/P.O. Lamtaput. Distt. Koraput-764081	1240000
6	Maa Mangala Protisthan, Mirzapur	1240000
7	Nari Mangal Mahila Samity, Distt. Puri	1240000
8	Sanklap, Kunhakanta, District Dhenkanal-759001	1240000
9	Anchalik Yuva Parisad, Vill. Laxminarayan Hat, P.O. Sankheswar, Via Tirtol, District Jagatsinghpur-754137	992000
10	Rural Organisation of Social Service (ross), At. Kapasira, P.O.-Tileibani, District Deogarh-768119	1240000
11	Rural Organisation for Poverty Eradication (rope), A/P.O. Balarampur, Talagarh, Via-Jenapur, District Jajpur	992000
12	Krusha Adivasi Self Help Society, A/P.O. Batira, District Kendrapara-754140	550000
Total		12647300
Sl. No.	Name of VA (Grants-under-GIA)	Total Amount Released
Grants In Aid under GIA to Orissa for the year 2006-07		
1	National Rural Development Corporation, Bhubaneswar	525000
2	Society for Human Advancement & Rural Education, Dhenkanal	1255000
3	Gandhiji Seva Parishad, Malakangiri	1255000
4	Totasahi Mahila Samiti, Sambalpur	1255000
5	JAGARAN, Mission Road, Sundergarh-1	1255000
6	Chetana, Dhenkanal	1255000
7	Sanskrutika Vikasha Parishad, Shakti nagar, Baku, Nirakarpur, Puri-752019	517300
8	Pragati Yubal Sangha, Bhadrak	525000
Total		7842300
Sl. No.	Name of VA (Grants-under-GIA)	Total Amount Released
Grants In Aid under GIA to Orissa for the year 2007-08		
1	Society for Rural Integrated and Youth Association (SRIYA)	525000
The Scheme has been discontinued from the Financial Year 2008-09 (c) & (d)		Nil

Statement-III

List of AWOs to whom grants released for the financial year 2005-06 in Orissa

Sl. No.	New Code	Name	Address	City	Ami. Released
1	2	3	4	5	6
A) Regular Grant (For maintenance of stray animals)					
1	OR005/1997	Asureswar Gomangal Samiti	PO. Asureswar	Dist. Cuttack 753004	25000
2	OR006/1998	Orissa State Council for Animal Welfare	M-V/122 Sailashree Vihar, Chandrasek	Bhubaneswar 751 021	25000
3	OR007/1998	Maitri Club	Nr. CRAC Computers College Sq. ASKA	Via Nuagam, Dist. Ganjam	25000
4	OR009/1999	Action for Protection of Wild Animals (APOWA)	At Hatapatana, PO. Kadaliban	Dist. Kendrapara 754 222	25000
5	OR016/2001	People for Animals-Bhubaneswar	1222/1, Shastri Nagar,	Bhubaneswar 751 001	25000
6	OR017/2001	Shri Ram Gaushala Trust	Balaram Kot Mat, Khajapatti	Puri 752 002	25000
7	OR023/2002	Jive Hiteisy Sangh	Haripriya Bhawan	Dolmundai, Dist. Cuttack	25000
8	OR025/2002	Jiban Bikash	AT Gopinathpur, PO Lendo, Via. Niraka	Dist. Khurda 752 019	25000
9	OR028/2002	Bhagabat Pathagar	PO. Salepalli, Via. Jarasingha	Dist. Balangir-767 067	25000
10	OR023/2002	Institute of Rural Development & Management	Plot. No. 473 Katinga Market, Nayapal	Bhubaneswar, Khurda	25000
11	OR036/2003	Jeevan Jyoti	PO. Kameguru, Via Singipur	Dist. Khurda 752 021	25000
12	OR037/2004	District SPCA Nayagarh	At.C.D.V.O Office,	PO. Dist Nayagarh 752 021	25000
Total					300000
B) Shelter House (For construction of Shelter House for looking after animals)					
Sl.No.	Code No.	Name of Organisation	Address	Amount Released	
1	OR016/2001	People For Animals	Plot No. 222/1 II nd Floor, Shastri Nagar, Bhubneswar-751001, Orissa	1125000	
2	OR038/2005	PFA, Kendrapada	At. Chandia, P.O.-Deula Para, Dist. Kendrapara, Orissa	1300000	
3	OR030/2002	People For Animals, Rourkela	At - Kainsara, P.O. - Bhasma-770 025, Dist. Sundargarh, Orissa	629145	
4		National Institute For Community and Child Development (NICCD)	At - Mangala Nagar, Khurda, Post Office - Khurda - 752 055, District -	839173	
Total				3893318	

C) Animal Birth Control Programme (For conducting ABC operations)

Sl.No.	Code No.	Name of Organisation	Address	Amount Released
1	2	3	4	5
1	OR030/2002	People For Animals	At Dalposh, PO Jabaghat, Sundergarh, Rourkela-770 036	95000
2	OR033/2002	PFA Behrampur	Meenakshi Nagar, 1st Lane, Opp: New Mango Market, Ganjam, Behrampur, Orissa - 760 002	222900
3	OR016/2001	PFA Bhubaneswar	222/1, Shastri Nagar, Bhubaneswar - 751 001	222500
		Total		540400
D) Natural Calamity (For providing relief to animals during natural calamities and unforeseen circumstances)				
1	OR016/2001	People For Animals	222/1, Shastri Nagar, Bhubaneswar - 751 001	500000
2	OR009/1999	APOWA	At Hatapatana. PO. Kadaliban, Dist. Kendrapara 754 222	340120
3	OR007/1998	Maitri Club	Nr. CRAC Computers College Sq. ASKA, Via Nusgam. Dist. Ganjam-761 111	50000
		Total		890120

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List of AWOs to whom grants released in 2006-07 in Orissa

A) Regular Grant sanctioned in 2005-06 & released in 2006-07 (For maintenance of stray animals)

Sl.No.	Code No.	Name of the AWO	Address	City	Amount Released
1	2	3	4	5	6
1	OR015/2001	Kalyani	Maitrilochanpur, PO. Lendo, Nirakarpur	Dist Puri 752 019	25000
2	OR033/2002	People For Animals	Godavari Street, Opp Utkal Cinema	Berhampur, Pin-760 002	25000
		Total			50000

B) Regular Grant sanctioned & released in 2006-07 (For maintenance of stray animals)

Sl.No.	Code No.	Name of the AWO	Address	City	Amount Released
1	OR003/1991	Rairangpur Gaushala Committee	At. Anladuka, PO. Rairangpur	Dist. Mayurbhanj	40000
2	OR005/1997	Asureswar Gomangal Samiti	PO. Asureswar	Dist. Cuttack 753004	40000
3	OR007/1998	Maitri Club	Nr. CRAC Computers College Sq. ASKA	Via Nuagam, Dist. Ganjam	25000
4	OR009/1999	Action for Protection of Wild Animals (APOWA)	At Hatapatana, PO. Kadaliban	Dist. Kendrapara 754	30000
5	OR015/2001	Kalyani	Maitrilochanpur, PO. Lendo, Nirakarpur	Dist Puri 752 019	30000
6	OR016/2001	People for Animals-Bhubaneswar	222/1, Shastri Nagar,	Bhubaneswar 751 001	50000

1	2	3	4	5	6
7	OR017/2001	Shri Ram Gaushala Trust	Balaram Kot Mat, Khajapatti	Puri 752 002	40000
8	OR023/2002	Jive Hiteisy Sangh	Haripriya Bhawan	Doinumdai, Dist.Cuttack	10000
9	OR030/2002	People for Animals-Rourkela	At. Bainshra, Po Bhasma	Dist. Sundergarh	40000
10	OR033/2002	People For Animals	Godavari Street, Opp Utkal Cinema	Berhampur	30000
11	OR037/2004	District SPCA Nayagarh	A.I.C.D.V.O Office,	PO.Dist Nayagarh	10000
12	OR038/2005	People For Animals	At. Chandia Palli, Daulapara,	PS Mohakalpara Ken	30000
13	OR039/2006	Adarsha Seva Sangathana	APO, Khamar, Via. Pallahara	Angul - 795 118	10000
14	OR040/2006	Sola pua Maa United	Soputra, APO, Anlo, Via Bairoi, Cultural Association	Cuttack - 754 010	10000
			Total		395000

C) Shelter House (For construction of Shelter House for looking after animals)

1	OR041/2006	Gurukul Ashram, Amsena	Amsena, Dist. Nuapada, Orissa - 766 109		1966889
			Total		1966889

D) Animal Birth Control Programme (For conducting ABC operations)

Sl.No.	Code No.	Name of the AWC	Address	City	Amount Released
1	OR01 6/2001	People for Animals Bhubaneswar	222/1, Shastri Nagar, Bhubaneswar - 751 001		667500
2	OR033/2002	People for Animals Berhampur	Gadewari Street, Berhampur, Dist Ganjam - 760 002.		445000
3	OR030/2002	People for Animals Rourkela	At-Kainsara, Po-Bhasma, Dist. Sundargarh - 770 025		33100
			Total		1145600

E) Natural Calamity (For providing relief to animals during Natural Calamities and unforeseen circumstances)

1	OR015/2001	Kalyani	Mairaitlochanpur, PO.Lendo, Nirakar pur, Puri-752019		100000
2	OR005/1997	Asureswar Gomangal Samitee	At/Po.Asureswar, Dist-Cuttack-754 209		20000
3	OR018/2001	District SPCA	C/o. Chief District vety. Office, Po./Dist-Puri - 752 002		10000
4	OR 040/2006	Sola pua Maa United Cultural Association	At./P.O.Anlo, Via - Bairoi, Dist-Cuttack, Soputra, Orissa - 754 010.		20000
			Total		150000

List of AWOs to whom grants released for the year 2007-2008 in Orissa

Sl.No.	Code No.	Name of the AWO	Address	City	Amount Released
A) Regular Grant sanctioned & released in 2007-08 (For maintenance of stray animals)					
1	OR005/1997	Asureswar Gomangal Samiti	PO. Asureswar	Dist. Cuttack 753004	40000
2	OR007/1998	Maitri Club	Nr.CRAC Computers College Sq. ASKA	Via Nuagam, Dist. Ganjam 761 111	40000
3	OR009/1999	Action for Protection of Wild Animals (APOWA)	At Hatapatana, P.O.Kadaliban	Dist.Kendrapara 754 222	30000
4	OR017/2001	Shri Ram Gaushala Trust	Balaram Kot Mat, Khajapatti	Puri 752 002	40000
5	OR023/2002	Jive Hitvisy Sangh	Haripriya Bhawan	Dolmundai, Dist. Cuttack 753 009	10000
6	OR026/2002	Shri Krishna Gaushala	Aga Street,	Barhampur - 9	50000
7	OR033/2002	People For Animals	Godavari Street, Opp Uttkal Cinema	Berhampur, Pin-760 002	20000
8	OR038/2005	People For Animals	At.Chandia Palli, Daulapara,	PS Mohakaipara, Kendrapara-754212	30000
9	OK040/2006	Sola pua Maa United Cultural Association	Soputra, APO, Anlo, Via Bairoi,	Cuttack - 754 010	50000
10	OR041/2006	Gurukul Ashram	At. Amsena, PO Khatlar Road,	Nuapada- 766 109	40000
11	OR042/2007	Madhu Sudan Organisation poor and meritorious	At. Nilakanthapur, Po Olakana,	Kendrapara-754 207	10000
12	OR043/2007	Mayurbhanj Dist. SPCA	At. O/o Chief Dist. Vety. Officer, Baripada	Mayurbhanj - 757 001	10000
13	OR045/2007	Balasure Dist, SPCA	At.O/o Chief Dist. Vety Officer,	PO Balasure	10000
14	OR046/2007	Ganjam Dist. Orthopaedically Handicapped Welfare A	At. Netaji Subhash Marg. Near S.P. Residence, PO C	Ganjam - 761020	10000
15	OR047/2007	District SPCA Bhadrak	Bhadrak	Pin-756100	10000
16	OR052/2007	People for Animals, Balasure	At. Kalidaspur, PO Haripur	Balasure - 756 001	10000
17	OR056/2007	Welfare World	At. Nakhaur (Kumaradiha)	PO Gopinathpur, PS Lingaraja, Khurda, Bhubaneswar	10000
Total					35000

Sl.No. Code No.	Name of the AWO	Address	Amount Released	
B) Animal Birth Control Programme (For conducting ABC operations)				
1	Local Body	Cuttack Municipal Corporation At. Cuttack, Po-Choudhry Bazaar, Cuttack - 753 001	500000	
2	OR033/2002	People for Animals Berhampur Gadevari Street, Berhampur, Dist - Ganjam - 760 002	445000	
Total			945000	
List of AWOs to whom grants released for the year 2008-2009 in Orissa				
Sl.No. Code No.	Name of the AWO	Address	City	Amount Released
A) Regular Grant sanctioned in 2007-08 & released in 2008-09 (For maintenance of stray animals)				
1	OR037/2004	District SPCA Nayagarh At. C.D.V.O Office	PO. Dist Nayagarh 752 069	5000
2	OR015/2001	Kalyani Maitratilochanpur, PO. Lendo, Nirakarapur,	Dist. Puri 732 019	30000
Total				35000
B) Regular Grant sanctioned & released in 2006-09 (for maintenance of stray animals)				
1	OR043/2007	Mayurbhanj Dist. SPCA At. O/o Chief Dist. Vety. Officer, Baripat	Mayurbhanj- 757 001	5000
2	OR065/2008	Social Empowerment & Agriculture Development Age At Post-Jaleswarpur,	Via-Dehurda, Dist. Balasore- 756036	30000
Total				35000
C) Birth Control Programme (for conducting ABC operations)				
1	OR033/2002	PFA Rourkela At. Bainshra, Po Bhasma	Dist. Sundergarh 770 025	44500
Total				44500
D) Natural Calamity (For providing relief to animals during unforeseen circumstances like natural calamity, drought etc.)				
1	OR009/1999	APOWA At Hatapatana, P.O. Kadailban	Dist. Kendrapara 754 222	300000
Total				300000

*[English]***Guidelines for gifts received by VVIPs**

157. SHRI DALPAT SINGH PARSTE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the government has laid down certain guidelines with regard to gifts received by VVIPs in foreign countries;

(b) if so, the details thereof;

(c) whether such gifts become personal property of the recipient;

(d) if so, the details thereof; and

(e) the details of gifts received by the VVIPs during the last three years, year-wise and country-wise?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) and (b) Yes. Gifts received by VVIPs from foreign countries are governed by Foreign Contribution (Acceptance or Retention of Gifts or Presentations) Regulations, - 1978 as amended from time to time.

(c) and (d) Gifts valued upto Rs. 5000/- can be retained by the recipient. If the value of the gift is more than Rs. 5000/-, it can be retained by the recipient after payment of excess value to the government or else it is required to be deposited in the Toshakhana in Ministry of External Affairs. Value of the gifts is assessed by a customs appraiser who is invited to assess the same periodically.

(e) Details of the gifts received by VVIPs during the last three years are as follows:

Year	Total No. of Gifts Received
2006	39
2007	63
2008	43

Country wise details of the gifts received is enclosed as Statement.

Statement*Country wise details of gifts received during the Calendar Year 2006*

S.No	Name of Country	Number of Gifts Received
1	2	3
1	Sri Lanka	2
2	Russia	2

1	2	3
3	Saudi Arabia	4
4	Qatar	4
5	Pakistan	1
6	USA	1
7	Jordan	4
8	China	3
9	Afghanistan	2
10	Cyprus	1
11	Malaysia	2
12	Syria	1
13	Bangladesh	1
14	Nepal	1
15	Kuwait	3
16	Bhutan	1
17	Tajikistan	1
18	Myanmar	3
19	Turkey	1
20	Egypt	1
Total		39

Country wise details of gifts received during the Calendar Year 2007

S.No.	Name of Country	Number of Gifts Received
1	2	3
1	Afghanistan	2
2	Algiers	1
3	Slovenia	1
4	South Africa	1
5	Russia	2
6	China	3
7	Sri Lanka	4
8	Malaysia	1
9	Bangladesh	7
10	Vietnam	6
11	Turkey	1
12	Bahrain	1

1	2	3
13	UAE	3
14	Pakistan	3
15	Cambodia	2
16	Egypt	1
17	Thailand	1
18	Brazil	2
19	Italy	3
20	Bulgaria	1
21	Japan	1
22	USA	2
23	Ethiopia	1
24	Sudan	1
25	Philippines	2
26	Denmark	1
27	Netherlands	1
28	Portugal	1
29	Nepal	1
30	Oman	6
Total		63

*Country wise details of gifts received during
the Calendar Year 2008*

S.No.	Name of Country	Number of Gifts Received
1	2	3
1	Bulgaria	1
2	Saudi Arabia	2
3	Pakistan	1
4	Bhutan	2
5	Syria	2
6	Lao' PDR	1
7	Nepal	1
8	New Zealand	1
9	Palestine	1
10	Belgium	1
11	Sri Lanka	1
12	Bangladesh	1

1	2	3
13	Turkey	1
14	Egypt	4
15	Mauritius	2
16	Secy. Gen. League of Arab State	1
17	France	1
18	Turkmenistan	1
19	Maldives	1
20	Russia	4
21	Afghanistan	2
22	Myanmar	5
23	China	2
24	South Africa	1
25	Burkina Faso	1
26	Iran	1
27	USA	1
Total		43

Coal Prices

158. SHRI GIRDHARI LAL BHARGAVA: Will the PRIME MINISTER be pleased to state:

(a) whether the Coal India limited (CIL) proposes to raise coal prices to meet its mounting losses and liabilities;

(b) if so, the details thereof;

(c) whether this increase will have cascading effect on the cost of thermal power generation; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) No, Sir.

(c) and (d) Do not arise in view of reply to para (a) and (b) above.

Violation by DTH licensees

159. SHRI BADIGA RAMAKRISHNA: Will the PRIME MINISTER be pleased to state:

(a) the details of norms laid down for granting Direct-To-Home (DTH) licence and the share of Foreign Direct Investors (FDI) thereon;

(b) whether the Government has received any complaints on violation of such norms;

(c) if so, the names of the companies which have violated the DTH licencing conditions;

(d) whether any action has been taken by the Government against these companies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) DTH Guidelines provide that total foreign equity holding including FDI/NRI/OCB/FII in the applicant company should not exceed 49% and within the foreign equity, the foreign direct investment component should not exceed 20%. The quantum represented by that proportion of the paid up equity share capital to the total issued equity capital of the Indian promoter Company, held or controlled by the foreign investors through FDI/NRI/OCB investments, shall form part of the above said FDI limit of 20%. The foreign investment into a DTH company as per the FDI policy of the Government requires FIPB approval.

(b) Yes, Sir.

(c) M/s Bharti Telemedia Ltd.

(d) and (e) The shareholding pattern furnished by M/s Bharti Telemedia Ltd. revealed that the DTH licensee did not have any FIPB approval for foreign investment coming into it through investing companies which was not in accordance with the existing FDI policy. The licensee was therefore required to show cause why action should not be taken against it for violation of DTH license conditions. On the basis of the reply furnished, the Company was advised to seek separate FIPB approval for indirect foreign investment coming into the licensee company. FIPB in its meeting held on 09.01.2009 has recommended the proposal subject to compliance with the guidelines of Ministry of Information & Broadcasting and compounding of the violation.

Redressal of Investors' Grievances

160. SHRI RAMESH DUBE: Will the Minister of FINANCE be pleased to state:

(a) whether SEBI has recently directed companies to resolve the investor's complaints expeditiously;

(b) if so, the details thereof including the names of the companies and number of complaints received against each during the last three years;

(c) the time schedule fixed to resolve the grievances of the investors;

(d) the penal action proposed for non-compliance of the directions; and

(e) the other measures being taken to build up investors' confidence?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) Yes, Sir.

(b) The details are given in the enclosed Statement.

(c) The time schedule for resolving grievances of investors varies depending on the type and nature of grievance.

(d) SEBI Act, 1992 provides different penal measures for non-redressal of investor grievances including initiating Adjudication proceedings under Section 15C of the Act.

(e) To build up investors' confidence. SEBI has taken the following measures:

- i) Laying down various Regulations, and Guidelines for regulating the securities market, and to ensure safety, transparency and efficiency in the securities market.
- ii) Conducting market surveillance, inspections and investigations and taking enforcement measures in cases of breach of norms related to capital market.
- iii) Keeping a constant vigil on the market, irrespective of the levels of the indices and taking action wherever warranted.
- iv) Conducting regular meetings with officials of the stock exchanges and depositories and they have been advised to step up their own surveillance measures and to initiate expeditious demonstrative action wherever warranted so as to protect investors' interest and ensure orderly functioning of the stock market.
- v) To enhance transparency Stock Exchanges have been advised to ensure that brokers provide daily report to each of their clients, clearly bringing out the client trades and margin liability.
- vi) Public awareness programs with special focus on the prevailing margin system.

including computation and imposition of the margins have also been commenced. PAN is made mandatory to strengthen Know Your Client (KYC) norms, thereby facilitating sound audit trail of transactions in the securities market. This would render the markets safer and more secure by addressing the possible risks and ensure transparency in the securities market. Stock Exchanges have been advised to ensure that the brokers update the KYCs periodically.

- vii) Additionally, from time to time the Stock Exchanges also are issuing list of Do's and Dont's through leading English and Hindi newspapers for investors with regard to dealing in securities, periodically conducting investor education programmes.
- viii) Office of Investor Assistance and Education (OIAE) has been set up as single window interface for redressal of grievances from investors where Investors can submit the grievances against intermediaries or listed companies at any of the four offices of the SEBI, located at Mumbai, Delhi, Chennai & Kolkata.
- ix) Associations from all over the country have been recognized, which conducts workshops in towns and cities to enhance investor awareness of securities market. These workshops in which subject experts participates help both investors having prior experience and also potential investors.
- x) The educational materials printed by SEBI and frequently asked questions on various topics are hosted on the investor website of SEBI <http://investor.sebi.gov.in> for use of investors.
- xi) In recent past, it has been made mandatory for promoters and promoter group of the listed companies to disclose the details of pledge of shares held by them.
- xii) Conducting inspections of market intermediaries such as stock brokers, depository participants, registrar to issue and transfer agents, merchant bankers etc. in which the aspect of investor grievance redressal is also covered. Based on the observations of the inspections, penal action is taken against the above defaulting intermediaries where

warranted. Moreover, keeping in view the dynamic conditions of the market, SEBI formulates suitable provisions, to upgrade the risk management and other practices followed by the intermediaries, from time to time.

Statement

Sl. No.	Name of the Company	No of complaints received from 01 .04.2006 to 31.01.2009	Total number of complaints pending as on 31.01.2009
1	2	3	4
1	Aashi Industries Ltd	35	418
2	AEC Enterprises Limited	29	61
3	Akar Laminators Ltd	34	74
4	Alpine Industries Ltd	14	74
5	Ambik Proteins Ltd	33	238
6	Beta Naphthol Limited	23	151
7	Bhuvan Tripura Industries Limited	29	69
8	Binaca Synthetic Resins Ltd	5	57
9	Blue Information Technology Ltd	4	89
10	Bombay Silk Mills Ltd	6	213
11	Bonanza Pharmaceuticals Ltd	8	83
12	Central Bank of India	1789	73
13	Chemox Chemical Industries Ltd	37	116
14	Chicago Software Industries Limited	3	83
15	Core Healthcare Ltd	48	138
16	D R Industries Ltd	8	94
17	Dave Paints Ltd	5	77
18	Dharmendra Industries Ltd	22	103
19	Dharmendra Overseas Ltd	20	121
20	Enkay Texofood Industries Ltd	31	302

1	2	3	4	1	2	3	4
21	Essar Oil Limited	568	53	48	Jai Corp Ltd	271	87
22	Essar Steel Limited	173	40	49	Jayant Vitamins Ltd	19	174
23	Future Capital Holdings Ltd	2408	34	50	Jayanti Business Machines Ltd	12	172
24	Ganesh Benzoplast Ltd	42	19	51	Jilichem Laboratories (India) Ltd	8	72
25	Garden Silk Mills Ltd	18	84	52	Jindal Iron & Steel Co Ltd	38	42
26	Goodearth Synthetics Ltd	10	56	53	JSW Steel Limited	546	85
27	Gujarat Ambuja Cements Ltd	180	33	54	Kanel Oil & Export Industries Ltd	13	66
28	Gujarat Investment Castings Ltd	20	89	55	Kolar Information Technologies Ltd	7	59
29	Gujarat Optical Communication Ltd	31	118	56	Krishna Filaments Ltd	18	87
30	Gujarat Telephone Cables Ltd	25	62	57	Krishna Plasto Chem Ltd	6	94
31	Hamco Mining and Smelting Limited	43	202	58	Lloyds Finance Ltd	64	161
32	Hanil Era Textiles Ltd	86	456	59	Maharashtra Krishna Valley Dev Corp	146	365
33	Hexone Pharmaceuticals Ltd	6	65	60	Malanpur Steel Ltd	352	2006
34	Hico Products Limited	11	108	61	Manna Glass-Tech Industries Ltd	16	62
35	Hindustan Industrial Chemicals Ltd	87	192	62	Mark Omega Organic Industries Limited	7	71
36	Hindustan Oil Exploration Co Ltd	125	20	63	Mayo Hospitals Ltd	10	87
37	Hytsai Sun Magnetics Ltd	6	76	64	Motorol Enterprise Ltd	16	114
38	ICES Software Ltd	38	57	65	Mundra Port and Special Economic Zone L	4503	24
39	ICICI Bank Ltd	1265	38	66	Nath Seeds Ltd	47	66
40	Inditalia Refcon Limited	15	154	67	Nexus Software Ltd	16	57
41	Indo American Credit Corporation Limited	3	85	68	Ojas Technochem Products Ltd	18	230
42	Indo American Optics Ltd	10	71	69	Pal Peugeot Limited	171	661
43	Indseam Services Limited	45	36	70	Panjwani Packaging Ltd	13	146
44	Indu Nissan Oxo Chemical Industries Ltd	36	58	71	Pankaj Agro Protinex Ltd	15	62
45	Industrial Development Bank of India Ltd	466	84	72	Patheja Fogings & Auto Parts	20	189
46	Ishwar Medical Service Ltd	19	146	73	Pioneer Embroideries Ltd	26	38
47	J F Laboratories Ltd	62	257	74	Prakash Fortan Softech Ltd	5	124

1	2	3	4
75	Rane Computers Consultancy Ltd	11	78
76	Reliance Industries Ltd	1493	46
77	Reliance Power Limited	25542	415
78	Rossel Finance Ltd	25	432
79	Sabero Organics Gujarat Ltd	8	74
80	Sardar Sarovar Narmada Nigam Ltd	189	166
81	Serene Industries Ltd	21	63
82	Skyline NEPC Ltd	49	212
83	Solid Carbide Tools Ltd	7	61
84	Soundcraft Industries Ltd	18	241
85	State Bank of India	615	56
86	Steelco Gujrat Ltd	68	133
87	Sterlite Industries (India) Ltd	294	72
88	Sunstar Software Systems Ltd	22	435
89	Su-Raj Diamonds and Jewellery Limited	51	59
90	Tata Iron & Steel Co Ltd	1216	118
91	Toheal Pharmachem Ltd	0	79
92	Topline Shoes Ltd	10	84
93	Unimers India Limited	169	325
94	Vatsa Corporations Ltd	150	931
95	Videocon Industries Ltd	185	44
96	Videocon International Ltd	181	81
97	Vitara Chemicals Ltd	9	72
98	West Coast Brewers & Distillers Ltd	36	238
99	Western India Shipyard Limited	229	389
100	Ross Murarka Finance East Ltd	56	59

Sale of Cigarettes without statutory warning

161. SHRI UDAY SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to ban the sale of cigarettes through duty free shops without mandatory statutory warning;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Yes, The Government of India has notified "the Cigarettes and Other Tobacco Products (Packaging and Labeling) Rules, 2008" vide GSR No. 182 dated 15th March 2008. These rules come into force from 31st May 2009. As per these Rules every package of cigarette or any other tobacco product sold in the country including through duty free shops shall have the specified health warning, as specified. The components of specified health warning include. Health Warnings (smoking Kills or tobacco Kills); pictorial representations of ill effect of tobacco use and a health message.

Issue of tax saving bonds by NHA

162. SHRI MILIND DEORA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHA) has issued Tax Saving Bonds;

(b) if so, the details thereof alongwith the nature of these bonds;

(c) whether the concurrence of Ministry of Finance has been taken in this regard;

(d) if so, the details thereof; and

(e) the manner in which these bonds will be different from those bonds issued by various banks?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIYAPPA): (a) Yes, Sir. The year-wise status of 54EC Capital Gains Bonds issued by the National Highways Authority of India (NHA) is enclosed as Statement.

(b) NHA issues Capital Gains Tax Exemption Bonds u/s 54 EC of Income Tax Act. Main features of the bonds are as under:-

- (i) These bonds are of value of Rs. 10,000/- each, having a lock in period of 3 years.
- (ii) A minimum 5 bonds and maximum 500 bonds can be applied for.
- (iii) Investment made by a person in these bonds during a financial year shall not exceed fifty lakh rupees.
- (iv) These bonds are non-transferable and cannot be offered as security; hence these bonds are not listed at stock exchange.
- (v) Interest is paid annually on 31st March every year.
- (vi) At present rate of interest is 6.25% p.a. (w.e.f. 01.11.2008)

(c) and (d) The requirement of notifying 54EC Capital Gains Bonds by the Central Government in the Official Gazette has been dispensed with in the Finance Act, 2008.

(e) Presently, only two organizations viz. Rural Electrification Corporation and NHAI are allowed to raise funds through issue of 54 EC Bonds and no bank is authorized to issue them.

Statement

Year-wise Status of 54 EC Bonds issued by NHAI

Year	Amount (Rs. in Crore)	Whether Redeemed
2000-01	656.62	Yes
2001-02	804.44	Yes
2002-03	5592.94	Yes
2005-06	1289.00	Due for redemption in March, 09
2006-07	1500.00	Yet to be redeemed
2007-08	305.18	Yet to be redeemed
2008-09	3700.00 (Target) (actual Rs.1330 cr. upto 10.02.2009)	

Foreign secretary's visit to Sri Lanka

163. SHRI M. K. SUBBA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Foreign Secretary of India visited Sri Lanka in January 2009;
- (b) if so, the details of the issues discussed and the outcome thereof; and

(c) the details of the agreements signed during the visit?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) Yes. Foreign Secretary of India visited Sri Lanka on 16-17 January 2009.

(b) and (c) During the visit, Foreign Secretary had meetings with the President of Sri Lanka, Foreign Minister of Sri Lanka, Defence Secretary, Foreign Secretary, and other senior officials and leaders of Sri Lanka. He discussed bilateral relations between the two countries, the situation in Sri Lanka and developments around the region. The Foreign Secretary was informed of recent developments in Sri Lanka. He conveyed India's concern at the humanitarian situation in the northern part of Sri Lanka and urged the Government of Sri Lanka to move towards a peacefully negotiated political settlement. He emphasized the need to ensure the safety and security of the internally displaced civilian population. The Government of Sri Lanka indicated their intention to implement the 13th Amendment to the Sri Lankan Constitution. The Foreign Secretary also discussed the global economic situation.

The Foreign Secretary announced India's intention to provide further relief assistance for affected civilians comprising of medicines and shelter. The first consignment of medicines was handed over to the Government of Sri Lanka.

Conservation of Lakes

164. SHRI MADAN LAL SHARMA:
PROF. M. RAMADASS:

Will the PRIME MINISTER be pleased to state:

- (a) whether there has been a decline in the number of Lakes in the country;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether the Government has chalked out any plan for their conservation;
- (d) if so, the details thereof;
- (e) the targets fixed and the achievements made thereunder; and
- (f) the details of lakes taken up/proposed to be taken up during the Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) to (e) The Ministry is implementing the Centrally Sponsored Scheme of National Lake Conservation Plan

(NLCP) since June, 2001 for conservation and management of polluted and degraded lakes in urban and semi-urban areas of the country. Under this Scheme, the Ministry has so far sanctioned projects for conservation of 57 lakes identified by the states, at an estimated cost of Rs. 856.76 crore. The total outlay under the XI Plan towards the NLCP Scheme is Rs.440 crore. As regards decline in number of lakes in the states, the Government has not received any such information.

(f) The new lakes taken up for conservation under the NLCP during the XI Plan include, Shivpuri lakes in Madhya Pradesh, Magadi lakes in Bangalore Rural and Amanikere lake in Tumkur (Karnataka), Siddeshwar lake in Solapur (Maharashtra), Adi Ganga in South 24 Parganas (West Bengal), Anasagar lake and Pushkar sarovar in Ajmer (Rajasthan) and Fatehsagar lake & Pichola lake system in Udaipur (Rajasthan). The proposals for new lakes are considered for sanction subject to their admissibility as per NLCP guidelines, pollution status, prioritization and availability of funds under the Plan.

Nyaya Panchayat Bill

165. SHRI SURESH ANGADI: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government has finalized the Nyaya Panchayat Bill;

(b) if so, the salient features of the Bill; and

(c) the time by which the Bill is proposed to be introduced in Parliament?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI MANI SHANKAR AIYAR): (a) No, Sir. The Draft Bill, prepared by the Drafting Committee on the Nyaya Panchayats Bill was forwarded to the State Governments/UTs and the Central Ministries concerned for their comments. Based on the comments received from different quarters, the Draft Bill was recast and circulated to the Central Ministries concerned and State Governments/UTs. Comments received are under consideration.

(b) The objective of the proposed Nyaya Panchayat Bill is to provide a sound institutionalised forum at the grassroots level for alternative dispute resolution through mediation and conciliation with community involvement. The Nyaya Panchayats would aim at resolving disputes, before they reach the formal justice system, but without extinguishing the right to go to judicial forum if any party to a dispute is not satisfied with the outcome of alternative dispute resolution.

The Draft Nyaya Panchayats Bill provides for the establishment of Nyaya Panchayats at the level of each Village Panchayat or cluster of Village Panchayats. The Nyaya Panchayats are proposed to be constituted through the election of the Nyaya Panchayats by people residing in the area to which the jurisdiction of the Nyaya Panchayats extends. Provisions are proposed for the reservation for women, Scheduled Castes and Scheduled Tribes to ensure their representation in the Nyaya Panchayats. The Draft Bill defines the civil, criminal and additional jurisdiction of Nyaya Panchayats. In the Draft Bill, conciliation is proposed as a primary means of dispute resolution. Further, Nyaya Sahayaks, who will assist the Nyaya Panchayat in performing their function of dispute resolution, have been proposed. Nyaya Panchayats are proposed as separate and independent dispute resolution bodies, distinct from the Gram Panchayats.

(c) No firm date in this regard can be given as the Draft of the Nyaya Panchayat Bill is under consideration.

IFCI

166. SHRI ANANTA NAYAK:

SHRIMATI SUSHEELA BANGARU LAXMAN:

Will the Minister of FINANCE be pleased to state:

(a) the details of investments made in Industrial Finance Corporation of India (IFCI) by financial institutions and banks as on 31 December, 2008;

(b) the details of assistance provided to IFCI by the Government during the last three years and the current year;

(c) whether the Government has waived off the financial assistance provided to IFCI; and

(d) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) As intimated by the Industrial Finance Corporation of India Ltd.(IFCI), the details of investments made in IFCI Limited by Financial Institutions and Public Sector Banks as on December 31, 2008 are as under:

(Rs. in crore)			
Facility	Public Sector Banks	Financial Institutions	Total
1	2	3	4
Non-Convertible Debentures	200.00	200.00	400.00
Optionally convertible debentures	-	155.22	155.22

1	2	3	4
Bonds	2940.82	986.62	3927.44
Term Loans	325.00	100.00	425.00
Preference Shares	266.19	7.65	273.84
Total	3732.01	1449.49	5181.50

(b) The details of assistance provided to IFCI by the Government of India during the last three years and the current year are as under:

Year	Amount (Rs. in crore)
2005-06	300.00
2006-07	220.31
2007-08	Nil
2008-09	Nil

(c) No, Sir.

(d) Does not arise.

Illegal functioning of Ultra Sound Centres

167. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Ultra Sound Centres are functioning illegally in the country as reported in The Tribune dated 24 January, 2009;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Instances of Ultra Sound Centres functioning in contravention of the provisions of Pre-conception and Pre-natal Diagnostic Techniques (Prohibition of Sex Selection) Act, 1994 in Haryana have come to the notice of the Government.

(c) The newspaper report has mentioned about appointment of Appropriate Authority. The Government of Haryana have indicated that they had appointed Civil Surgeon as Appropriate Authority in the district through their notification No. 1/19/88-2HB-II-96, which was published in the Haryana Government Gazette dated 18.2.1996.

Indians in abroad Jails

168. SHRI SANAT KUMAR MANDAL: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) the number of Indians including Overseas Indians in jails in various countries, country-wise;

(b) whether Government has taken up the issue with the respective countries to secure their release;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): (a) to (d) The requisite details are being collected and would be laid on the Table of the House.

University for NRIs

169. SHRI KINJARAPU YERRANNAIDU: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) the current status of the proposed University for Non-Resident Indians (NRIs) in the country;

(b) whether Detailed Project Report, received for the purpose has been examined;

(c) if so, the details thereof alongwith the outcome of such scrutiny; and

(d) the time by which final decision is likely to be taken in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): (a) The task of establishing the proposed PIO/NRI University at Bangalore has been entrusted to the Manipal Academy of Higher Education Trust (MAHET).

(b) and (c) The Advisory Board constituted to evaluate the Detailed Project Report received from MAHET met on 16.01.2009. The next meeting is scheduled in the first week of March 2009.

(d) Time frame will be fixed by the Advisory Committee.

Written-off farm loan by banks

170. SHRI K. SUBBARAYAN: Will the Minister of FINANCE be pleased to state the percentage and amount of farm loans of small and marginal farmers written-off by Public Sector Banks (PSBs) during each of the last three years and the current year, category-wise and bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): The information is being collected and will be laid on the Table of the Lok Sabha.

Reliance Energy Ltd.

171. DR. RAJESH MISHRA:

SHRI SURENDRA PRAKASH GOYAL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Reliance Infrastructure Ltd. (erst-while Reliance Energy Ltd.) has misused its External Commercial Borrowings (ECB) / Foreign Currency Convertible Bonds (FCCB) proceeds by parking them with mutual funds and then repatriating the money abroad for joint venture company;

(b) if so, the details thereof;

(c) whether mis-utilisation of ECB / FCCB is a violation of the relevant provisions of Foreign Exchange Management Act (FEMA) and ECB guidelines; and

(d) if so, the action taken or proposed to be taken against Reliance Infrastructure Ltd. for violation of FEMA, ECB and RBI guidelines and other related laws?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) As reported by RBI.

(i) M/s Reliance Energy Limited - now known as Reliance Infrastructure Ltd (RIL) raised an ECB of USD 360 million in July 2006 under the Automatic Route. The entire amount was drawn down on November 15, 2006 and parked overseas with the UBS, London. On April 26, 2007, out of USD 360 mn, USD 300 mn (Rs.1265.87 crore) was brought into India and kept invested in debt mutual funds, pending utilization for the declared end-use. The company remitted in March 2008 an amount of USD 500 million (including the proceeds of USD 300 million brought into India) towards investment in an overseas subsidiary.

(ii) RIL had also availed of ECB of USD 150 million under the Approval Route and the entire amount was drawn down and brought into India, in November 2006. From the monthly ECB 2 returns, it was observed that the company was regularly utilizing some portion of the ECB proceeds for the declared end-use, placing the balance in fixed deposits/debt mutual funds, pending utilization.

(c) Yes, Sir.

(d) As per ECB guidelines, then in force, the ECB proceeds were required to be parked overseas until actual requirement in India. Further, utilization of ECBs proceeds is not permitted for investment in the capital market. Hence, based on the above facts, on the compounding application of the company for the contraventions relating to the ECB of USD 360 mn., a compounding order was passed by RBI in

terms of Foreign Exchange (Compounding Proceedings) Rules, 2000 and a penalty of Rs. 124.68 crore was levied on the company. However, RIL did not pay the penalty and submitted a revised application dated August 25, 2008, seeking compounding of the contraventions involved in both the ECBs of USD 360 mn and of USD 150 mn. The compounding application was not found to be in order was returned to the applicant on September 30, 2008. RIL was given an option to make separate application for compounding the contraventions relating to the second ECB but the company did not approach the RBI thereafter. Therefore RBI referred the FEMA violations relating to the two ECBs to the Directorate of Enforcement on November 7, 2008 for necessary action.

Funds allocated to AIR/DD under N.E. Special Package

172. SHRI ANWAR HUSSAIN:

SHRI NARAYAN CHANDRA BORKATAKY:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has allocated funds to All India Radio (AIR) and Doordarshan (DD) stations during the Eleventh Five Year Plan for development of AIR/DD stations and acquisition of software and hardware by them under the North East (NE) special package; and

(b) if so, the details of the total funds allocated and incurred during the said Plan period including the current financial year, year-wise, DD and AIR-wise and component-wise?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) Yes Sir.

(b) The requisite details are as under:

Year		(Rs. in Crore)			
		All India Radio		Doordarshan	
		Alloca- tion	Expen- diture	Alloca- tion	Expen- diture
2007-08	Acquisition of Software	1.00	1.18	15.00	15.00
	Hardware	4.00	2.02	40.00	43.73
2008-09	Acquisition of Software	3.03	0.43	13.53	12.49
(up to Dec. 08)	Hardware	36.00	6.76	15.00	6.88

Total fund allocation for North-East Special Package under 11th Five Year Plan to All India Radio is Rs.150.00 crores and Doordarshan is Rs. 219.83 crores.

Agreement with World Bank

173. SHRI MADHU GOUD YASKHI:
SHRIMATI NIVEDITA MANE:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of FINANCE be pleased to state:

- (a) whether the World Bank's India head visited New Delhi recently;
- (b) if so, the purpose of the visit;
- (c) whether any agreement/understanding has been arrived at by the Government of India and the World Bank; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) Yes, Sir.

(b) Mr. Roberto N. Zagher has taken over the charge of World Bank's Country Director for India with effect from 1st January 2009. He arrived in India on January 23, 2009 for a one week visit and met the officials of Government of India. The purpose of the visit was to discuss with Government of India officials on how the World Bank could work most effectively as a development partner.

(c) and (d) During his visit, the following agreements were signed between the Government of India and the World Bank on January 27, 2009:-

S. No.	Name of the project	Amount of assistance (US \$ Million)
1.	Power System Development Project IV - Additional Financing	400.0
2.	Orissa State Roads Project	250.0
3.	Orissa Community Tanks Management Project	112.00
4.	Orissa Rural Livelihoods Project	82.4

Statement**Customs**

S.No.	Description of item	Duties reduced		Date on which change effected
		from	to	
1	2	3	4	5
1	Semi-milled and wholly milled rice	70%	Nil	
	Crude palm oil and crude palmolein	45%	20%	
	RBD palm oil/palmolein	52.5%	27.5%	
	Sunflower oil (crude)	40%	20%	21.3.2008
	Sunflower oil (refined)	50%	27.5%	
	Rapeseed/canola/colza/mustard oil (crude)	75%	20%	

[Translation]**Reduction in Customs and Excise Duties**

174. SHRI RAMJI LAL SUMAN:
SHRI SURAJ SINGH:

Will the Minister of FINANCE be pleased to state:

- (a) whether the government has reduced customs and excise duties on various items after the announcement made in the Annual Budget of financial year 2008-09;
- (b) if so, the details thereof and reasons therefor; and
- (c) the estimated shortfall in revenue to be caused in the financial year 2008-09 as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Sir.

(b) Details of such reductions of customs and central excise duties are enumerated in the enclosed statement.

These fiscal measures were taken in response to the rapidly changing international economic environment and its impact on the domestic economy.

In the first half of the fiscal year, they were aimed at combating inflation caused primarily by the spurt in the international prices of crude petroleum, food items and metals. Subsequently they were required to deal with the slowdown of the Indian economy in response to the financial crisis in the developed economies. As such, the duty reductions listed above were primarily effected as part of the fiscal stimulus package of the government.

(c) The revenue implication of these changes is approximately Rs. 33000 crores during the financial year 2008-09.

1	2	3	4	5
	Rapeseed/canola/colza/mustard oil (refined)	75%/45% (under TRO)		27.5%
	soya bean oil (crude)	40%	Nil	
	soya bean oil (refined)	40%	7.5%	
	Crude Palm oil (including crude palmolein)	20%	Nil	
	RBD palm oil (including RBD palmolein)	27.5%	7.5%	
	Crude sunflower oil	20%	Nil	
	refined sunflower oil	27.5%	7.5%	
	Crude canola/rapeseed/mustard	20%	Nil	
	refined canola/rapeseed/mustard	27.5%	7.5%	
	All other miscellaneous edible oils (crude) such as coconut oil, ground nut, linseed, sesame, castor, mahua, kokum, crude palm kernel oil, olive etc.	100% 40%	Nil	01.4.2008
	All other miscellaneous edible oils (refined) such as coconut oil, ground nut, linseed, sesame, castor, mahua, kokum, crude palm kernel oil, olive etc.	100% 40%	7.5%	
	partly or wholly hydrogenated vegetable fats and oils commonly known as 'vanaspati', margarine, peanut butter, sal fats and oils (vegetable origin)	80%	7.5%	
	butter and ghee	40%	30%	
	maize (for a IRQ of 5 lakh MTs per annum)	15%	Nil	
3	iron and non-alloy steel (headings 7203 and 7205 to 7217 of the customs tariff)	5%	Nil	
	Pig iron and spiegeleisen	5%	Nil	
	melcoke, zinc and ferro-alloys	5%	Nil	
	CV duty on TMT bars and structurals	14%	Nil	29.4.2008
4.	Poppy seeds	70%	40%	26.05.2008
5.	crude petroleum	5%	Nil	
	Petrol and diesel	7.5%	2.5%	04.6.2008
	other petroleum products	10%	5%	
6	Export duty on Flat rolled products of iron or non-alloy steel hot rolled, not clad, plated or coated	15%	Nil	
	Export duty on Flat rolled products of iron or non-alloy steel, cold rolled (cold- reduced), not clad, plated or coated	10%	Nil	13.6.2008
	Export duty on Flat rpled pducts of iron or non-alloy steel, plated or coated with zinc	5%	Nil	
	Export duty on Tubes and pipes, of iron or steel	10%	Nil	
7.	Raw cotton	10%	Nil	08. 7.2008
8.	Aviation Turbine Fuel (ATF)	5%	Nil	31.10.2008
9.	Iron and steel items exempted from Export Duty	15% -10%	Nil	31.10.2008
10.	Export duty on iron ore fines	15%	Rs. 200 PMT	31.10.2008
11.	Export duty on iron ore fines	Rs. 200 PMT	8% advalorem	7.11.2008

1	2	3	4	5
12.	Naphtha used for power generation (till 31/3/2009)	5%	Nil	7.12.2008
13.	Export duty on iron ore fines	8%	Nil	7.12.2008
14.	Export duty on iron ore lumps	15%	5%	7.12.2008
15.	Export duty on Basmati Rice	Rs. 8000 PMT	Nil	02.02.2009
16.	Poppy seeds	40%	20%	03.02.2009
17.	Zinc ash, residue of Zinc, residue of copper	7.5%	5%	10.02.2009
18.	Newsprint and glazed newsprint	3%	Nil	11.02.2009
	light weight coated paper used for printing magazines	5%	Nil	
<i>Excise</i>				
1.	unbranded motor spirit (MS)	Rs. 6.35 per litre	Rs. 5.35 per litre	
	unbranded high speed diesel (HSD)	Rs. 2.6 per litre	Rs. 1.6 per litre	04.6.2008
2.	Shuttleless projectile looms	14%	Nil	29.4.2008
3.	Electrically operated vehicles, including two and three wheeled electric motor vehicles	8%	Nil	29.4.2008
4.	Dough for preparation of bakers' wares of heading no. 1905	14%	Nil	28.05.2008
5.	Bura, makhana, mishri, hardas or battasa (patashas)	Rs. 71/Quintal	Nil	5.12.2008
6.	Ad- valorem rates of excise duty on non-Petroleum items	across the board reduction of 4 percentage points		7.12.2008
7.	All goods, manufactured in a mini cement plant and cleared in packaged form of retail sale price not exceeding Rs. 1 90 per 50 kg bag or of per tonne equivalent retail sale price not exceeding Rs.3800	Rs. 220 per tonne	Rs. 145 per tonne	7.12.2008
	All goods, manufactured in a mini cement plant and cleared in packaged form of retail sale price exceeding Rs. 190 per 50 kg bag or of per tonne equivalent retail sale price exceeding Rs.3800	Rs. 370 per tonne	Rs. 250 per tonne	
	All goods, manufactured in a mini cement plant, other than those cleared in packaged form	Rs. 250 per tonne	Rs.170 per tonne	
	All goods, whether or not manufactured in a mini cement plant, not covered in above and cleared in packaged form of retail sale price not exceeding Rs. 190 per 50 kg bag or of per tonne equivalent retail sale price not exceeding Rs. 3800	Rs.350 per tonne	Rs. 230 per tonne	
	All goods, whether or not manufactured in a mini cement plant, not covered in above and cleared in packaged form or retail sale price exceeding Rs. 190 per 50 kg bag or of per tonne equivalent retail sale price exceeding Rs. 3800	12% of retail sale price	8% of retail sale price	
	Bulk Cement	14% or Rs. 400 per tonne, whichever is higher	10% or Rs. 290 per tonne, whichever is higher	
8.	Cement clinkers	Rs. 450 PMT	Rs. 300 PMT	24.12.2008

*[English]***Foreign Exchange Reserve**

175. DR. THOKCHOM MEINYA: Will the Minister of FINANCE be pleased to state:

- (a) the present Foreign Exchange Reserves in the country;
- (b) whether the Union Government is making the optimum utilization of the huge Foreign Exchange Reserves;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) The Foreign Exchange Reserves comprising Foreign Currency Assets (FCA), Gold Special Drawing Rights and Reserve Tranche Position with IMF stood at US \$ 248.6 billi as on January 30, 2009, of which FCA component was US \$ 238.9 billion.

(b) to (d) Keeping in view the guiding objectives of safety, liquidity and optimization of returns under foreign exchange reserve management, Reserve Bank of India (RBI) invests FCA in multi-currency and multi-asset portfolios through investment in securities and deposits with other Central Banks, Bank for International Settlement (BIS), International Monetary Fund (IMF) etc.

*[Translation]***Life Expectancy**

176. SHRI ANURAG SINGH THAKUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether the life expectancy rate in the country has substantially increased since independence;
- (b) if so, the details thereof; and
- (c) the efforts made by the Government to further increase the rate of life expectancy of the people?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The "Life Expectancy at Birth" measures the average number of years a person is expected to live under prevailing mortality conditions. According to estimates released by the Office of Registrar General of India, Ministry of Home Affairs, the "Life Expectancy at Birth" in years for male and female has increased since independence and a Statement giving the estimates over the years is enclosed.

(c) The Government of India, Ministry of Health and family Welfare, has launched the National Rural Health Mission (NRHM) in order to improve the availability of and access to quality health care. Under NRHM emphasis has been laid to provide accessible, affordable, accountable, effective, reliable, and quality primary health care especially, to the poor and vulnerable sections of the population through improved hospital care measured through Indian Public Health Standards (IPHS), decentralization of programme to district level to improve intra and inter-sectoral convergence, creation of a cadre of Accredited Social Health Activities (ASHA), and effective utilization of resources. NRHM seeks to strengthen the Public Health delivery system at all levels.

Statement*Life Expectancy at Birth (in years)*

Sl. No.	Period	Male	Female
1	1941-50	32.5	31.7
2	1951-60	41.9	40.6
3	1961-70	46.4	44.7
4	1970-75	50.5	49.0
5	1981-85	55.4	55.7
6	1990-94	59.4	60.4
7	2000-04	62.1	63.7
8	2001-05	62.3	63.9
9	2002-06	62.6	64.2

Source:

- i) Sl. No. 1-3, Registrar General of India, Ministry of Home Affairs.
- ii) S.No. 4-9, Sample Registration System, Registrar General of India, Ministry of Home Affairs.

*[English]***Pravasi Bhartiya Diwas**

177. SHRI E. DAYAKAR RAO: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

- (a) whether the Pravasi Bhartiya Diwas (PBD) Convention, 2009 was recently held in Chennai;
- (b) if so, the details thereof; and
- (c) the details of the discussions held and the outcome thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): (a) Yes sir.

(b) and (c) The 7th Pravasi Bharatiya Divas Convention was held at the Chennai Trade Centre from 07.01.2009 to 09.01.2009 in partnership with the Government of Tamil Nadu. Confederation of Indian Industry (CII) was the institutional partner.

The Convention was inaugurated by the Prime Minister on 08.01.2009. The valedictory address was delivered by the President on 09.01.2009. The President also conferred the Pravasi Bharatiya Samman Award on 13 distinguished PIOs/NRIs. H.E. Mr. Ramdien Sardjoe, the Vice President of Suriname, was the Chief Guest.

In the inaugural session, the Prime Minister announced that OCI (Overseas Citizenship of India) card holders who

are qualified professionals—doctors, dentists, pharmacists, engineers, architects and chartered accountants—will have the benefit of practicing their professions in India. He launched a 'Global Knowledge Network', to serve as a 'virtual think-tank' and generate new ideas on issues such as development, education and health care. He also launched a comprehensive e-governance project on migration under which a 'Smart Card' is proposed to be issued to every emigrant worker which would contain vital data on his work contract, his employer, his insurance etc. to help him out in difficult situations.

Further details of the convention and topics of discussion are given in the enclosed statement.

Statement

Engaging the Diaspora: The Way Forward

7-9 January 2009: Chennai Trade Centre (CTC), Chennai

Final Programme

Tuesday, 6th January 2009

1000-1800 hrs Registration of delegates
(LE Royal Meridien Chennai)

Wednesday, 7th January 2009

1000-2300 hrs Registration of Delegates
(LE Royal Meridien Chennai)

1500 hrs Opening of Trade and Industry Exhibition - to be inaugurated by Shri V. Narayanasamy,
(CTC Premises) MOS Parliamentary Affairs and Planning

1830 hrs Cultural Programme:
(CTC Premises)

1830-1850 hrs Mohiniyattam by Gopika Varma

1900-2000 hrs 'Sarvesham Bharatah' by South Zone
Cultural Centre

2000 - 2130 hrs Welcome Reception/dinner by Shri Pranab Mukherjee, Minister of External Affairs,
(CTC Premises) Government of India

Thursday, 8th January 2009

0910-0949 hrs Inaugural Session (Convention Centre)
(invitees and guests to be seated by 0830 hrs)

Lighting of the Lamp

Welcome Address

K. Mohandas
Secretary
Ministry of Overseas Indian Affairs

Address

Vayalar Ravi
Minister of Overseas Indian Affairs &
Parliamentary Affairs

Address

Dr. Katalgnar M. Karunanidhi
Chief Minister Government of Tamil Nadu

Address by the Chief Guest

H. E. Mr. Ramdien Sardjoe
Vice President of Suriname

	Inaugural Address	Dr. Manmohan Singh Prime Minister of India
	<i>Launch of Diaspora Knowledge Network and Release of MOIA publications by Prime Minister</i>	
	Vote of Thanks	K. V. Kamath President Confederation of Indian Industry
1000 - 1030 hrs	Tea/Coffee Break	
1030-1 230 hrs	Plenary I (Convention Centre) India as an Emerging Power: The Diaspora Factor	
	Opening Remarks by Session Chair	Shashi Tharoor Chairman Afras Ventures, USA
	Address by Chief Guest	Pranab Mukherjee Minister of External Affairs
	Address by Guest of Honour	Dato' Seri S Samy Vellu President Malaysian Indian Congress, Malaysia
	Keynote Address	Sam G Pitroda Chairman C-Sam Inc, USA
Signature Statements by Panelists	Prof. Sugata Bose Gardiner Professor of Oceanic History and Affairs Harvard University, USA	
	Sat Pal Khattar Chairman Khattar Holdings, Singapore	
	Dr. Ruby Dhalla Member of Parliament, Canada	
	R. L. Lakhina Founder President Foundation for Critical Choices for India, Netherlands	
1230 -1400 hrs	Lunch hosted by Dr. Ashwani Kumar, Minister of State, Dept. of Industrial Policy & Promotion, Ministry of Commerce & Industry, Government of India	
1400-1530 hrs	Plenary II (Convention Centre) Reflections on Current Economic Crisis: Diaspora Concerns	
	Opening Remarks by Session Chair	Tarun Das Chief Mentor, CII
	Speaker	Prof. K Narayanan Nair Director, Centre for Development Studies
	Speaker	R. Seetharaman Chairman, Doha Bank
	Keynote Speaker	Prof. C. K. Prahalad Professor, University of Michigan Business School, USA
1530 - 1615 hrs	Tea/Coffee Break	
1615-1730 hrs	Concurrent Session - One (Indian Bank Hall No 3) Building Bridges: Trade & Investment	
	Opening Remarks	Venu Srinivasan Vice President, CII & Chairman & Managing Director TVS Motor Co Ltd

Address by Chief Guest**Dr. Ashwani Kumar**

Minister of State for Industry Department of Industrial Policy & Promotion

Signature Statements by Panelists**Gopinath Pillai**

Ambassador-at-Large

Chairman, Institute of South Asian Studies, Singapore

Hari Panday

President, ICICI Group,

North America Region, Canada

Dr. Ravi Pillai

Managing Director

Nasser S. Al-Hajri Corporation, Manama, Bahrain

Jayadev Galla

Managing Director

Amara Raja Batteries Ltd, Hyderabad, India

1615-1730 hrs

Concurrent Session - Two (Hall 5)**Building Bridges: Diaspora Philanthropy**

Opening Remarks by

Session Chairman

K. Mohandas

Secretary

Ministry of Overseas Indian Affairs

Address by Chief Guest

Mani Shankar Aiyar

Minister for Panchayati Raj, Development of NE Region,

Address by Special Guest

Ms. P. T. Usha

President

Usha School of Athletics

Keynote Address

Rajinder Paul Loomba

Executive Chairman, Rinku Group, UK

Prof Dasarath Chetty

Pro Vice Chancellor,

University of KwaZulu-Natal, South Africa

Signature Statement by Panelists**Inder Singh**

President, GOPIO, USA

Kasi V. P. Rao

Consultant (Higher Education,

Government Relations,

Business Development & Policy Issues)

Canada

1615-1730 hrs

Concurrent Session - Three (Hall 1)**Building Bridges: Education & Diaspora Knowledge Network**

Opening Remarks by Session

Chair

Ms. Renu Khator

Chancellor, Houston University, USA

Address by Chief Guest

Ms. D. Purandeswari

Minister of State for Human Resource Development

Address by Guest of Honour

Dato Dr. S. Subramaniam

Minister of Human Resource, Malaysia

Keynote Address

S. Ramadorai

Chief Executive Officer

Tata Consultancy Services, India

**Signature
Statements by
Panelists**

Lord Diljit Singh Rana, MBE
 Founder & Chairman
 Andras House Ltd., United Kingdom

Dr. Ravi Seethapathy
 Chair

Canadian Advisory Council, Shastri Indo-Canadian Institute, Canada

Dr. Raj P. Warrior

Vice Chancellor Manipal University, Manipal

P. Kishore

Managing Director, Everonn Systems India Ltd.

1615-1730 hrs

Concurrent Session - Four (Hall 4)

Building Bridges: Media & Entertainment

Opening Remarks by
 Session Chair

N. Ravi
 Editor The Hindu

Address by Guest of Honour

P. Ramasamy,
 Deputy Chief Minister Penang, Malaysia

**Signature
Statements by
Panelists**

Shan Chandrasekar

Chief Executive Officer

Asian Television Network International Ltd, Canada

Loganathan Naidoo

Deputy Mayor of eThekweni (Durban), South Africa

Venkat Raman

Correspondent- The National Business

Review Editor, Indian Newslink, New Zealand.

Prakash M. Swamy

Journalist, USA

Ranvir Nayar

Managing Director, Media India, Paris

1615-1730 hrs

Concurrent Session - Five (Hall 6)

Increased Interaction with Diaspora Women

Opening Remarks by Session
 Chair

Ms. Subbulakshmi Jagadeesan
 Minister of State for Social Justice and
 Empowerment

Address by Chief Guest

Ms. Renuka Chowdhury
 Minister of State for Women & Child
 Development

**Signature
Statements by
Panelist**

Ms. Meera Ravi

Editor

Salaam Bahrain, Bahrain

Justice Mohini Murugesan

Judge, High Court of Kwazulu Natal,

South Africa

Ms. Leela Gujadhur Serup

Organization for Diaspora Initiatives, Mauritius

Ms. Anita Ratnam

Cultural Activist, Arangham Trust, Chennai, India

1615-1730 hrs

Concurrent Session - Six (Hall 2)

Health for All: Role of Diaspora

Opening Remarks by Session
 Chair

Dr. Prathap C Reddy
 Chairman, Apollo Group of Hospitals,
 Chennai, India

	Address by Chief Guest	Dr. Anbumani Ramadoss Minister of Health and Family Welfare Government of India
	Keynote Address	Dr Naresh Trehan Chairman and Managing Director, Global Health Pvt Ltd., New Delhi, India
Signature Statements by Panelists	Dr. Sanku S Rao President, AAPI	
	Dr. Ramesh Mehta President, BAPIO, United Kingdom	
	Dr. Rajni Kanabar Chairman, Regency Medical Centre, Tanzania	
	Dr. Georgy Abraham Consultant, Madras Medical Mission, Chennai	
1900-2000 hrs	Cultural Programme "KALAI THAMIZH" arranged by Tourism and Cultural Department, Government of Tamil Nadu	
2000-2130 hrs	Dinner hosted by Dr. Kalaingar M. Karunanidhi, Chief Minister of Tamil Nadu	
Friday, 09 January 2009		
0930-11 00 hrs	Plenary III (Convention Centre) Diaspora Interaction with the States.	
	Opening Remarks by Session Chair	Dr. Montek Singh Ahluwalia Deputy Chairman, Planning Commission
	Address	Vayalar Ravi Union Minister of Overseas Indian Affairs & Parliamentary Affairs
	Address	Dr. Y. S. Rajasekhara Reddy Chief Minister of Andhra Pradesh
	Address	Narendra Modi Chief Minister of Gujarat.
	Address	Sushil Kumar Modi Dy. Chief Minister, Bihar
	Address	Lt. Gen. (Retd.) Bhopinder Singh Lt. Governor, Andaman & Nicobar
	Address	Arcot N. Veerasami Minister for Electricity, Tamil Nadu
	Address	Randeep Surjewala Minister for Power, Water Supply & Sanitation & Parliamentary Affairs, Haryana
	Address	Elamaram Kareem Minister for Industries, Kerala
	Address	Manoranjan Kalia Minister for Industry & Local Government, Punjab
	Address	Suresh Shetty Minister of State for Tourism, Maharashtra
1100-1130 hrs	Tea / Coffee Break	
Separate State Sessions		
State Session-1: Bihar - Hall 4		
1130-1230 hrs	Welcome Address by Session Chairman	Satyajit Singh Council Chairman, Bihar

Address **Ashok Kumar Sinha, IAS**
Principal Secretary, Department of Industries

Address by the Chief Guest **Sushil Kumar Modi**
Hon'ble Deputy Chief Minister of Bihar

Film:

- Bihar Changed
- Opportunities in Bihar: Food Processing

Open house with the delegates/Discussion

Concluding Remarks **Ms. Anshull Arya, IAS**
MD, BIAPD

State Session-2: Gujarat - Hall 5

1130-1230 hrs

Welcome Address **Mr. B. B. Swain, IAS**
Secretary (NRI & ARTD), Gujarat

Screening of film on Gujarat

Address **Jay Narayan Vyas**
Hon'ble Minister for Health & Family Welfare,
Tourism & NRG, Government of Gujarat

Address **Narendra Modi**
Hon'ble Chief Minister of Gujarat

State Session-3: Karnataka - Hall 7

1130-1230 hrs

Welcome Address **V. Venugopal**
Managing Director Karnataka Udyog Mitra

Presentation **Dr Raj Kumar Khatri, IAS**
Commissioner of Industrial Development &
Director of Industries & Commerce
Government of Karnataka

K Viswantha Reddy, IAS
Director, Department of Tourism
Government of Karnataka

Address **Capt. Ganesh Karnit**
Deputy Chairman NRI Forum

Address **Murugesh R. Nirani**
Hon'ble Minister for Large & Medium Scale
Industries, Government of Karnataka

State Session-4: Kerala: Hall 6

1130-1230 hrs

Welcome Address **Mrs. Sheela Thomas, IAS**
Secretary to Chief Minister & Secretary,
NORKA Department Government of Kerala

Address **Yusaffali M. A.**
Vice Chairman, NORKA-ROOTS

Address **Dr. M Anirudhan**
Director, NORKA-ROOT

Presentation **T Balakrishnan, IAS**
Principal Secretary- Industries
Government of Kerala

Address **Dr. Rathan U Khelkar, IAS**
Director, IT Mission

Address by Chief Guest

Elamaram Kareem
Hon'ble Minister for Industries
Government of Kerala

Concluding Remarks

Manoj Joshi, IAS
Managing Director, KSIDC

State Session-5: Rajasthan Hall-3

1130-1230 hrs

Opening Remarks by
Session Chair

T. Bhaskar
Director Finance and IT
Saint Gobain Glass India Ltd.

Speaker

Subhash Chander Garg, IAS
Commissioner, Rajasthan Foundation

Session-6: Tamil Nadu - Convention Centre

1130-1230 hrs

Welcome Address

M. F. Farooqui, IAS
Principal Secretary Industries Government of
Tamil Nadu

Short film on Tamil Nadu

Investing in Tamil Nadu -
Opportunities

M Velmurugan, IES
Director
Tamil Nadu Industrial Guidance Bureau

SEZ & New Initiatives of TIDCO

S Ramasundaram, IAS
Managing Director, TIDCO

Opportunities for IT & ITES

Dr. Santhosh Babu, IAS
Managing Director, Electronics Corporation
of Tamilnadu Ltd

Opportunities in Tourism

Dr. M Rajaram, IAS
Commissioner - Tourism Directorate
Government of Tamil Nadu

Keynote Address

Mr. Arcot N Veerasami
Minister for Electricity
Government of Tamil Nadu

1230 -1330 hrs

Lunch hosted by CII

1330-1500 hrs

Plenary IV (Convention Centre)**Indian Diaspora: Preservation of Language and Culture**Opening Remarks by
Session Chair

Ms. K. Kanimozhi
Member of Parliament, Rajya Sabha
Government of India

Address by Chief Guest

Dr. P. C. Alexander
Former Governor of Maharashtra

Address by Guest of
Honour

K. Shanmugam
Minister of Law & Second Minister for Home
Affairs, Government of Singapore

Keynote Address

N. Ram
Editor-in-Chief
The Hindu Group of Publications

**Signature
Statement by
Panelists**

Prof Rajesh Chandra
Vice Chancellor
University of South Pacific, Fiji Islands

Dr. T P Naidoo
President, Indian Academy of South Africa
Journalist, Publisher and Public Relations Consultant, South Africa

Dr. Alok Mukherjee
Chair, Toronto Police Services Board

Dr. M. K. Gautam
Vice Chancellor and President
European University of West and East Netherlands

Ms. Shireen Sarojini Mudali Munsamy
Historian and Author, South Africa

1505-1620 hrs

Regional Sessions**Regional Working Session-1: Africa**

1505-1620 hrs

Opening Remarks by
Session Chair

Syamal Gupta
Chairman
Jata International Ltd, Mumbai, India

Address by Guest of Honour

Amichand Rajbansi
Minister for Sports and Recreation Kwazulu
Natal Province, South Africa

**Signature
Statements by
Panelists**

Mahyendra Utchanah
President
GOPIO, Mauritius

Jean Regis Ramsamy
President, ODI - Reunion Island

Jose Parayanken
Chairman & Managing Director, Mozambique Holdings,
Mozambique

Justice A. M. Ebrahim
Zimbabwe

Regional Working Session-2: Asia Pacific

1505-1620 hrs

Opening Remarks by
Session Chair

N. Kumar
Vice Chairman, Sanmar Group

Address by Guest of Honour

Mahendra Chaudhury
Parliamentary Leader, Fiji Labour Party

**Signature
Statements by
Panelists**

Vijay Iyengar
Chairman
Singapore Indian Chamber of Commerce & Industry,
Singapore

Brian Robert Hayes
Chairman, Australia-India Business Council, Australia

Datuk Dr. Denison Jayasooria
Principal Research Fellow, Institute for Ethnic
Studies, Universiti Kebangsaan, Malaysia

Dato' Satish Sehgal
Director, Indo-Thai Business Association, Thailand

Regional Working Session-3 - Canada

1505-1620 hrs

Opening Remarks by
Session Chair

V. Srinivasan
Chairman, W S Industries Ltd

Address by Chief Guest

Harinder Takhar
Minister for small business and consumer
services, Government of Ontario, Canada

Address by Guest of Honour

Deepak Obhrai
Secretary to the Ministry of Foreign Affairs
Canada

**Signature
Statements by
Panelists**

Ambassador K. K. Bhargava
Member
Indo-Canadian Shastri Institute, Canada

Ms. Asha Luthra,
Chairperson, Indo-Canada Chamber of Commerce & Industry

Ms. Jaya Subramaniam
Executive Director Lumbini Arts Society, Ottawa, Canada

Regional Working Session-4: Caribbean

1505-1620 hrs

Opening Remarks by **Ashook Ramsaran**
Session Chair Secretary General, GOPIO, USA
Address by Chief Guest **G. K. Vasam**
Minister of State for Statistics and
Programme Implementation

**Signature
Statements by
Panelists**

H. E. K. Bajnath
Ambassador
Republic of Suriname
Dr. Prem Misir
Pro Chancellor, University of Guyana
Dr. Philomena Ann Mohini Harris
Honorary Consul for India in Barbados West Indies

Anand Ramlogan
Barrister, Trinidad & Tobago
Regional Working Session-5: Europe

1505-1620 hrs

Opening Remarks by **Chandrajit Banerjee**
Session Chair Director General
Confederation of Indian Industry
Address by Guest of Honour **Baroness Shreeia Fiather**
Teacher & British Politician, United Kingdom

**Signature
Statements by
Panelists**

Prof. Narana Sinal Colassoro
Professor
Universidade Lousofona, Lisbon
Wahid Saleh
Member Board of Directors,
Europe India Chamber of Commerce &
Board Member Netherlands Foundation for
Business Process Innovation
The Netherlands
Arun Amirtham
President, Indian Association, Switzerland
Kiran Malhotra
President, Indo-German Business Forum,
Germany & MD, Alliance Ltd., Cologne, Germany

Regional Working Session-6: Gulf

1505-1620 hrs

Opening Remarks by **Yusuffali M A**
Session Chair Managing Director, EMKE Group, UAE
Address by Chief Guest **Vayalar Ravi**
Minister of Overseas Indian Affairs &
Parliamentary Affairs, Government of India
Address by Guest of Honour **E. Ahamed**
Minister of State for External Affairs
Government of India

	Address by Guest of Honour	Mohammed Shabber Ali Minister for Minorities, Energy & NRI Affairs Government of Andhra Pradesh
	Address by Guest of Honour	Elamaram Kareem Minister for Industries, Government of Kerala
Signature Statements by Panelists	Soman Baby Associate Editor Gulf Daily News, Bahrain	
	Mathunny (Sunny) Mathew President Indian Art Circle, Kuwait	
	S. K. Virmani Managing Director Bhawan Engineering Group, Oman	
	Vavakunju Shihabudeen Pravazhi Rehabilitation Center, Saudi Arabia	
	Regional Working Session-7: USA	
1505-1620 hrs	Opening Remarks by Session Chair	T. P. Sreenivasan Former Ambassador, India
	Address by Chief Guest	A. Raja Minister for Communication and Information Technology, Government of India
Signature Statements by Panelists	Thomas Abraham Chairman GOPIO International, USA	
	Ashwin Patel Chairman, Asian American Hotel Owners Association	
1700-1900 hrs	Valedictory Session (Convention Centre) (Invitees and guests to be seated by 1630 hrs)	
	National Anthem	
	Welcome Address	K. Mohandas Secretary Ministry of Overseas Indian Affairs Government of India
	Address	Vayalar Ravi Union Minister of Overseas Indian Affairs & Parliamentary Affairs, Government of India
	Address	Surjit Singh Barnala Governor of Tamil Nadu
	Presentation of Pravasi Bharatiya Samman Awards by the President of India	
	Acceptance Speech	H.E. Mr. Angidi Veeriah Chettiar Vice President of Mauritius
	Valedictory Address	Smt Pratibha Devisingh Patil President of India
	Vote of Thanks	K. S. Sripathi Chief Secretary, Government of Tamil Nadu
	National Anthem	
1900-2000 hrs	Stage Play "KARNA, THE WARRIOR SON OF THE SUN" by Kaleidoscope	
2000-2130 hrs	Dinner hosted by Shri Vayalar Ravi, Minister of Overseas Indian Affairs & Parliamentary Affairs	

Widening of Jessore Road

178. SHRI AJOY CHAKRABORTY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to widen Jessore Road, the main road connecting with Bangladesh; and

(b) if so, the details thereof alongwith expected time-frame by which the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Widening to four lane of Jessore Road (NH-35) from Barasat to Bongaon is included in National Highway Development Project Phase-III under Build-Operate-Transfer (Toll) mode. The proposed project is planned along a new alignment on North side of existing alignment between Barasat and Petrapole border. The preparation of DPR has been taken up and is disrupted due to local resistance. At this juncture it is too early to indicate likely date of completion of widening work.

[Translation]

Electricity from Atomic Energy

179. DR. SATYANARAYAN JATIYA: Will the PRIME MINISTER be pleased to state:

(a) the quantum of nuclear fuel being procured from both internal and external sources alongwith the cost involved; and

(b) the details of the future action plan and implementation programme for generation of electricity from atomic energy?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) The natural uranium fuel for the indigenous reactors continues to be sourced from Uranium Corporation of India Limited, a Public Sector Undertaking (PSU) of the Department of Atomic Energy. In addition, 300 tons of natural uranium from Areva, France and 2000 tons of natural uranium, to be delivered over many years, from JVC-TVEL, a Russian Enterprise, for use in the reactors to be placed under safeguards is being procured. Order has also been placed for 60 Tons of Low Enriched Uranium for the reactors at Tarapur (TAPS-1&2 of 2 x 160 MWe) on JVC-TVEL. The fuel for Kudankulam (KK-1&2 of 2 x 1000 MWe), currently under construction, is being supplied by JVC-TVEL.

(b) XI Plan proposals envisage start of work on 8 indigenous Pressurised Heavy Water Reactors of 700 MWe each and 10 Light Water Reactors each of 1000 MWe, an Advanced Heavy Water Reactor of 300 MWe and pre-project activities for two Fast Breeder Reactors of 500 MWe each. More reactors are planned to be taken up beyond XI Plan.

[English]

Treatment in CGHS Dispensaries

180. SHRI NARAHARI MAHATO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to start Homoeopathy and Ayurvedic systems of treatment in all the CGHS dispensaries in Delhi and the National Capital Region (NCR);

(b) if so, the details thereof;

(c) the time by which these facilities are likely to be introduced in these dispensaries; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir.

(b) to (d) Question does not arise in view of reply to part (a) of the question, above.

[Translation]

Liquidity in PSBs and NBFCs

181. SHRI SURAJ SINGH:
SHRI ANANTH KUMAR:

Will the Minister of FINANCE be pleased to state:

(a) whether the Public Sector Banks (PSBs) and Non-Banking Finance Companies (NBFCs) are facing problems in liquidity;

(b) if so, the details thereof indicating the money infused in the banking system since September, 2008;

(c) whether the Government proposes to take a loan of three billion dollars from the World Bank for the re-capitalisation of the Public Sector Banks;

(d) if so, the details thereof;

(e) the additional measures taken by the Government to encourage liquidity in Public Sector Banks (PSBs) and Non-Banking Financing Companies (NBFCs) during the current fiscal year; and

(f) the amount of loans / advances given / being given to individuals, Small Scale Industries (SSI) and Micro Small and Medium Enterprises (MSME) from these institutions as a result of these measures?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a), (b) and (e) in response to the knock-on effects of the evolving global financial crisis on the domestic financial markets, Reserve Bank of India (RBI) has taken a number of measures since mid-September 2008 to ensure uninterrupted and adequate credit to the productive sectors of the economy. Government of India has also announced two stimulus packages on 7.12.2008 and 2.01.2009. The measures taken by Government and RBI, inter-alia, include—

- (i) augmenting domestic liquidity through incremental reduction in Cash Reserves Ratio (CRR), Statutory Liquidity Ratio (SLR), Repo Rate, Reverse Repo Rate, etc., conducting a special fix rate Repo at 9% per annum against SLR securities to enable banks to meet the liquidity requirements of mutual funds and Non-Banking Finance Companies (NBFC), etc.;
- (ii) augmenting forex liquidity through upward revision in interest rate ceiling on FCNR(B) and NR(E)RA deposits, permitting banks to borrow funds from their overseas branches and correspondent banks, special market operation by RBI to meet the forex requirements of public sector oil marketing companies, permitting systemically important non-deposit taking Non-Banking Finance Companies (NBFCs-ND-SI) to raise short-term foreign currency borrowings, etc.;
- (iii) on 02.01.2009, Government announced another stimulus package providing, inter-alia, additional measures for the economy such as — (a) setting up of a special purpose vehicle (SPV) to provide liquidity support against an investment grade paper to NBFCs-ND-SI. The total support from the RBI will be limited to Rs.20,000 crore with an option to raise it by a further Rs.5,000 crore, (b) upward revision of credit targets of Public Sector Banks to meet the needs of the economy, etc.

The measures of the Reserve Bank since mid-September 2008 have resulted in augmentation of actual/potential liquidity of over Rs.3,88,000 crore. In addition, the permanent reduction in SLR by 1.0 per cent of NDTL has made available liquid funds of the order of Rs.40,000 crore for the purpose of credit expansion.

The detailed notifications/press releases issued by Government and RBI are available at their respective websites www.pib.nic.in and www.rbi.org.in.

(c) and (d) To enable the public sector banks (PSBs) to meet enhanced credit requirements of the economy while maintaining a healthy and comfortable level of regulatory Capital to Risk-weighted Assets Ratio, Government has proposed to provide capital funds to these banks through World Bank assistance. The exact amount of capital to be provided to the PSBs has not been finalised.

(f) The total gross advances of PSBs have increased from Rs. 15,30,181 crore as at the end -December, 2007 to Rs. 19,60,769 crore as at the end-December, 2008 registering an increase of 28.14%.

Terms and Conditions for Loans

182. SHRI SUBHASH MAHARIA:
SHRI BHARATSINH MADHAVSINH SOLANKI:
SHRI RAGHUVVEER SINGH KOSHAL:

Will the Minister of FINANCE be pleased to state:

(a) whether banks have laid down strict terms and conditions for providing loans to various sectors such as small scale industries, animal husbandry, education, health, agriculture, etc.;

(b) if so, the details thereof and the remedial measures taken in this regard; and

(c) the number of students benefited from educational loans in the country bank-wise/State-wise, including Rajasthan during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) The banks are required to follow broad guidelines issued by Reserve Bank of India (RBI) for lending to Priority Sector which include lending to Agriculture & allied activities including animal husbandry, Weaker sections, Micro, Small and Medium Enterprises (MSME), Education etc. The detailed guidelines for lending to Priority Sector are available on website of RBI at www.rbi.org.in.

(c) As reported by RBI, total number of accounts outstanding in education loan by Scheduled Commercial Banks under Priority Sector, as at the end of March 2005, 2006 and 2007 (latest available) state-wise, including Rajasthan, are given in the enclosed Statement. The corresponding Bank-wise data for all Scheduled Commercial Banks is not available.

Statement

State-wise number of accounts outstanding in education loan under priority sector as at the end of March, 2005, 2006 and 2007

Name of State/UT	Number of Accounts Outstanding		
	2005	2006	2007
1	2	3	4
Northern Region	45227	59613	84183
1 Haryana	7250	10115	13334
2 Himachal Pradesh	1735	2331	3673
3 Jammu & Kashmir	1370	1992	3101
4 Punjab	9105	12269	16870
5 Rajasthan	9933	14137	20524
6 Chandigarh	2113	2965	4800
7 Delhi	13721	15804	21881
North Eastern Region	2116	3481	6110
8 Assam	1319	2421	4186
9 Manipur	124	225	472
10 Meghalaya	240	270	438
11 Nagaland	27	24	129
12 Tripura	189	406	462
13 Arunachal Pradesh	25	25	71
14 Mizoram	38	33	123
15 Sikkim	154	77	229
Eastern Region	36275	47599	103319
16 Bihar	6240	7482	29235
17 Jharkhand	5187	6696	13449
18 Orissa	9762	12700	25325
19 West Bengal	15008	20624	35152

1	2	3	4
20 Andaman & Nicobar	78	97	158
Central Region	53180	66510	104604
21 Madhya Pradesh	21053	25303	38861
22 Chhattisgarh	2846	3551	6109
23 Uttar Pradesh	25456	32682	50755
24 Uttaranchal	3825	4974	8879
Western Region	58751	75241	105172
25 Gujarat	16248	17689	26700
26 Maharashtra	41181	55834	75927
27 Daman & Diu	8	12	44
28 Goa	1305	1664	2443
29 Dadra & Nagar Haveli	9	42	58
Southern Region	293896	412886	622827
30 Andhra Pradesh	88014	105636	149257
31 Karnataka	46273	64964	87229
32 Kerala	68583	106944	156061
33 Tamil Nadu	88707	132426	225337
34 Pondichery	2318	2912	4937
35 Lakshadweep	1	4	6
All India	489445	665330	1026215

[English]

Limit of overseas borrowing

183. SHRI P. KARUNAKARAN: Will the Minister of FINANCE be pleased to state:

(a) the current overseas borrowing limit for Indian companies;

(b) whether the Govt. has recently increased overseas borrowing limit; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) The current overseas borrowing limit for Indian Companies, other than those belonging to Hotels, Hospitals and Software Sectors, incorporated under the Company's Act, 1956 is US\$ 500 million per financial year for Rupee expenditure and/or foreign currency expenditure for permissible end-uses under the Automatic Route. Such corporate can also avail of ECB for an additional amount of US\$ 250 million with an average maturity period of 10 years under the Approval Route subject to certain conditions.

(b) and (c) ECB policy including the overall limit for overseas borrowing is reviewed regularly by the Government in consultation with RBI keeping it in line with the evolving macro-economic situation, changing market conditions, sectoral requirements, developments in the external sector and lessons of experience. Consequent upon such a review, the Government has announced certain modifications in ECB policy in January 2009, but no overseas borrowing limit has been increased as such.

Shortage of Radiologists

184. SHRIMATI JHANSI LAKSHMI BOTCHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is an acute shortage of radiologists in the country;

(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 HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) As of now the annual intake of radiologists in 302 is different medical colleges in the country.

The State/UT Governments have been issuing Essentiality Certificates to medical colleges/institutions for starting different post graduate/super-specialty courses based on the need and availability of adequate training and infrastructural facilities etc. The Central Government, on the recommendations of Medical Council of India, is granting permission to medical colleges/institutions to start PG Degree/Super-specialty courses.

Satyam Scam

185. DR. K. DHANARAJU:
SHRI ASADUDDIN OWAISI:

Will the Minister of FINANCE be pleased to state:

(a) whether the government has instituted an inquiry into the Satyam Scam;

(b) if so, the progress made therein so far;

(c) the total loss suffered by the Government by way of direct and indirect taxes;

(d) whether the Income Tax Department, Enforcement Directorate and Directorate of Revenue Intelligence have also inquired into the matter; and

(e) if so, the outcome thereof and further steps taken or being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) Yes, Sir.

(b) Various agencies including Serious Fraud Investigation Office, Securities and Exchange Board of India, Andhra Pradesh state CID, etc. are investigating into possible violation of various Acts, Rules and Regulations administered by the respective agencies. In particular, SEBI is investigating possible violations of SEBI Act 1992, SEBI (Prohibition of Fraudulent & Unfair Trade Practices) Regulations, 2003 and SEBI (Prohibition of Insider Trading) Regulations, 1992 among others. SEBI has also ordered inspection of the documents available with the Auditors. Besides, books, records and documents of the company are being examined. SEBI has completed examining and recording statements of both Raju brothers (promoters).

(c) and (d) Information is being collected and will be laid on the table of the House.

(e) The outcome of the investigations will be known only once they are completed.

Menace of Chronic Diseases

186. SHRIMATI JAYAPRADA:
SHRI UDAY SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there has been an increase in the number of people suffering from chronic diseases in the country;

(b) if so, the details thereof;

(c) whether the existing healthcare facilities are not adequate to treat patients with such chronic diseases;

(d) if so, the details thereof; and

(e) the steps taken by the Government to improve the overall healthcare facilities in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. Reports indicate that the number of people suffering from chronic diseases is increasing in the country. There is no structured data for the country as a whole on incidence of non-communicable diseases.

However, a World Bank sponsored study on Global Burden on disease indicates that the deaths due to non-communicable diseases have increased from 37,88,000 (40% of the total deaths) during the year 1990 to 49,50,000 (51.2%) in the Year 2000.

(c) to (e) Healthcare services for different ailments are available to the people throughout the country through the Government health facilities at Primary Health Center, District Hospital, State Medical Colleges and National level Institutions. The facilities are reviewed from time to time under various programmes of National Rural Health Mission and the National Programme on Diabetes, Cardiovascular diseases and Stroke (NPDCS). An outlay of Rs. 1660.50 crore has been provided for the NPDCS during the 11th Five Year Plan. On pilot basis, the NPDCS has been initiated in 10 districts in 10 States.

**Information on Mumbai
Terror Attack**

187. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Pakistan has demanded more information on terror attacks in Mumbai;

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

(c) whether the Government has requested the Pakistani Government for handing over India's 'most wanted men' living in Pakistan;

(d) if so, the details thereof; and

(e) the response of the Pakistani Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE):

(a) and (b) Yes. Our High Commissioner in Pakistan was informed officially by the Pakistan Foreign Secretary on 12th February 2009 of Pakistan's response to the dossier of material that we had made available to Pakistan on January 5, 2009 linking the terrorist attacks on Mumbai to perpetrators in Pakistan. In their official response, the Pakistan authorities have admitted that elements in Pakistan were involved in the terrorist attacks on Mumbai. This is a positive development. Pakistan has also sought further information and material relating to the investigation.

(c) and (d) Since August 2004, lists of individuals wanted for terrorist acts in India and present in Pakistan have been handed over 10 times to the Government of Pakistan.

(e) In the past when the question of the extradition of such fugitives has been raised with the Government of Pakistan, it had informed us that the Government of Pakistan is not aware of their whereabouts.

**Media Units empanelled
with DAVP**

188. SHRI ABU AYES MONDAL: Will the PRIME MINISTER be pleased to state:

(a) the total number of newspapers and Audio-Visual Media Units empanelled with Directorate of Advertising and Visual Publicity (DAVP) up to the current financial year;

(b) the number of Print and Audio Visual Media Units likely to be empanelled with DAVP during the year 2009-2010;

(c) whether the Newspapers of North-East, Jammu and Kashmir and border areas have applied for fresh empanelment during the year 2008; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) The number of newspapers and Audio-Visual Media Units empanelled with the Directorate of Advertising and Visual Publicity (DAVP) upto 11/02/09 of the current financial year, are as below:

(i) Print Media (Newspapers)	4179
(ii) Audio Visual Media (other than Doordarshan & AIR)	
TV Channels	167
Radio Channels	33

(b) The number of Print & Audio Visual Media likely to be empanelled with DAVP during the year 2009-10 is dependent upon the number of newspapers/audio visual media applying/qualifying for empanelment. The empanelment for the Print Media, is done by the Panel Advisory Committee twice a year i.e. in May and November. The applications for empanelment of Audio Visual Channels are invited in April and October, every year.

(c) and (d) Yes, Sir. The details are in the enclosed Statement.

Statement

List of Newspapers of North-East Jammu and Kashmir and Border Areas who have applied for DAVP fresh empanelment during 01.01.2008 to 31.12.2008

S.No.	Name of State	No. of Cases applied for DAVP Empanelment	No. of Cases approved
1	Jammu and Kashmir	61	18
2	Assam	32	8
3	Sikkim	7	0
4	Meghalaya	1	1
5	Arunachal Pradesh	1	1
6	Mizoram	1	1
7	Tripura	3	0
8	Nagaland	3	2
9	Manipur	6	3

Review of Relations with USA

189. SHRI ASADUDDIN OWAISI:
SHRI MOHAN SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the new regime in USA has shown interest in friendly relations with India;

(b) if so, the details thereof; and

(c) the extent to which Indian foreign policy is likely to be influenced?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) Yes. The new US Administration led by President Barack Obama who assumed office on January 20, 2009

has shown a keen interest in strengthening Indo-US bilateral relations. President Obama, in a message to President of India on January 25, 2009 on the occasion of India's Republic Day, celebrated the shared beliefs, the broad and vibrant partnerships between India and the USA in every field of human endeavour and said that "the people of India should know that they have no better friend and partner than the people of the United States." The US Secretary of State, in her first foreign policy statement after assuming office, expressed the desire of the new US Administration to build on the existing economic and political partnership with India and take the existing bilateral relationship to a new level.

(c) India's foreign policy is solely guided by its national interest.

MoU on Small Development Projects with Afghanistan

190. SHRI KISHANBHAI V. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Afghanistan have signed a Memorandum of Understanding (MoU) on Small Development Projects;

(b) if so, the details thereof; and

(c) the progress so far made in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) Yes. The Government of India has signed an MOU with the Government of Afghanistan on Small Development Projects (SDPs) on August 28, 2005.

(b) Small-scale developmental projects are short gestation with direct impact on community life. Apart from transfer of know-how and technology, this scheme will also entail grass-roots participation and community ownership through involvement of local bodies, non-governmental organizations, charitable trusts and educational and vocational institutions. These projects are primarily in area of health care, education, horticulture, water and sanitation. These projects are identified by Government of Afghanistan in consultation with local bodies concerned.

(c) 65 projects have been approved under this scheme so far and are being implemented.

[Translation]

Status of By-pass Roads and Rail Overbridges on NH-24

191. SHRI SANTOSH GANGWAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the locations along the National Highway No.24 between Delhi and Lucknow where by-pass roads and railway overbridges are proposed to be constructed or are under construction; and

(b) the time by which the proposed constructions are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) The details of by-pass roads and railway overbridges proposed to be constructed or under construction along the National Highway No.24 between Delhi and Lucknow are given in the enclosed statement.

Statement

(i) The details of by-pass roads proposed to be constructed or under construction along the National Highway No.24 between Delhi and Lucknow:

NH No.	Location Km	Town	Present status	Schedule date of completion
24	149.168	Moradabad	Already completed	June, 2002
	181.550-190.890	Rampur	These bypasses have	Since, the by-passes
	206.525-21.900	Milak	been proposed in DPR	are at inception stage,
	215.000-217.250	Mirganj	at inception stage. The	therefore, it is too
	230.345-232.785	Fatehganj	same may be	early to indicate
	236.050-262.100	Bareilly	constructed after the	likely date of
	268.400-272.300	Faridpur	approval of projects	completion of these
	331.000-334.600	Rauza	from Public Private	projects.
	354.850-357.200	Jang Bahadurganj	Partnership Appraisal	
	372.300-376.400	Maigalganj Town	Committee (PPPAC).	
	386.300-391.000	Maholi		

(ii) The details of railway overbridges proposed to be constructed or under construction along the National Highway No.24 between Delhi and Lucknow:

NH No.	Location on NH Km	Railway crossing no.	Present status	Schedule date of completion
24	181	404B (Rampur)	In progress	31.03.2010
	159.75	Moradabad Bypass - Chaundshi line	These RGBs have	Since, the ROB'sc
	165.700	Moradabad Bypass - Moradabad-Rampur main line	been proposed in DPR at inception stage. The same	are at inception stage, therefore, it is too early to
	180.300	Main line Rampur	may be constructed	indicate likely date
	190.135	Main line-Lucknow	after the approval of	of completion of
	217.955	Main line-Lucknow	projects from Public	these projects.
	235.255	Main line-Lucknow	Private Partnership	
	245.100	Main line-Lucknow	Appraisal	
	289.750	Fatehganj Purvi	Committee	
	399.350	Amirpur	(PPPAC)	
	332.050	Rauza		
	407.600	Sitapur		

Effect of inflation on economy

192. SHRI MOHAN SINGH: Will the Minister of FINANCE be pleased to state:

(a) the rate of inflation during the last thirteen months, month-wise; and

(b) the extent to which the growing rate of inflation has affected the annual economic growth rate of the country during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) The month-wise inflation in terms of WPI during the last thirteen months and the annual GDP growth rates at factor cost are as below:

Table 1: Month-wise rate of inflation

Month/Year	Inflation rate (%)
January, 2008	4.5
February, 2008	5.3
March, 2008	7.5
April, 2008	8.0
May, 2008	8.9
June, 2008	11.8
July, 2008	12.4
August, 2008	12.8
September, 2008	12.3
October, 2008	11.1
November, 2008	8.5
December, 2008 (P)	6.5
January, 2009 (P)	5.2

P: Provisional

Table 2: Annual GDP growth rates

Year	GDP at factor cost (In %) at	
	Current prices	Constant prices
2007-08 (QE)	14.3	9.0
2008-09(AE)	15.5	7.1

QE: Quick Estimates; AE: Advance Estimates

Increase in global commodity prices of crude oil, iron ore, metals and some food items and increased domestic

demand relative to availability, led to increase in inflation in 2008. However, containment of inflation along with maintenance of high economic growth is a priority for the Government. Anti-inflationary policies of the Government include strict fiscal discipline, rationalization of duties of essential items, effective supply-demand management of essential commodities through liberal tariff and trade policies, and strengthening the public distribution system. The monetary policy of the Reserve Bank of India supplements Government's efforts by being conducive to growth, while simultaneously curbing inflationary expectations arising out of uncertainties in the domestic and international environment. However, the decline in annual GDP growth rate in 2008-09 is more due to the impact of the global economic slowdown in the second half of 2008. There was a significant deceleration in inflation during the recent months from its peak of 12.8 per cent in August, 2008 to 5.2 per cent in January 2009 and the declining trend is expected to continue further. The Government has taken counter-steps to stimulate the economy through general and sector-specific stimulus packages.

[English]

Indian fishermen released by Pakistan

193. SHRI P.S. GADHAVI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Pakistani Authorities have released some of the Indian Fishermen recently;

(b) if so, the details thereof; and

(c) the number of fishermen still lodged in Pakistani jails and also the number of fishing boats seized by the Pakistani authorities?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) On 26th November 2008, Pakistan released 99 Indian fishermen.

(c) As on 10th February 2009, there are 407 Indian fishermen and 392 Indian fishing boats in the custody of the Pakistani authorities.

Death of Tigers

194. SHRIMATI MANEKA GANDHI: Will the PRIME MINISTER be pleased to state:

(a) whether tigers are being killed by using the live electric wires by the poachers;

(b) if so, the details thereof;

(c) whether the Government has inquired into the matter;

(d) if so, the details thereof along with the outcome of the enquiry; and

(e) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (d) One tiger death due to electrocution by poachers on 2-11-2008 has been reported by the State in the Kanha Tiger Reserve of Madhya Pradesh. As informed, ten offenders have been arrested in this regard for penal action as per law.

(e) The steps taken by Government of India to protect tiger and other wild animals are enclosed as Statement.

Statement

Steps taken by the Government of India to protect tiger and other wild animals

Legal steps

1. Amendment of the Wild Life (Protection) Act, 1972 for providing enabling provisions for constitution of the National Tiger Conservation Authority and the Tiger and Other Endangered Species Crime Control Bureau. The punishment in cases of offence within a tiger reserve has been enhanced. The Act also provides for forfeiture of any equipment, vehicle or weapon that has been used for committing any wild life offence.

Administrative steps

2. Strengthening of antipoaching activities, including special strategy for monsoon patrolling, by providing funding support to Tiger Reserve States, as proposed by them, for deployment of antipoaching squads involving ex-army personnel / home guards, apart from workforce comprising of local people, in addition to strengthening of communication/wireless facilities.
3. 100% Central Assistance provided to 17 Tiger Reserves as an additionality for deployment of Tiger Protection Force, comprising of ex-army personnel and local workforce.
4. Constitution of the National Tiger Conservation Authority with effect from 4.09.2006, for strengthening tiger conservation by, inter alia, ensuring normative standards in tiger reserve management, preparation of reserve specific tiger conservation plan, laying down annual/audit report before Parliament, constituting State level Steering Committees under the Chairmanship of Chief Ministers and establishment of Tiger Conservation Foundation.

5. Constitution of a multidisciplinary Tiger and Other Endangered Species Crime Control Bureau (Wildlife Crime Control Bureau) with effect from 6.6.2007 comprising of officers from Police, Forest, Customs and other enforcement agencies to effectively control illegal trade in wildlife.
6. Approval accorded for declaring eight new Tiger Reserves.
7. The revised Project Tiger guidelines have been issued to States for strengthening tiger conservation, which apart from ongoing activities, inter alia, include funding support to States for enhanced village relocation/rehabilitation package for people living in core or critical tiger habitats (from Rs. 1 lakh/family to Rs. 10 lakhs/family), rehabilitation/resettlement of communities involved in traditional hunting, mainstreaming livelihood and wildlife concerns in forests outside tiger reserves and fostering corridor conservation through restorative strategy to arrest habitat fragmentation.
8. A scientific methodology for estimating tiger (including copredators, prey animals and assessment of habitat status) has been evolved and mainstreamed. The findings of this estimation/assessment are benchmarks for future tiger conservation strategy.
9. An area of 26749.097 sq. km. has been notified by 14 Tiger States (out of 17) as core or critical tiger habitat under section 38V of the Wildlife (Protection) Act, 1972, as amended in 2006 (AP, Arunachal, Assam, Karnataka, Kerala, Jharkhand, MP, Maharashtra, Mizoram, Rajasthan, Tamil Nadu, Uttarakhand, Orissa and West Bengal). Three tiger States (Bihar, Chhattisgarh and UP) have taken a decision for notifying the core or critical tiger habitats (4264.282 sq.km.). The State of Madhya Pradesh has not identified/notified the core/critical tiger habitat in its newly constituted tiger reserve (Sanjay National Park and Sanjay Dubri Wildlife Sanctuary).
10. Memorandum of Understanding developed for better/concerted implementation of conservation inputs through tiger reserve States.

Financial steps

11. Financial and technical help is provided to the States under various Centrally Sponsored Schemes. viz. Project Tiger and Integrated Development of Wildlife habitats for enhancing the capacity and infrastructure of the States for providing effective protection to wild animals.

International Cooperation

12. India has a Memorandum of Understanding with Nepal on controlling trans-boundary illegal trade in wildlife and conservation, apart from a protocol on tiger conservation with China.
13. A Global Tiger Forum of Tiger Range Countries has been created for addressing international issues related to tiger conservation.
14. During the 14th meeting of the Conference of Parties to CITES, which was held from 3rd to 15th June, 2007 at The Hague, India introduced a resolution along with China, Nepal and the Russian Federation, with directions to Parties with operations breeding tigers on a commercial scale, for restricting such captive populations to a level supportive only to conserving wild tigers. The resolution was adopted as a decision with minor amendments. Further, India made an intervention appealing to China to phase out tiger farming, and eliminate stockpiles of Asian big cats body parts and derivatives. The importance of continuing the ban on trade of body parts of tigers was emphasized.

Reintroduction of Tigers in Sariska Tiger Reserve

15. A male tiger and a tigress have been reintroduced in the Sariska Tiger Reserve (Rajasthan), based on a recovery strategy suggested by the Wildlife Institute of India. The tigers are being closely monitored by radio telemetry.

Creation of Special Tiger Protection Force (STPF)

16. The policy initiatives announced by the Finance Minister in his Budget Speech of 29.2.2008, inter alia, contains action points relating to tiger protection. Based on the one time grant of Rs. 50.00 crore provided to the National Tiger Conservation Authority (NTCA) for raising, arming and deploying a Special Tiger Protection Force, the proposal for the said force has been approved by the competent authority for 13 tiger reserves. Advisory has been sent to Uttar Pradesh, Rajasthan and Uttarakhand for initiating steps for deploying in Dudhwa, Ranthambhore and Corbett tiger reserves, with 100% Central assistance during the current financial year.

[Translation]

Review of RTI ACT, 2005

195. SHRI JIVABHAI A. PATEL:
SHRI V.K. THUMMAR:
Will the PRIME MINISTER be pleased to state:

- (a) whether the Government has conducted any review of the Right to Information Act, 2005;
- (b) if so, the details of the outcome thereof; and
- (c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) The Government has entrusted a study to an independent agency for evaluation of the implementation of the Right to Information Act, 2005. The study is not yet complete.

- (b) and (c) Do not arise.

[English]

SAARC Social Charter 2004

196. DR. R. SENTHIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether a National Coordination Committee has been constituted for implementing the provisions of the SAARC Social Charter 2004;
- (b) if so, the details thereof;
- (c) the broad features of the national plan required to be prepared for implementing the provisions of the SAARC Social Charter 2004; and
- (d) the action taken by the Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) Yes. the Government of India has constituted a National Coordination Committee (NCC) headed by Secretary, Ministry of Statistics and Program Implementation in September 2005 to implement the provisions of the SAARC Social Charter, 2004. The NCC has coordinated the organization of a number of capacity development programmes in India for SAARC Member Countries to address thematic areas of immediate concern in the SAARC region.

(c) and (d) The NCC has identified the monitorable socio-economic targets of the 11th Five Year Plan of India as the broad framework of the national plan of action for implementing the provisions of the SAARC Social Charter. Education, poverty, health, women and children, infrastructure and environment are some of the areas where the Government is committed to implement the provisions of the SAARC Social Charter, to ensure that the targets adequately align with the SAARC Development Goals (SDGs). The

Government has also laid emphasis on increasing awareness, sensitization and proper policy formulation to effectively implement the recommendations of the NCC.

[Translation]

Transportation of Coal

197. SHRI D. P. SAROJ: Will the PRIME MINISTER be pleased to state:

(a) whether coal transportation work in the areas of Gewara and Deepika of South Eastern Coalfields Limited (SECL) is carried out by companies run by Ex-servicemen;

(b) if so, the details thereof;

(c) whether the payment made to these companies on revised rate is done by Price Water House on the basis of dumpers/ trucks with a loading capacity of 10 tones;

(d) if so, the details thereof; and

(e) the other steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) The coal transportation work in Gevra and Deepika area of South Eastern Coalfields Limited is carried out by companies run by Ex-servicemen. As on date the following Ex-servicemen companies are working in Gevra and Deepika areas for transportation of coal from face to surface only:

S.No.	Area	Name of Ex-servicemen company
1	Deepika	Chhattisgarh Coal Transport (P) Ltd.
2	Deepika	Swastik Coal Carriers (P) Ltd.
3	Deepika	Swahney Coal Transport (P) Ltd.
4	Deepika	Arjuna Coal Carriers (P) Ltd.
5	Deepika	Nirpender Logistic (P) Ltd.
6	Deepika	V. S. Coal Carriers Pvt. Ltd.
7	Gevra	V. N. Transport (P) Ltd.
8	Gevra	Anupama Coal Carriers (P) Ltd.
9	Gevra	Gevra Coal Carriers (P) Ltd.
10	Gevra	H. N. Coal Transport (P) Ltd.
11	Gevra	Nishant Coal Carriers (P) Ltd.
12	Gevra	Saksham Coal Carriers (P) Ltd.

(c) to (e) Payment is being made on the pre-revised rates of 10 tonne tippers as per the Price Water House norms

and Industrial Engineering Study (IED) of South Eastern Coalfields Limited (with escalation on diesel, tyres and lubricants). In addition, an adhoc increase w.e.f. 1.4.2008 (the effective date of implementation of new coal transportation rates in MCL for Ex-servicemen Agencies) in the existing normative rates of coal transportation applicable to the Ex-servicemen agencies of SECL. subject to an increase of 15% of increase already made by MCL under each slab, whichever is minimum pending adjustment of final sanction of the new rates of coal transportation by higher capacity tippers is being made.

[English]

Maintenance works on NH passing through Shiradi Ghat in Karnataka

198. SHRI ANANTH KUMAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the status of maintenance works on the National Highway passing through Shiradi Ghat in Karnataka; and

(b) the time by which the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Assessment to undertake major rehabilitation work on NH-48 passing through Shiradi Ghat is underway. However, maintenance and repair works of immediate nature to keep the National Highway in traffic worthy condition have already been started which are likely to be completed by end of March, 2009.

Procurement of Spare Parts by CIL

199. SHRI CHANDRA SHEKHAR DUBEY: Will the PRIME MINISTER be pleased to state:

(a) whether the Coal India Limited (CIL) and its subsidiaries have procured huge quantity of spare parts and equipment running into several crores during January to April, 2008;

(b) if so, the details thereof;

(c) whether the spare parts/equipment supplied by the private contractors have been checked/verified; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) As reported by Coal India Limited (CIL), the subsidiary companies of CIL have procured equipments based on the approved requirements as per Project Report Provision (PRP) for

additional requirement of equipment and against survey-off of old equipment for replacement requirement. Similarly, spare parts have been procured against approved requirement for maintenance of equipment. The total value of procurement of equipment and spares made by subsidiary companies of CIL during January, 2008 to April, 2008 is Rs. 1288.26 crore.

The Subsidiaries-wise breakup of purchase of equipments and spares during the said period is as under:-

(Rs. in crore)				
Sl. No.	Subsidiary Company	Equipment	Spares	Total
1.	SECL	853.18	7.53	860.71
2.	NCL	71.50	60.02	131.52
3.	WCL	93.19	38.07	131.26
4.	BCCL	34.08	28.80	62.88
5.	ECL	52.49	6.02	58.51
6.	CCL	6.44	20.23	26.67
7.	MCL	11.00	5.71	16.71
Total		1121.88	166.38	1288.26

(c) and (d) Spare parts/equipments supplied against the approved orders were accepted only after checking / verification as per the terms and conditions of the orders. In case of equipments, pre-dispatch inspection at the supplier's premises is also carried out. In case of spares, inspection is carried out by the authorized representatives of technical departments at the consignee's end. Inspection reports of each consignment of spares and equipments are maintained in the respective stores of account.

[Translation]

Construction of Passport Office at Surat

200. SHRI KASHIRAM RANA:

SHRI VIKRAMBHAI ARJANBHAI MADAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether The Government proposes to construct a new Passport Office at Surat;

(b) if so, the details thereof including the name of the company which has been entrusted with the construction work;

(c) the time by which the construction work is likely to be completed;

(d) whether a large number of Passport applications are pending for more than six months in the Passport Offices located in the State of Gujarat;

(e) if so, the details thereof, and

(f) the steps taken to issue passports to the applicants expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (c) Yes. In March 2008 the Ministry of External Affairs purchased a plot of land measuring 3000 sqm. from the Government of Gujarat for construction of Passport Office building at Surat. The construction work has been entrusted to National Buildings Construction Corporation Ltd. (a Government of India Enterprises) in January 2009. The estimated time for completion of the project would be approximately 18 months.

(d) and (e) No. The number of applications pending for more than six months as on 31.01.2009, in comparison to the number of passports issued in 2008 and in January 2009, in the Passport offices located in the State of Gujarat is as follows:

Sl. No.	Name of Passport office	Passports issued January-December 2008	Passports issued January 1, 2009 to January 31, 2009	No. of applications pending for more than six months as on 31.1.09	Remarks
1	Ahmedabad	2,80,415	20,537	396	All these applications fall under the categories of either adverse police report or incomplete police report or insufficient documentation provided by the applicant on which applicants are either yet to respond or re-verification by the police has been initiated but not completed.
2	Surat	89,479	6,659	368	

(f) The Government has taken several steps from time to time including:

- (i) special drives to eliminate pendencies;
- (ii) expediting police verification process by coordinating with the Police authorities;
- (iii) expanding the number of applicants who can get passports on the basis of post issuance police verification;
- (iv) renewal of passports, without police verification, of those applicants who have clear police reports in respect of existing passports and nothing adverse against them in passport records;
- (v) issuance of passports to senior citizens, Government servants and minors without police verification subject to completion of certain formalities, and
- (vi) holding of Passport Adalats/camps at regular intervals by Passport offices to dispose of old passport cases expeditiously.

In addition, the Government had entrusted the National Institute of Smart Government (NISG), Hyderabad, with the task of undertaking a time-bound study on the passport issuance system, including its IT aspects with the objective to deliver passport related services to the citizens in a timely, transparent, more accessible and reliable manner. The Government accepted the NISG report as a result of which "Passport Seva Project" has been launched.

The proposal is to have 77 Passport Seva Kendras all over the country where the non-sovereign functions, involved in the passport issuance process, such as initial scrutiny of the application forms, acceptance of fee, scanning of the documents, taking photos, etc., will be performed by the selected Service provider. The sensitive activities, such as police verification, printing and dispatch of passports, will be performed by the Government staff. The project is expected to result in the issuance of passports within three days, and where prior police verification is required, within three days after completion of the verification process. The Project is expected to be implemented fully to cover the entire country by the beginning of 2010.

[English]

Physiotherapy Institutes and Dental Colleges in Gujarat

201. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government is planning to set up more physiotherapy institutes and dental colleges in the State of Gujarat;

(b) if so, the details thereof; and

(c) the time by which such institutes and colleges are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) There is no proposal at present for the Central Government to set up any physiotherapy institute or dental college in the State of Gujrat. The Central Government permits establishment of new Dental Colleges under the provisions of Dentists Act, 1948 and the Regulations made thereunder. Under the above provisions, six proposals have been received for establishment of dental colleges one each at Bharuch, Surat, Dahod, Vadodara, Ahmedabad and Bhavnagar in Gujrat. Clearance of proposals depends on fulfilment of qualifying criteria prescribed in the Regulations, availability of infrastructural facilities and recommendations of the Dental Council of India.

Global Fund-aid to fight diseases

202. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Global Fund to fight various dreaded diseases is running short of money as reported in the Mint dated 4 February, 2009;

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

(c) the corrective measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) There is no shortage of funds from the Global Funds to fight the three diseases HIV/AIDS, Tuberculosis and Malaria in the country.

(b) Does not arise.

(c) Does not arise.

Permanent Seat for India in the UNSC

203. SHRI NAVEEN JINDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any fresh initiatives are being taken during the current year to secure a permanent seat for India in the United Nations Security Council;

(b) if so, the details thereof alongwith the difficulties being faced; and

(c) the steps being taken to overcome them?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (c) Government continues to actively mobilise support for India becoming a permanent member of an expanded United Nation Security Council. For this purpose India remains fully engaged, individually as well as in collaboration with the G-4 (India, Brazil, Germany, and Japan), with various other member states on United Nations Security Council reform. Negotiations on Security Council reform are expected to commence on February 19, 2009 in an informal plenary of the United Nations General Assembly. Along with like minded countries, India will press, inter-alia, for an expansion of the Security Council in both permanent and non-permanent membership.

FM Stations in Maharashtra

204. SHRI CHANDRAKANT KHAIRE: Will the PRIME MINISTER be pleased to state:

(a) the details of the number of FM stations in Maharashtra along with the percentage area of the State covered by FM broadcasting;

(b) whether there is any proposal to extend FM coverage to other areas;

(c) if so, whether any proposal has been received in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) At present, there are 16 Government AIR FM radio stations running in the State of Maharashtra. AIR FM signals cover 24.3% of the area and 44.15% of the population in Maharashtra. Besides, under Phase II of private FM radio broadcasting, 31 channels have been operationalized in Maharashtra.

(b) to (d) Yes, Sir. FM stations at Sholapur, Amravati and Oras under spillover scheme of X Plan have been approved.

Performance of NABARD

205. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has reviewed the performance of National Bank for Agriculture and Rural Development (NABARD) in various States during each of the last three years and the current year including Gujarat;

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

(c) the number of projects sanctioned and approved by NABARD during each of the last three years and the current year in the country, State-wise;

(d) the details of difficulties, if any, faced in the implementation of the said projects, State-wise; and

(e) the remedial measures taken or proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Government of India and Reserve Bank of India (RBI), the two shareholders of National Bank for Agriculture and Rural Development (NABARD), supervise the working of NABARD on a regular basis. Besides, RBI conducted financial inspection of NABARD during the period from 21.01.2008 to 11.03.2008 with reference to the financial position as on 31.03.2007.

(c) The State-wise position of number of projects and RIDF loan sanctioned and disbursed by NABARD during the last three years and the current year, including Gujarat State, is enclosed as Statement.

(d) and (e) There are general factors across the States constraining implementation of projects, viz., delay in administrative and technical approval by the State Governments, land acquisition problems, delay in clearances and tendering process, inadequate budgetary support at State level, lack of coordination among implementing departments, etc. Performance of Gujarat has been much above the average.

The High Power Committee (HPC) Chaired by the Chief Secretary of the respective State meets at frequent intervals, at least 4 times in a year, to review the project implementation to facilitate the pace of work. There is a multi-tier review and monitoring mechanism in place to steer the project implementation.

**Incidents of Attack on Indians Working
in Afghanistan**

206. SHRI S.K. KHARVENTHAN: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether increasing incidents of attack on Indians working for the Border Roads Organisation (BRO) in Afghanistan have come to the notice of the Government;

(b) if so, the details thereof during the past one year;

(c) whether the Government has taken any steps to prevent the recurrence of such incidents and to ensure adequate safety and security to the Indians working in Afghanistan;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): (a) During 2008, three ITRB personnel and two BRO personnel were killed in incidents in which militants targeted 'Project Zaranj, personnel. The project was completed in September 2008 and the entire work force of BRO including ITBP personnel have returned to India.

(b) Given in the Statement enclosed.

(c) and (d) Our Embassy in Kabul maintains direct liaison with the Ministry of Interior of the Government of the Islamic Republic of Afghanistan on security-related issues concerning India.

(e) Not applicable.

Statement

S.No.	Date of the incident	Details of the incident	Name of the Indian Killed
1	2	3	4
1.	January 3, 2008	The suicide attack took place on BRO's "Project Zaranj" convoy constructing Zaranj-Delaram road near Gurguri town. In the attack 2 ITBP personnel were killed and 5 others seriously injured.	1. Inspector/GD Manoj Kumar Singh (r/o village Fatehpur, P.O. Raghupur, Tehsil-Hajipur, District Vaishali, Bihar-844508 2. Constable/GD Desha Singh, (r/o village Midda, P.O.-Amir Kothi, Tehsil & District Firozepur, Punjab
2.	April 12, 2008	A convoy (consisting of Pilot Escort, two Town Ace, road roller and earth paving equipments) of the BRO working party (Berm Filling/Road marking) was on its way from Minar camp to Delaram, a suicide bomber targeted the convoy at Kms 59500 on Delaram-Zaranj road (in Nimroz province), 500 meters ahead of BRO's camp Minar towards Delaram, by blowing himself up.	In the attacks BRO personnel Suptd (BR11) Shri Mahendra Pratap Singh was killed on spot and another BRO personnel Mason Shri G. Govindaswamy succumbed to his injuries on way to Medical Inspection Room Gurguri.
3.	June 5, 2008	At 1620 hrs, project convoy after performing the duty at Razai Quarry site was approaching the camp (Gurguri complex) just hundred meters before Gurguri complex , Ct. Dev Kumar got down from the vehicle and took position to stop the civil vehicles movement on the road. In the meantime	CT/GD Dev Kumar S/o Shri Dan Shay DoB 3.8.68 (No. 880185704 8th Bn. ITBP)- lost his life in the explosion.

1	2	3	4
		<p>suddenly Dev Kumar saw one Toyota Corolla vehicle coming from opposite direction with tremendous speed. He gave signal to stop the vehicle and when he observed that the vehicle did not stop, he fired three rounds at the vehicle. Meanwhile, two ITBP personnel also fired one bullet each at the vehicle. The suicide bomber in Corolla vehicle managed to come close to the convoy vehicle and exploded his vehicle borne IED. Dev Kumar was just near to the vehicle and blown with the heavy blast of VBIED and lost his life at the spot.</p>	

Dredging of the Channels of Major Ports

207. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to dredge the channels of major ports in the country including those located in the State of Gujarat; and

(b) if so, the details thereof alongwith the funds allocated for the purpose, Port-wise?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Dredging of the channels of the Major Ports is carried out by the Major Port Trusts. The Capital dredging projects are implemented by the Major Ports either through their own internal resources or through budgetary support from the Central Government. Some of the major Capital Dredging projects of the Major Ports and the allocation of funds for these projects in 2008-09 are given in the enclosed statement. Insofar as the Non-major Ports are concerned, they are administered by the respective Maritime States.

Statement

(Rs. in Crore)

Sl.No.	Name of the Port	Capital Dredging Projects	Allocation of funds under Plan Head during 2008-09
1	2	3	4
1.	Paradip Port Trust	Deepening of Channel	200.25
2.	Visakhapatnam Port Trust	Deepening and widening of inner harbour entrance channel and turning circle from 10.06 m draft to 11 m draft- First Stage	1.80
3.	Chennai Port Trust	Deepening of Channel, Basin and Berths	10.00
4.	Tuticorin Port Trust	Dredging the Dock basin & Channel to cater 12.80m draught vessels.	38.00
5.	Cochin Port Trust	a) Deepening of Mattancherry Channel. b) Capital dredging of Channels- Phase II	0.10 40.00
6.	Mormugao Port Trust	Capital Dredging (-) 14.10 m channel and (-) 15.1m berth.	0.10
7.	Mumbai Port Trust	a) Dredging and Infrastructure development for handling bigger ships at 18 to 21 ID, harbour wall berths b) Deepening of main harbour channel	20.00 10.00

1	2	3	4
8.	Jawaharlal Nehru Port Trust	Deepening and widening of Approach Channel to Jawaharlal Nehru Port.	6.00
9.	Kandla Port Trust	a) Deepening & Widening of the Channel in the approaches to Kandla Creek (Phase-I). b) Deepening of sogal channel from 12.8m to 13.5m draft.	10.00 23.00
10.	Ennore Port Ltd.	Capital Dredging – Phase-I & Phase-II	50.50

Agents in LIC

208. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of FINANCE be pleased to state:

(a) whether the Life Insurance Corporation of India (LIC) proposes to recruit a large number of new agents in the near future;

(b) if so, the details thereof;

(c) whether the attrition rate in LIC has gone up because of the switching over by senior/high profile insurance agents to the private insurance sector; and

(d) if so, the details thereof and the remedial measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. The Life Insurance Corporation of India (LIC) has reported that it is projecting to double its Agency force in a span of 3 to 4 years. To achieve this objective LIC has increased the recruitment of Development Officers and has inducted a new channel in the form of Chief Life Insurance Advisors (CLIA). LIC has reported that as on 31.01.2009, the total number of Agents on its rolls is 13,09,711. In the current year, up to 31.01.2009, LIC has reported a net increase of 1,15,967 Agents.

(c) No, Sir.

(d) Does not arise.

Surveys of Sanctuaries and Wildlife Parks

209. SHRI G.M. SIDDESWARA: Will the PRIME MINISTER be pleased to state:

(a) whether the Union Government proposes to conduct surveys of sanctuaries and wildlife parks to know the actual number of wild animals and their density present in these sanctuaries and parks;

(b) if so, the details thereof;

(c) whether any requests have been received from various sections/societies/quarters for conducting census surveys of sanctuaries/wildlife parks;

(d) if so, the details thereof; and

(e) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (e) Central Government coordinates/ facilitates all India population estimation of wild tigers and elephants within the National Parks, Sanctuaries and outside with a periodicity of normally four and five years respectively. The last All India Estimation of Tiger, co-predators and its prey was carried out between 2006 and 2008. Similarly, the last all India enumeration of wild elephants in the country was carried out in 2007-08. With regard to conduct of population surveys of other important species in Wildlife Sanctuaries and National Parks of the country, the Central Government, under the various Centrally Sponsored Schemes, viz. 'Integrated Development of Wildlife Habitats', 'Project Tiger' and 'Project Elephant', provides financial and technical assistance to State/UT Governments based on specific proposals received from them in the form of Annual Plan of Operation. Such proposals are considered by the Central Government subject to the availability of funds, site-specific requirements and fulfilment of necessary procedural requirements.

[Translation]

Jaitapur Atomic Power Plant

210. SHRI HANSRAJ G. AHIR: Will the PRIME MINISTER be pleased to state:

(a) whether the Atomic Energy Commission has granted approval to the proposed Atomic Power Plant at Jaitapur in Maharashtra;

(b) if so, whether any foreign collaboration in technology is being sought in this regard;

(c) if so, the details thereof; and

(d) the details of the production cost and gestation period of the proposed Atomic Power Plant?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF

PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) The Government has accorded 'in principle' approval of the site at Jaitapur in Maharashtra including land acquisition and commencement of pre-project activities, for setting up Light Water Reactors in cooperation with foreign vendors.

(c) An Inter Governmental agreement has been signed with France for civil nuclear cooperation. Nuclear Power Corporation of India Limited, a Public Sector Enterprise of the Department of Atomic Energy and AREVA of France, one of the large global nuclear companies are currently engaged in discussions regarding setting up of two to six 1650 MWe reactors at Jaitapur.

(d) The details of production cost and gestation period are not known at this stage.

Loans to BPL People

211. SHRI RAMESH DUBE: Will the Minister of FINANCE be pleased to state:

(a) the norms followed by the public and private sector banks in granting loans to people living Below the Poverty Line (BPL); and

(b) the amount and type of loans provided to them under various welfare schemes during each of the last three years and the current year; State-wise and bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) Reserve Bank of India (RBI) has reported that the Scheduled Commercial Banks are free to decide norms while sanctioning loans to people living Below Poverty Line (BPL). However, RBI has advised certain norms to be followed for lending under Government Sponsored Schemes which are as under:

- (i) The banks should ensure that their branches extend all cooperation to the applicant/beneficiaries.
- (ii) The banks should not insist for deposit amount in the fixed deposit from the beneficiary.

(iii) The banks should adopt simple and transparent procedure and expedite disposal of applications.

(iv) All loan applications up to a credit limit of Rs. 25,000 should be disposed of within a fortnight and those for over Rs. 25,000 within 8 to 9 weeks.

(v) Proper record of receipt and disposal of applications as required should be maintained.

(vi) Applications should not be rejected on flimsy grounds.

(vii) The performance of banks under the Government Sponsored Schemes should be periodically reviewed at different fora under the Lead Bank Scheme, at SLBC meetings etc.

(viii) To encourage lending to the beneficiaries, efforts should be made to educate and reorient the attitude of the banks' staff for an attitudinal shift.

(ix) To meet the target, banks should improve their pre-sanction scrutiny and tighten post disbursement follow up.

(b) Loans are provided by banks under the following Government Sponsored Schemes meant for BPL population in Rural and Urban areas:

(1) Swarnajayanti Gram Swarozgar Yojana (SGSY): for rural BPL population. SGSY is a holistic scheme conveying all aspects of self employment such as organizing of poor into Self Help Groups, training, credit technology, infrastructure and marketing. The loan provided under the scheme is composite loan comprising of term loan and working capital loan.

(2) Swarna Jayanti Shahari Rozgar Yojana (SJSRY): to provide gainful employment to the urban poor (living below poverty line) unemployed or under employed through setting up of self-employment ventures or provision of wage employment. State-wise and Bank-wise details of loan disbursed under these schemes during last three year and current year are given in the enclosed statement-I and II respectively.

Statement-I

State-wise loan disbursed under SGSY during the years 2005-06, 2006-07, 2007-08 and 2008-09

Sl. No.	Name of the State/ U.T	Total* Loan disbursed in Rs. Lakhs			
		2005-06	2006-07	2007-08	2008-09
1	2	3	4	5	6
1	Andhra Pradesh	9171.15	8233.38	7307.83	2047.83
2	Assam	3192.47	2631.74	1956.97	1649.25
3	Bihar	15979.03	11875.67	9043.88	1680.42

1	2	3	4	5	6
4	Gujarat	4664.08	3257.29	3708.94	1484.82
5	Haryana	2038.05	2140.90	2019.85	661.93
6	Himachal Pradesh	1226.73	1088.42	660.73	353.54
7	Jammu and Kashmir	1125.93	1335.99	1423.87	200.74
8	Karnataka	2996.67	3510.58	3777.10	1638.40
9	Kerala	3516.26	2747.09	3059.10	1737.71
10	Madhya Pradesh	6951.41	6743.47	7393.96	1307.40
11	Maharashtra	8025.83	7629.54	8708.37	3218.84
12	Manipur	118.72	62.67	81.22	49.81
13	Meghalaya	101.41	86.10	21.23	33.08
14	Nagaland	190.22	68.44	24.25	70.31
15	Orissa	5646.17	7838.24	11508.78	1011.01
16	Punjab	1241.02	1491.35	1282.33	380.67
17	Rajasthan	4235.47	5464.82	5529.38	840.14
18	Sikkim	81.44	227.49	142.16	85.54
19	Tamil Nadu	9452.95	11734.47	14163.33	2899.09
20	Tripura	385.05	373.23	505.32	75.52
21	Uttar Pradesh	14195.34	15898.94	25442.40	5277.35
22	West Bengal	6474.48	7763.31	6552.16	2699.94
23	Andaman and Nicobar	10.53	39.98	16.73	3.22
24	Arunachal Pradesh	108.00	89.90	69.56	55.28
25	Chandigarh	0.38	0.60	55.20	0.00
26	Dadra and Nagar Haveli	18.00	1.00	8.88	0.00
27	Goa	141.74	97.95	117.43	49.98
28	Mizoram	41.00	41.24	19.50	12.11
29	Pondicherry	208.94	83.58	262.60	132.59
30	Lakshadweep	0.00	11.85	27.30	11.28
31	Daman and Diu	4.50	1.33	0.60	0.00
32	Delhi	24.57	18.18	0.00	0.00
33	Jharkhand	6334.77	5515.66	6243.92	2257.73
34	Chhattisgarh	2793.90	3518.45	4477.05	651.37
35	Uttaranchal	1846.23	2498.42	1672.89	629.45
Total		112542.44	114121.27	127284.62	33206.35

* include loan disbursed to individuals and to SHGs

** upto September, 2008

State-wise loan disbursed under SJSRY during the years 2005-06, 2006-07, 2007-08 and 2008-09

Name of State/UT	Loan disbursed in Rs. Lakhs			
	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5
Northern Region				
Haryana	708.10	712.27	670.46	183.70
Himachal Pradesh	107.89	115.32	74.58	7.04
Jammu and Kashmir	797.71	361.53	465.53	56.60
Punjab	78.23	62.16	89.27	37.01
Rajasthan	1518.79	1913.97	1999.07	245.56
Chandigarh	12.79	40.85	56.30	12.65
Delhi	82.87	120.75	109.94	47.94
North Eastern Region				
Assam	105.52	98.34	299.75	56.86
Manipur	1.25	1.25	0.00	0.00
Meghalaya	12.12	29.52	45.21	9.20
Nagaland	22.81	18.87	65.84	15.66
Tripura	92.17	70.95	105.16	39.85
Arunachal Pradesh	0.00	2.30	34.00	10.00
Mizoram	2.60	10.30	13.30	21.18
Eastern Region				
Bihar	495.58	412.56	341.02	88.53
Jharkhand	140.15	151.96	188.44	86.53
Orissa	592.06	667.99	956.71	183.07
West Bengal	445.68	533.92	915.17	344.13
Andaman & Nicobar	2.40	8.20	14.62	0.80
Sikkim	12.84	30.12	34.43	4.04
Central Region				
Chhattisgarh	316.22	487.07	639.73	249.26
Madhya Pradesh	1815.51	1660.55	2640.55	408.57
Uttaranchal	261.36	501.25	539.12	163.83
Uttar Pradesh	3700.89	4699.47	5566.64	1821.31
Western Region				
Gujarat	863.47	1118.37	1208.07	590.22
Maharashtra	1644.12	1325.03	1651.53	879.39

1	2	3	4	5
Daman & Diu	0.00	0.00	0.00	0.00
Goa	9.19	16.95	13.17	8.91
Dadra & N. Haveli	5.00	0.00	0.00	0.00
Southern Region				
Andhra Pradesh	2201.21	2111.14	2092.35	458.81
Karnataka	873.56	792.11	962.22	730.55
Kerala	1003.41	1100.80	611.54	304.40
Tamil Nadu	429.39	838.17	1267.04	419.98
Lakshadweep	0.00	0.00	0.00	0.00
Pondichery	71.82	29.33	50.23	2.81
Not specified	0.00	0.00	0.00	0.00
All India	18426.71	20043.37	23720.99	7488.39

*upto September, 2008

Statement-II*Bank-wise loan disbursed under SGSY during the years 2005-06, 2006-07, 2007-08 and 2008-09*

Sl. No.	Name of the Bank	Total* Loan disbursed in Rs. Lakhs			
		2005-06	2006-07	2007-08	2008-09**
1	2	3	4	5	6
Public Sector Banks					
1	State Bank of India	35905.01	31583.27	41811.83	5758.26
2	State Bank of Bikaner & Jaipur	1808.00	2818.36	2319.19	374.04
3	State Bank of Hyderabad	2889.20	1556.70	2548.76	0.00
4	State Bank of Indore	888.19	629.74	1614.52	171.24
5	State Bank of Mysore	414.00	798.00	766.00	267.00
6	State Bank of Patiala	489.00	717.00	447.47	288.83
7	State Bank of Sarurashtra	305.28	247.08	393.42	0.00
8	State Bank of Travancore	813.00	392.82	673.20	223.28
9	Allahabad Bank	5699.28	6750.36	6025.55	2042.70
10	Andhra Bank	2322.95	5557.19	5489.48	1675.63
11	Bank of Baroda	5720.38	5125.80	6222.91	2505.66
12	Bank of India	7552.17	7533.30	11224.86	3824.93
13	Bank of Maharashtra	1045.76	1677.42	1622.57	1708.41

1	2	3	4	5	6
14	Canara Bank	3993.86	2666.78	3666.68	1786.17
15	Central Bank of India	7612.03	12708.31	8636.39	265602
16	Corporation Bank	199.23	220.23	366.80	135.59
17	Dena Bank	1425.02	1205.12	1618.01	732.53
18	Indian Bank	3436.70	2647.10	3653.26	1062.53
19	Indian Overseas Bank	2875.60	4120.07	5018.90	846.30
20	Oriental Bank of Commerce	664.86	590.62	649.44	129.44
21	Punjab National Bank	10010.31	9349.85	7333.07	2424.99
22	Punjab & Sind Bank	650.60	526.00	465.00	195.00
23	Syndicate Bank	2302.99	2160.77	1819.64	953.63
24	Union Bank of India	3696.46	3066.20	2698.53	602.29
25	United Bank of India	2407.00	1831.59	1973.79	336.14
26	UCO Bank	4008.24	4721.90	4385.54	1557.20
27	Vijaya Bank	379.76	398.33	777.79	123.43
28	IDBI Bank	0.00	140.42	190.10	0.00
Total public Sector Banks		109514.88	111740.33	124412.70	32381.24
Private Sector Banks					
29	ICICI Bank Ltd	0.00	0.00	0.00	0.00
30	Bank of Rajasthan Ltd.	139.11	290.54	319.87	28.64
31	Bharat Overseas Bank Ltd	5.92	7.46	0.00	0.00
32	Catholic Syrian Bank Ltd.	117.10	129.93	132.36	89.63
33	Dhanlakhmi Bank Ltd.	232.87	103.67	135.52	26.38
34	Federal Bank Ltd.	594.44	383.00	495.00	191.00
35	J & K Bank Ltd.	789.83	833.69	998.07	181.09
36	Karnataka Bank Ltd.	109.60	43.17	19.93	20.05
37	Karur Vysya Bank Ltd.	19.94	13.35	49.50	55.05
38	Lakshmi Vilas Bank Ltd.	65.91	54.79	61.52	14.46
39	Ratnakar Bank Ltd.	3.54	5.45	27.89	0.25
40	Sangli Bank Ltd.	32.03	12.86	0.00	0.00
41	South Indian Bank Ltd.	115.33	133.29	89.01	19.37
42	Tamilnadu Mer. Bank Ltd.	109.40	48.56	71.67	114.66
43	United Western Bank Ltd.	200.59	0.00	0.00	0.00

1	2	3	4	5	6
44	UTI Bank Ltd./ Axis Bank Ltd.	0.00	0.00	27.92	0.99
45	Vysya Bank Ltd.	408.38	173.85	202.69	11.70
46	Nainital Bank Ltd.	59.00	83.61	67.00	27.14
47	City Union Bank Ltd.	16.65	60.39	172.22	44.70
48	Lord Krishna Bank Ltd.	7.92	3.33	0.00	0.00
49	Centurion Bank of Panjab Ltd.	0.00	0.00	1.75	0.00
Total Pvt. Sector Banks		3027.56	2380.94	2871.92	825.11
Total all banks		112542.44	114121.27	127284.62	33206.35

* include loan disbursed to individuals and to SHGs

** upto September, 2008

Bank-wise loan disbursed under SJSRY during the years 2005-06, 2006-07, 2007-08 and 2008-09

Name Bank	Loan disbursed in Rs. Lakhs			
	2005-06	2006-07	2007-08	2008-09*
1	2	3	4	5
Public Sector Banks				
State Bank of India	3981.51	3852.18	4321.09	781.44
State Bank of Bikaner & Jaipur	531.00	771.80	850.25	61.43
State Bank of Hyderabad	929.25	872.44	612.66	468.28
State Bank of Indore	175.98	99.65	391.53	63.46
State Bank of Mysore	177.70	148.20	179.00	67.32
State Bank of Patiala	174.23	205.09	220.57	65.03
State Bank of Sarurashtra	1.00	1.28	1.75	0.00
State Bank of Travancore	254.48	321.00	227.00	122.10
Allahabad Bank	1049.01	833.00	1453.10	323.43
Andhra Bank	425.07	348.46	551.67	30.32
Bank of Baroda	862.56	1341.42	1363.59	576.02
Bank of India	1131.16	1053.81	1625.85	509.42
Bank of Maharashtra	430.96	374.42	582.68	493.53
Canara Bank	684.12	826.82	1072.01	271.68
Central Bank of India	1531.23	1518.52	2286.20	697.40
Corporation Bank	73.23	147.05	197.08	103.81
Dena Bank	423.96	503.10	638.41	368.19
Indian Bank	380.24	444.19	377.88	282.20

1	2	3	4	5
Indian Overseas Bank	328.12	445.51	562.08	37.30
Oriental Bank of Commerce	320.91	444.75	466.37	100.32
Punjab National Bank	1255.41	1735.74	1718.97	614.10
Punjab & Sind Bank	92.53	109.40	107.00	31.05
Syndicate Bank	384.61	1242.17	708.94	457.40
Union Bank of India	765.64	899.35	974.67	303.63
United Bank of India	228.02	172.11	183.31	63.34
UCO Bank	1083.74	525.77	1109.56	336.42
Vijaya Bank	189.28	167.96	173.17	51.51
IDBI	0.00	26.06	94.08	0.00
Total	17864.95	19431.25	23050.47	7280.13
Private Sector Banks				
ICICI Bank Ltd.	0.20	0.65	0.00	5.00
Bank of Rajasthan Ltd.	53.88	161.92	163.64	33.05
Bharat Overseas Bank Ltd.	2.03	0.00	0.00	0.00
HDFC Bank Ltd.	0.00	0.00	1.99	3.19
UTI Bank Ltd.	0.47	9.02	38.08	8.10
Catholic Syrian Bank Ltd.	1.34	9.60	11.96	2.75
Dhanlakhmi Bank Ltd.	23.81	27.39	4.19	4.75
Federal Bank Ltd.	30.61	38.16	31.16	24.20
J & K Bank Ltd.	237.25	166.75	228.58	33.72
Karnataka Bank Ltd.	67.19	56.53	40.41	58.78
Karur Vysya Bank	22.13	24.46	18.08	1.38
Laxmi Vilas Bank Ltd.	5.90	10.73	4.24	2.44
Nedungadi Bank	0.00	0.00	0.00	0.00
Ratnakar Bank Ltd.	3.34	2.10	1.05	0.00
Sangli Bank Ltd.	3.54	3.01	0.00	0.00
South Indian Bank Ltd.	15.38	7.28	5.08	3.92
Tamilnadu Mer. Bank Ltd.	2.11	21.47	18.67	6.88
United Western Bank Ltd.	35.80	0.00	0.00	0.00
Vysya Bank Ltd.	32.76	38.16	29.40	2.43
Nainital Bank Ltd.	16.52	25.38	40.73	16.00

1	2	3	4	5
City Union Bank Ltd.	6.70	8.78	33.26	1.67
Lord Krishna and Centurian Bank of Panjab Ltd.	0.80	0.73	0.00	0.00
Total of Private Sector Banks	561.76	612.12	670.52	208.26
Total of all Banks	18426.71	20043.37	23720.99	7488.39

* upto September, 2008

[English]

Medicinal Plants on the verge of extinction

212. SHRI NIKHIL KUMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether the Medicinal Plants are on the verge of extinction;
- (b) if so, the details thereof and the reasons therefor; and
- (c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) No, Sir. However, the medicinal plants, like other groups of plants and animals, are threatened largely due to degradation of forests owing to various anthropogenic factors.

(c) The Ministry of Environment & Forests formulates policies for protection of forests. The Indian Forest Act, 1927 and the Wild Life (Protection) Act, 1972 have provisions for protection of forests and wildlife, including medicinal plants. The National Biodiversity Act, 2002 regulates the access to forest resources, including medicinal plants. The Ministry of Environment & Forests is also supporting a number of projects on conservation by setting up Medicinal Plants Conservation Areas (MPCAs) that are primarily located in forest areas. Plantation of medicinal plants in degraded forest lands is supported through schemes of the National Afforestation & Eco-development Board (NAEB), Ministry of Environment & Forests.

Government has also set up Medicinal Plants Board to coordinate matters relating to medicinal plants with Ministries/Departments and other stakeholders for ensuring availability of medicinal plants of quality to the industry on a sustained basis.

The Board has undertaken various programmes for conservation and development of medicinal plants. Central assistance is provided under the following schemes:

i) **"Central Sector Scheme for Conservation, Development and Sustainable Management of Medicinal Plants"**

The activities for which assistance is provided are as under:

- Survey, Inventorisation and In-situ conservation of rare, endangered and threatened species of medicinal plants and setting up Medicinal Plants Conservation Areas (MPCAs)
- Ex-situ Conservation/Resource augmentation of Rare, Endangered and Threatened (RET) and prioritized species in high demand
- Support to Joint Forest Management Committees (JFMCs)/ Panchayats/Van Panchayats for value addition, warehousing and marketing
- Research, Development, Quality and Certification
- Promotional activities like setting up school herbal gardens, home herbal gardens
- Capacity building and training programmes for primary collectors, farmers and other stakeholders

ii) **"Centrally Sponsored Scheme of National Mission on Medicinal Plants"**

The activities for which assistance is provided are as under:

- Nursery development
- Cultivation of prioritized plants required by the industry
- Post harvest management
- Marketing
- Setting up quality testing laboratories
- Setting up/upgradation of herbal mandies
- Crop insurance
- Organic certification

Compensation for Kuwait war victims

213. SHRI SURESH ANGADI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a large number of applications pertaining to compensation for Kuwait war victims are still pending with the Special Cell set up in the Ministry;

(b) if so, the number of applications pending, State-wise; and

(c) the steps taken for expeditious payment of compensation to the victims?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) No.

(c) The Special Kuwait Cell (SKC) had taken comprehensive measures for expeditious settlement of claims of Indian claimants through the UNCC. Due to SKC's vigorous efforts which included widespread publicity, activation of State and District administration in India, effective liaison with UNCC etc., the SKC has successfully completed the settlement of 1.47 lakh valid Indian claims before the UNCC's final deadline of January 2008. A sum of nearly US\$ one billion has been paid to them as a result of this.

The UNCC has now closed its claim disbursement operations and has informed that no further claims are due to Government of India or the Indian claimants.

Increase in Haj Quota for 2008-09

214. SHRI RASHEED MASOOD: Will the Minister of EXTERNAL AFFAIRS be please to state:

(a) whether a large number of pilgrims could not perform Haj pilgrimage during 2008-09;

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

(c) the number of pilgrims who performed the Haj pilgrimage during 2008-09?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Around 1,000 pilgrims could not perform Haj pilgrimage during Haj, 2008 because of cancellation by them during the last ten days before the Haj began and also due to 'no show'.

(c) 1,22,116 pilgrims performed Haj pilgrimage during Haj 2008.

[Translation]

Global Warming

215. SHRI RAMDAS ATHAWALE: Will the PRIME MINISTER be pleased to state the details of action proposed

to be taken to combat Global Warming in the country in the aftermath of the decisions taken at the meeting of the Inter-Governmental Panel on Climate Change (IPCC) held at Bangkok in 2007?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): The meeting of the Inter-Governmental Panel on Climate Change (IPCC) held at Bangkok during 2007 considered and adopted the Report of the Working Group III of the IPCC relating to mitigation, which constitutes a part of the 4th Assessment Report of the IPCC. The Report does not make specific recommendation to be followed by the Governments. The Report, however, provides the assessment of peer reviewed research papers relating to mitigation of climate change.

The Government of India is aware of the details of the Report and has launched the National Action Plan on Climate Change in June 2008 to outline its strategy to meet the challenge of Climate Change. The National Action Plan advocates a strategy that promotes, firstly, the adaptation to Climate Change and secondly, further enhancement of the ecological sustainability of India's development path. Eight National Missions which form the core of the National Action Plan represent multi-pronged, long term and integrate strategies for achieving key goals in the context of climate change. The focus is on promoting understanding of Climate Change, adaptation and mitigation, energy efficiency and natural resource conservation. While, several of these programmes are already a part of the current actions, the Action Plan seeks to enhance them in scope, and effectiveness and implement them in an accelerated manner through time bound plans.

Killing of Innocent Tamils in Sri Lanka

216. DR. LAXMINARAYAN PANDEY:
SHRI GURUDAS DASGUPTA:
SHRI C.K. CHANDRAPPAN:
SHRI KIREN RIJJU:
SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether innocent Tamil people are being killed in the ongoing armed conflict between Sri Lankan Government and the Liberation Tigers of Tamil Eelam;

(b) if so, the details thereof;

(c) whether the Government of India has taken up this issue with the Sri Lankan Government during the recent visit of External Affairs Minister to Sri Lanka;

(d) if so, the details thereof alongwith other issues discussed during the visit; and

(e) the steps being taken by the Government to ensure the safety of the civilian Tamil people living in Sri Lanka?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (e) Government of India is closely monitoring the ongoing conflict in Northern Sri Lanka and its impact on the humanitarian situation of the civilians and Internally Displaced Persons.

External Affairs Minister of India visited Sri Lanka on 27th January 2009. His discussions covered the entire gamut of bilateral relations and regional issues of mutual interest. He also took up India's concerns for the safety, security and welfare of the civilians with President Mahinda Rajapaksa. He emphasized the need for the Sri Lankan Government to give an opportunity for the civilians and internally displaced persons to come out of the LTTE held areas. He was assured that the Government of Sri Lanka would take all necessary measures to minimize the effects of the conflict on Tamil civilians including providing uninterrupted relief supplies, respecting and expanding safe zones and preventing civilian casualties. Subsequently, on 29th January 2009, President Rajapaksa announced a 48 hour period for civilians to leave the conflict zone, appealed to the LTTE to allow the civilians to leave, and assured the safety and security of civilians who did so. Government of India has extended humanitarian assistance to civilians in two batches so far.

External Affairs Minister emphasized the need to find a peacefully negotiated political solution to the conflict acceptable to all communities, including the Tamil community, and urged the Government of Sri Lanka to fully implement the 13th Amendment to the Sri Lankan constitution.

[English]

Rehabilitation Package for Sugar Mills, Spinning Mills and Cooperative Societies

217. SHRI K. SUBBARAYAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has constituted a Committee for providing rehabilitation package for revival of sick cooperative sugar mills, spinning mills run by cooperative societies;

(b) if so, the details thereof alongwith the main recommendations made by the Committee;

(c) whether the Government proposes to enact a legislation for the implementation of the said recommendations;

(d) if so, the details thereof; and

(e) the details of the specific budgetary allocation proposed to be made for the said package?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) to (e) The information is being collected and will be laid on the Table of the Lok Sabha.

Funds for Controlling HIV/AIDS

218. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the details of the funds allocated and spent for controlling HIV/AIDS during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): Details of the funds allocated and spent for controlling HIV/AIDS during the last three years and current year are as under:-

Year	(Rs. Crores)	
	Funds allocated	Funds spent
2005-06	533.50	532.69
2006-07	705.67	682.63
2007-08	943.34	917.56
2008-09 (Till 09.02.2009)	1123.00	683.00

Visit of Czech Delegation to North-East Region

219. SHRI ANWAR HUSSAIN: Will the Minister of DEVELOPMENT OF NORTH-EASTERN REGION be pleased to state:

(a) whether any business delegation from Czech Republic led by their Industry Minister has visited the North Eastern part of the country recently;

(b) if so, the details thereof; and

(c) the details of the issues discussed and decisions taken during their visit?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF DEVELOPMENT OF NORTH-EASTERN REGION (SHRI MANI SHANKAR AIYAR): (a) Yes Sir.

(b) A business delegation from the Czech Republic, led by their Minister of Industry and Trade, Mr. Martin Riman, and accompanied by several Czech Government representatives and heads of 11 Czech companies visited Assam on 15th - 16th November, 2008.

(c) During the discussions with the Chief Minister of Assam, Shri Tarun Gogoi, and the State Minister of Energy, Industry and Trade, Shri Pradyut Bordoloi, the delegation expressed their interest in involving themselves and the Czech entrepreneurs in the development of North Eastern Region (NER), especially in the areas of hydro-power, infrastructure, airport equipment, small aircraft and food processing. The visit of this Czech business delegation was in continuation of an earlier visit by a Czech delegation to NER in April, 2008 when they discussed these sectors with the North-Eastern Development Finance Corporation Ltd. (NEDFI).

The Government of Assam, on its part, underlined the opportunities available in hydro-power, food-processing, oil and gas industry, pharmaceutical industry, tourism development and air connectivity for development.

[Translation]

Corruption in Banks

220. SHRI TUKARAM GANPAT RAO RENGE PATIL:
SHRI HARIKEWAL PRASAD:

Will the Minister of FINANCE be pleased to state:

Action taken by Public Sector Banks against delinquent employees for their involvement in cases of corrupt practices

Year	No. of employees convicted	No. of employee Awarded Major/ Minor Penalties	Out of II, dismissed/ discharged/ removed	No. of employees convicted	No. of employees against whom prosecution is pending in the Court (as on Dec. 31)	No. of employees against whom departmental proceedings are pending (as on Dec. 31)
	I	II	III	IV	V	VI
2006	34	529	82	22	262	592
2007	77	437	60	16	268	429
2008	88	450	75	6	273	686

[English]

Tenth Report of ARC

221. SHRI L. RAJAGOPAL: Will the PRIME MINISTER be pleased to state:

(a) whether the Tenth Report of the Administrative

(a) whether complaints of large scale corruption have been received with regard to sanctioning of loans by public sector banks;

(b) if so, the details of such complaints received during the last three years, bank-wise; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) to (c) Reserve Bank of India (RBI) has reported that they have received in the past a few complaints alleging that the employees of banks were not discharging their responsibilities properly while sanctioning/rescheduling/writing off of advances. If the complainant gives specific details of the allegations, they are looked into by Regional Offices of RBI during the Annual Financial Inspection (AFI) of the bank or through special scrutinies. So far there are no instances of specific involvement of officials of the banks which were established with conclusive evidence in AFI Reports/Scrutinies.

Further, Public Sector Banks also furnish information on action taken against delinquent employees for their involvement in cases of corrupt practices in a quarterly return to RBI. The details of such action taken by the public sector banks against their delinquent employees for the years 2006, 2007 and 2008 are as under:

Reforms Commission (ARC) has been presented to the Government;

(b) if so, the details thereof alongwith the major recommendation contained in the Report; and

(c) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir.

(b) Recommendations broadly cover the areas of recruitment to civil service, training and capacity building, performance management, placement at middle and top level, accountability and motivation, disciplinary proceedings, Civil Service code and Civil Services Law.

(c) Consultation with State Governments and Cadre Controlling Authorities has been undertaken in this regard.

Extradition of LTTE Chief to India

222. DR. THOKCHOM MEINYA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of India has officially requested the Sri Lankan Government for the extradition of V. Prabhakaran, Chief of the LTTE;

(b) if so, the details thereof; and

(c) the response of the Sri Lankan Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) A formal request for the extradition of V. Prabhakaran, Chief of the LTTE, was made to the Government of Sri Lanka in June 1995. The request for V. Prabhakaran's extradition is renewed periodically with the Government of Sri Lanka, most recently on 26 November 2008.

(c) The Government of Sri Lanka have conveyed to us that the request is receiving due attention of the concerned authorities.

[*Translation*]

Developmental Work in Coal-Mine Areas

223. SHRI TEK LAL MAHTO: Will the PRIME MINISTER be pleased to state:

(a) whether developmental works in the vicinity of coal mines in various States including Jharkhand have not been undertaken by the Coal India Limited (CIL) as per the policy for Community Development Programmes;

(b) if so, the details thereof and the reasons therefore, State-wise and mine-wise;

(c) the details of the policy / guidelines of CIL in this regard;

(d) whether the Government proposes to bring about any changes in the existing policy; and

(e) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) Development works in the Community areas of Coal Mines of Coal India Limited (CIL) are being done as per "CIL Community & Peripheral Development Policy 2005" approved by Govt. of India.

(b) Not applicable in view of reply given against (a) above.

(c) Community & Peripheral Development Policy of CIL is in force since 2005. A copy of the policy containing details is given in the enclosed Statement.

(d) There is no proposal under consideration for change of the existing policy.

(e) Not applicable in view of answer at (d) above

Statement

Policy for Community and Peripheral Development in CIL and its Subsidiaries

1. Objective

The main objective of this policy is to lay down guidelines for the coal companies to take up development and welfare activities (Community Development) in the area of their mining operation. The CD programs will cover the components of Special Component Plan (SCP) and Tribal Sub-Plan (TSP), besides CD components for the general population.

2. Source of fund

The fund for the CD activities will be allocated by the corporate headquarters to different Areas based on the requirement proposed by the Area duly screened by the Welfare Board. To help the companies create a dedicated fund for the purpose, a sum of Re. 1 per tonne of coal produced may be set aside by all subsidiaries. The loss making (BIFR) subsidiaries will be given a grant by CIL at the rate of Re one per tonne of coal produced.

3. Peripheral areas to be covered

The radius of coverage would normally be within 8 kms. However, the Board of Directors may extend this radius or initiate specific projects of community development in a non-contiguous area, in special circumstances, such as natural disasters, epidemics, etc. Some activities in the district town of the mine or around the corporate headquarter can be taken up if recommended by the Welfare Committee of the subsidiary and/or approved by the Board of Directors. Expenditure on activities

beyond 8 kms would be restricted to 5% of the total allocation for the year. However, in case of a natural calamity or disaster, this limit can be raised for specific event in consultation with the Board of the company.

4. Type of Programmes

- (i) Creation of community assets (infrastructure) like provision for drinking water, construction of school buildings, check dams, village roads / linked roads & culverts, dispensary & health centres, community centres, market place, etc.
- (ii) Skill development & capacity building like vocational training, income generation programs, and entrepreneurship development program.
- (iii) Literacy program, adult education, assist formation of Village Working Group (VWG), mahila mandal etc.
- (iv) Awareness program and community activities, like health camps, medical aides, family welfare camps, AIDS awareness program, Immunisation camp, sports & cultural activities, plantation etc.

The above list is illustrative and not exhaustive. The activities will be village specific depending on the need assessed for the people. As far as possible, efforts will be made to co-ordinate with similar developmental programmes that are taken up by the central or state Govt. in the areas of Coal India. All activities under the CD programme should be environment-friendly and socially acceptable to the local people.

In line with the community development policy of Coal India, the following shall also be extended to the resettlement sites.

(a) Infrastructure facilities:

Depending upon the size and need, resettlement site shall be provided with:

- School building
- Road
- Pucca drain
- Dug well or hand pump for safe drinking water
- Community center etc.

(b) Health

Medical facility for the residents of the sites shall be provided by arranging visits of Doctors/nurses to the relocation sites at least once in a week. Occasionally,

drives for immunization against different diseases and awareness programme on health care shall also be undertaken. Wherever resources permit, some cash assistance can be considered for construction of small health centres.

(c) Education

A small school building shall be integral part of resettlement site to be provided by the coal companies. Depending on the population, cash assistance could be considered for construction of school buildings for higher education.

(d) Social/ Cultural activities

Organizing sports and cultural activities will encourage the residents of the resettlement sites.

(e) Tree Plantation

Tree plantation activities will be taken up in participation with the residents of the sites. Trees with economic value/commercial value should be preferred, such as mahua, karanch, neem, gamar, sheesham, mango etc. Existing women self help groups would be encouraged to take up plantation work.

(f) Skill up gradation

Vocational training on farming, handicrafts and other useful skills will be made available for the identified people for taking up self-employment schemes.

(g) Village adoption

The subsidiary companies may adopt one village in every Area to develop as a model village. This village should be provided minimum infrastructure such as a school building, a health centre, a pond and adequate tree plantation.

5. Target Beneficiaries

The beneficiaries will include all communities, special attention should be given to persons below the poverty line, SC/STs, women, handicapped and the aged.

6. Institutional Arrangement

1. An Area Community Development Committee (ACDC) constituted for the purpose at the area level will take decisions regarding identifying the activities, preparation of budget, reviewing and approving the action plan and monitoring the activities during implementation. The committee will consist of Area Chief General/General Manager as Chairman assisted by the members

from Finance, Civil, and Personnel departments and the Area CGM/GM and/or the union representatives may nominate some other members. A committee of local people's representative would be constituted, in consultation with the District Collector. This committee may also be associated with identifying activities specific to village/area. The responsibility of actual planning and implementation will rest with the CD/R&R officers or officers of any other designation vested with the responsibility.

2. At subsidiary headquarter level; the Welfare Board will oversee the CD activities.
3. Assistance of NGOs may be sought, if necessary, for preparation of baseline data, CD plans and involvement of the local communities. For this purpose, only NGOs of national repute or with a good track record would be involved.

7. Upkeep and maintenance of assets created

Operation and maintenance of the infrastructural facilities/assets created should be handed over to the village working groups (VWGs), local panchayats or similar local State bodies on completion.

Maintenance of these assets should be the responsibility of the local community. Before any capital investment is made an undertaking should be taken from the local community that they will maintain the assets.

8. Conclusion

- (1) The above guidelines would form the framework around which the community development activities would be undertaken. Coal India will review the Policy after every five years and make suitable modifications, as may be necessary based on experience.
- (2) Annual audit of all activities undertaken by the company would be done by local auditors and a general write up of the work done as welfare should be included in the annual report of the company.

[English]

Israeli Aggression in Gaza

224. SHRI GURUDAS DASGUPTA:
SHRI C.K. CHANDRAPAN:
SHRI SWADESH CHAKRABORTY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a large number of Palestinians including civilians especially children were reportedly killed in the latest Israeli-Palestinians armed clashes;

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

(c) the efforts beign made by the Government to restore peace in the region?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Yes.

(b) In the period 26.12.2008 to 18.1.2009, over 1200 Palestinians, including civilians and children, were reportedly killed. 13 Israelis are also said to have been killed.

The Government of India closely followed the above developments. On 27.12.2008, 29.12.2008, 2.1.2009, 4.1.2009 and 9.1.2009, the Official Spokesperson made statements on this matter calling, inter alia, for an immediate end to the disproportionate and condemnable use of force, particularly against civilians, and for the restoration of peace.

(c) India has consistently supported the peaceful resolution of the conflict in West Asia resulting in a sovereign, independent, viable and united State of Palestine living within secure and recognized borders, side by side and at peace with Israel. India has also supported United Nations Security Council Resolutions 242, 338, 1397 and 1515. India has also supported the Arab Peace Initiative. India had also called for an end to the expansion of Israeli settlements in occupied Palestinian territories and for an early and significant easing of restrictions on the free movement of persons and goods within Palestine. Over the past year, the Government of India has been in consultations with countries in the West Asian region on the matter. India has consistently supported the Palestinian cause at various international fora including the United Nations and the Non-Alignment Movement.

During the recent conflict, in response to a 'Flash Appeal' from the United Nations Relief and Works Agency (UNRWA), on 2.1.2009 the Government of India announced an assistance of US Dollars one million to the UNRWA to provide shelters, cash assistance, essential household items, etc. This amount, which has since been transferred, is in addition to on-going Government of India assistance to the Palestinian National Authority including the construction of the Palestinian Chancery-cum-Residences complex in New Delhi as a gift of the Government of India, and the contribution made by the Government of India to the UNRWA each year.

Individual Retirement Account

225. SHRI ANANDRAO VITHOBA ADSUL:
SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of FINANCE be pleased to state:

(a) whether ASSOCHAM has urged the Securities and Exchange Board of India (SEBI) to introduce Individual Retirement Account (IRA) scheme for large households to enable investment in equity market through various mutual funds;

(b) if so, the details thereof; and

(c) the response of the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) SEBI has received a proposal from ASSOCHAM to promote long term inflow into equity by enabling households to invest on a long term basis through mutual fund scheme. The Individual Retirement Account (IRA) Scheme proposed in this context is to be broadly on the lines of such scheme existing in USA and other countries. The investor would have the flexibility to invest in a combination of equity and debt as per his choice and such investment can be subject to a stipulated minimum lock in period.

(c) PFRDA (Pension Fund-Regulatory Development Authority) has proposed to allow all citizens of the country to open IRAs under the New Pension System to be launched from April 1, 2009. However PFRDA is at present not considering allowing mutual funds to offer NPS schemes.

Public-private-partnership in education sector

226. SHRI BALASHOWRY VALLABHANENI: Will the PRIME MINISTER be pleased to state:

(a) whether the Planning Commission has drafted any model plan for undertaking projects under Public-Private-Partnership (PPP) in the Education Section in the country;

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

(c) the time by which the proposed model plan is likely to be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI V. NARAYANASAMY): (a) and (b) A paper on Public Private Partnership model in the education sector is under preparation.

(c) No time frame has been fixed for its finalization.

Statement of British Foreign Secretary on Kashmir

227. SHRI KINJARAPU YERRANNAIDU:

SHRI PANKAJ CHOWDHARY:

SHRI M.K. SUBBA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to a recent statement made by the Foreign Secretary of Great Britain linking the Kashmir problem as the root cause of terrorist attacks;

(b) if so, the details thereof;

(c) whether the Government has taken up the matter with the Government of Great Britain in this regard; and

(d) if so, the response of the Government of Great Britain in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (d) Government are aware of the views expressed by the Foreign Secretary of Great Britain. In official talks with him, it was unequivocally conveyed that it is false and wrong to link Kashmir to the Mumbai attacks and other terrorist related incidents. The Official Spokesperson of the Ministry of External Affairs also made it clear that Mr. Miliband is entitled to his views, which are clearly his own. India is a free country and, even if we do not share his views, he is free to express them. However, we do not need unsolicited advice on internal issues in India like J&K.

Talks on Indo-China Boundary Disputes

228. SHRI NAND KUMAR SAI:

SHRI SUGRIB SINGH:

SHRI KISHANBHAI V. PATEL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Special Representatives level talks on the Indo-China boundary dispute were held during the month of September, 2008 in Beijing; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) The twelfth round of Special Representatives Talks on the India-China boundary question was held in Beijing from 18 to 19 September 2008. The Special Representatives of the two countries, Mr. M K Narayanan, National Security Adviser and Mr. Dai Bingguo, State Councilor held useful and positive discussions on the framework for the settlement of the India-China boundary question on the basis of the Agreement on the Political Parameters and Guiding Principles for the Settlement of the India-China Boundary Question signed on April 11, 2005. The two Special Representatives reaffirmed the consensus to seek a fair, reasonable and mutually acceptable solution to the boundary question through consultations on an equal footing, proceeding from the political perspective of overall bilateral

relations. The two sides agreed that the next round of talks would be held in Delhi. The specific dates would be decided through diplomatic channels.

Insulating Indian Investors

229. SHRI P. KARUNAKARAN: Will the Minister of FINANCE be pleased to state:

- (a) whether the recent economic crisis in United States and Europe have also affected the Indian economy;
- (b) if so, the details thereof;
- (c) the details of the American and British banks and insurance companies that have shares in their Indian counterparts; and
- (d) the steps taken or proposed to be taken by the Government to insulate Indian investors from such crisis?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) to (d) Following robust average annual growth in real GDP of 8.8 per cent in the last five years, a moderation in growth in 2008-09 is expected. As per the Advance Estimates released by the Central Statistical Organisation on February 9, 2009, real GDP is estimated to grow by 7.1 per cent in 2008-09. Factors like high global commodity prices, particularly oil and the spike in domestic 'inflation in the first half of the current financial year and the direct and indirect impact of the global financial crisis since September 2008 are responsible for this. The global slowdown has its implications on the domestic economy, primarily through the moderation in capital inflows, the financial markets and trade. India's exports have been affected on account of the recession in advanced economies. As compared to other major economies that rely on external demand, the contribution from external sector to demand is small in India and hence the lower impact on real GDP. The direct impact of the global financial crisis manifested mainly through a contraction in capital flows which put pressure on the rupee and resultant pressure on domestic liquidity and a fall in the equity market indices. The fall in equity market indices owes mainly to net outflows of foreign institutional investments this year. The exposure of Indian banks and financial institutions to the distressed global assets is limited and RBI's prudential norms provide adequate safeguards.

Water pollution due to dumping of drug residues

230. SHRIMATI JHANSI LAKSHMI BOTCHA:
SHRI K.C. SINGH "BABA":
SHRI DALPAT SINGH PARSTE:
Will the PRIME MINISTER be pleased to State:

(a) whether dumping of residues by Drug Companies has polluted water at Patancheru in Medak District of Andhra Pradesh as reported in the Times of India, dated 27 January, 2009;

- (b) if so, the details thereof;
- (c) whether any research has been conducted to find out the level of water contamination in this area;
- (d) if so, the details thereof; and
- (e) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) to (d) The article published in The Times of India issue dated 27.01.2009 on 'Drug waste creates disaster zone—World's Highest Pharma Levels in Andhra Streams' and 'Discharge from waste water plants could spawn drug resistance: Study' is based upon a report attributed to J. Larsson, an environmental scientist from Sweden, published on July 6, 2007 in the 'Journal of Hazardous Materials'. The said report mentions high levels of 'Active Pharmaceutical Ingredients' (API) in the effluent of the Patancheru common effluent treatment plant (CETP), which is apprehended to contaminate the surface water streams as well as ground water. The Patancheru CETP is not able to adequately treat the waste water so as to meet regularly the standards of Biochemical Oxygen Demand (BOD), Chemical Oxygen Demand (COD), Chlorides, Sulphates, Total Dissolved Solids (TDS) and Ammonical Nitrogen. The treated effluent from the CETP is being discharged to Isakavagu stream.

- (e) The following actions have been taken by the Government in this regard:
 - (i) Directions have been issued by the Central Pollution Control Board (CPCB) to the Andhra Pradesh Pollution Control Board (APPCB).
 - (ii) The Joint Action Plan by CPCB and APPCB is being implemented.
 - (iii) A penalty of Rs.2,32,62,000/- has been imposed on the CETP operator and Bank guarantee of Rs 50 lakhs furnished by the CETP operator has been invoked by the APPCB.
 - (iv) The CETP has been directed by APPCB not to accept any industrial waste water with TDS greater than 5000 mg/litre after 01.02.09.
 - (v) 18 kilometer pipeline from the CETP to Amberpet Sewage Treatment Plant (STP) has been completed.

Scholarship to NRI Children

231. SHRI K.J.S.P. REDDY: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

- (a) whether the Government proposes to increase the number of undergraduate scholarships to the children of Indians living abroad;
- (b) if so, the details thereof;
- (c) the number of applications received from various countries including the Gulf countries; and
- (d) the action taken by the Government in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): (a) There is no proposal to increase the number of undergraduate Scholarship for the Children of Indians living abroad under the Scholarship Programme for Diaspora Children (SPDC).

(b) Does not arise.

(c) The number of applications received from various countries including Gulf Countries for the academic year 2009-10 is 421... 331 from Non Resident Indians and 90 from Persons of Indian Origin.

(d) The common Entrance Examination for SPDC-2009 was conducted for the eligible applicants at respective Embassies/High Commissions/Consulates of India on October 26, 2008. Based on their performance at the Common Entrance Test, 126 candidates have been offered scholarship under the Scheme.

Debt Waiver Scheme

232. SHRI K.S. RAO:

SHRI SANTOSH GANGWAR:

SHRI RAM SINGH KASWAN:

SHRI VIKRAMBHAI ARJANBHAI MADAM:

SHRI RAGHUVVEER SINGH KOSHAL:

Will the Minister of FINANCE be pleased to state:

- (a) whether the targets set in regard to debt waiver scheme have been achieved;
- (b) if not, the reasons thereof;
- (c) the amount of loan still outstanding against the farmers after the implementation of debt waiver scheme, State-wise and bank-wise;
- (d) the number of small and marginal farmers who could not get benefits despite being eligible for the said scheme, State-wise; and

(e) the steps taken by the Government to give benefits to such farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. As per unaudited provisional reports, the Agricultural Debt Waiver and Debt Relief (ADWDR) Scheme, 2008 has benefited 3.6 crore farmers involving debt waiver and debt relief amounting to Rs. 65,300 crore making them eligible for fresh loans from the lending institutions.

(c) The ADWDR Scheme, 2008 covered only the overdue portion, and not the total outstanding, of the loans disbursed between April 01, 1997 and March 31, 2007, which remained unpaid until February 29, 2008.

(d) and (e) To ensure that all eligible farmers get the benefit of the debt waiver/debt relief, the lending institutions have appointed Grievance Redressal Officers (GROs) to receive representations from the aggrieved farmers and pass appropriate orders thereon. As per provisional report, a total of 1,67,256 complaints have been received by the GROs, out of which 1,53,203 have been disposed of.

India's Association with Galileo Programme

233. SHRI KISHANBHAI V. PATEL: Will the PRIME MINISTER be pleased to state:

- (a) whether India has been associated with the Galileo programme, a joint initiative of European Commission and European Space Agency;
- (b) if so, the details thereof;
- (c) the details of the funds allocated for the said project; and
- (d) the time by which this project is likely to be commissioned?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Yes, Sir. India has shown interest to be associated with Galileo programme and have signed an MoU to this effect.

(c) and (d) A sum of Rs.300 crores in Budget Estimates 2005-06 and Rs.340 crores in Budget Estimates 2006-07 was allocated for the said project. However, the funds could not be utilised as the Galileo programme itself, including the

implementation time frame, was not finalised and the role of Indian participation in the Galileo programme was not defined.

[Translation]

Rural Banks Association

234. SHRI SANTOSH GANGWAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received memorandum from Rural Banks Association demanding equal salary and allowances as being given to the employees of nationalized banks; and

(b) If so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) Government has received numerous representations from different Associations/Unions of RRBs for pay and allowances from time to time. The Pay Scales, Dearness Allowance, House Rent Allowance and City Compensatory Allowance of the Regional Rural Banks' (RRBs) employees have been revised equal to the corresponding categories of employees of Nationalised Banks vide Government of India's letter dated 6.10.2005 to be effective from 1st November, 2002. As regards other allowances, the individual Sponsor Bank is required to negotiate the same with the RRBs sponsored by them.

Setting up of National Rural Bank

235. SHRI MOHAN SINGH: Will the Minister of FINANCE be pleased to state:

(a) the number of employees working in the Regional Rural Banks (RRBs) of the country, State-wise;

(b) whether the Government proposes to set up National Rural Bank to look after the functioning of RRBs in the country; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) The State-wise number of employees working in the RRBs of the Country is given in the enclosed Statement.

(b) No, Sir.

(c) Does not arise.

Statement

State-wise number of employees working in the RRBs

Sl. No.	Name of State	No. of employees as on	
		31.03.2007 (Published)	31.03.2008 (Provisional)
1	Andhra Pradesh	5642	5628
2	Arunachal Pradesh	60	74
3	Assam	1937	1915
4	Bihar	6140	6067
5	Chhattisgarh	1763	1742
6	Gujarat	1579	1566
7	Haryana	1556	1663
8	Himachal Pradesh	571	568
9	Jammu & Kashmir	1204	1191
10	Jharkhand	1581	1571
11	Karnataka	5791	5727
12	Kerala	2525	2516
13	Madhya Pradesh	4367	4332
14	Maharashtra	2390	2366
15	Manipur	88	88
16	Meghalaya	176	212
17	Mizoram	169	233
18	Nagaland	26	37
19	Orissa	4112	4075
20	Punjab	708	730
21	Rajasthan	4263	4222
22	Tamil Nadu	1061	1038
23	Tripura	683	675
24	Uttar Pradesh	14161	14056
25	Uttaranchal	610	636
26	West Bengal	5126	5077
27	Pondicherry	0	0
Total		68289	68005

[English]

Revenue from DTH Operators

236. SHRI BADIGA RAMAKRISHNA: Will the PRIME MINISTER be pleased to state:

(a) whether the Government is getting regular revenue from the Direct-to-Home (DTH) operators;

(b) if so, the details of revenue received by the Government during each of the last three years and the current year; and

(c) whether such revenue include hardware cost and carriage fee collected from various TV channels?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE

MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) Yes, Sir. Government has been receiving revenue in the form of annual license fee paid by DTH service licensees as per Article 3 of the schedule forming the terms and conditions of license agreement for DTH services.

(b) The license fee paid by DTH service licensees during the last three years is as under:-

Name of the DTH licensee	License Fee Paid for the Financial Year (in Rs.)			
	2004-2005	2005-06	2006-07	2007-08
Dish TV India Ltd	2,04,87,187	2,50,00,000	14,38,35,433	14,69,60,763
Tata Sky Ltd	-	-	8,84,90,208	13,10,28,968
Sun Direct TV Pvt. Ltd.		-	-	6,57,05,871
Reliance BIG TV Ltd.		-	-	19,35,656

(c) As per the terms and conditions of license, a DTH licensee has to pay an annual license fee equivalent to 10% of its gross revenue in a particular financial year within one month of end of that year. Clause 3.1.1 of terms and conditions of license defines gross revenue, while Form 'D' prescribed under Clause 3.1.2 of the terms and conditions of license prescribes indicative and illustrative items to be included, but the Auditors are required to include all the income heads qualifying for gross revenue whether or not specifically included in Form 'D'. Carriage fee collected and revenues earned from hardware are required to be included as part of Gross Revenue.

Loans to Minority Communities

237. SHRI VIJOY KRISHNA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has directed the banks to give priority in loan disbursement to entrepreneurs belonging to the minority community running the micro, small and medium enterprises; and

(b) if so, the details thereof and the amount of loan disbursed to these communities by banks during the last

three years and the current year, State-wise including Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) In order to ensure that minority communities secure, in a fair and adequate measure, the benefits from various Government sponsored Special programmes, Reserve Bank of India (RBI) have advised the domestic Scheduled Commercial Banks to ensure smooth flow of bank credit to Minority Communities. The RBI Circular No. RPCD.No.SP.BC.6/09.10.01/2008-09 dated July 1, 2008 to this effect is available on website of RBI at www.rbi.org.in. Further in October 2007, Public Sector Banks were advised to step up their lending to Minority communities to 15% of their Priority Sector Lending over the next three years i.e. by the end of 2009-2010.

RBI has reported that it does not collate separately the loans given to the Minority Communities under Micro, Small and Medium Enterprises. However, State-wise, including Bihar, total loans (outstanding) of Scheduled Commercial Banks to Minority Communities is given in the enclosed Statement.

Statement

State-wise loans outstanding of Scheduled Commercial Banks to Minority Communities as at the end of March 2006, 2007 & 2008

Sl.No.	Name of State/UT	Loans outstanding in Rs. Crore		
		Mar-06	Mar-07	Mar-08
1	2	3	4	5
	Northern Region	15605.24	19245.89	17867.28
1	Delhi	1015.71	1230.18	2677.27

1	2	3	4	5
2	Punjab	8608.24	10581.43	9325.42
3	Haryana	2011.10	2489.68	2182.84
4	Chandigarh	1066.87	1465.99	769.54
5	Jammu and Kashmir	1503.13	1879.59	646.83
6	Himachal Pradesh	508.87	410.29	288.96
7	Rajasthan	891.32	1188.73	1976.42
North Eastern Region		625.74	797.57	1328.42
8	Assam	350.03	446.55	729.02
9	Mizoram	45.27	62.61	97.84
10	Meghalaya	79.40	84.01	125.06
11	Arunachal Pradesh	9.85	18.78	38.77
12	Nagaland	49.79	67.41	117.41
13	Manipur	31.32	40.14	59.48
14	Sikkim	35.44	39.65	99.19
15	Tripura	24.64	38.42	61.65
Eastern Region		2681.86	3667.87	6620.48
16	Bihar	449.34	648.39	1081.43
17	Jharkhand	270.56	367.63	789.52
18	Orissa	1521.49	2089.86	3810.24
19	West Bengal	428.41	548.84	1115.31
20	Andaman and Nicobar	12.06	13.15	23.98
Central Region		5599.49	7133.39	9547.88
21	Uttar Pradesh	4278.85	5258.20	6054.87
22	Uttaranchal	276.53	405.52	644.04
23	Madhya Pradesh	909.25	1298.23	2097.38
24	Chhattisgarh	134.86	171.44	551.59
Western Region		3386.28	4464.47	7173.24
25	Gujarat	461.32	711.07	1323.92
26	Maharashtra	2604.87	3341.61	5317.48
27	Daman and Diu	1.13	2.02	8.43
28	Goa	317.82	408.07	517.63
29	Dadra and Nagar Haveli	1.14	1.70	5.78

1	2	3	4	5
Southern Region		17591.97	18232.20	29743.95
30	Andhra Pradesh	2106.93	2170.44	4727.62
31	Karnataka	2079.61	2874.67	4690.23
32	Lakshadweep	11.17	7.73	20.65
33	Tamil Nadu	5712.75	3512.88	6405.18
34	Kerala	7607.17	9598.19	13805.72
35	Pondichery	74.34	68.29	94.55
All India		45490.58	53541.39	72481.25

Training of Personnel in Management Institute

238. SHRI ANANTH KUMAR: Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to train its personnel in the premier management institutes of the country;

(b) if so, the details thereof alongwith the number of employees trained so far;

(c) whether the Government proposes to make it mandatory for such employees to continue in the existing service for a minimum period and not join private sector; and

(d) if so, the details thereof alongwith the actions taken in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) and (b) The Govt. has been training its personnel in Public Policy & Management at Indian Institute of Management (IIM), Bangalore; Indian Institute of Management (IIM), Ahmedabad; The Energy & Resources Institute (TERI), New Delhi and Management Development Institute (MDI), Gurgaon since 2002-03. The number of employees trained till date at above-mentioned institutions is 337.

(c) and (d) Every participating officer is required to execute a bond stipulating that in the event of his/her failing to resume duty, or resigning or retiring from service or otherwise quitting service without returning to duty after expiry or termination of the period of training or at any time within a period of three years after return to duty, the participating officer is required to pay to the Government all expenses incurred on account of his/her training.

Loans to Companies

239. SHRI MADHU GOUD YASKHI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of FINANCE be pleased to state:

(a) whether the Public Sector Banks are not disbursing loans to companies despite the Reserve Bank of India (RBI) cutting interest rates and increasing liquidity;

(b) if so, the reasons therefor; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) In view of the tight liquidity conditions in the markets in the recent past some of the banks were averse to disbursing working capital limits and term loans (including short-term loans) to their clients against the sanctioned limits.

(c) With improvement of the liquidity position, the concerned banks were advised by the RBI to review all such cases and permit drawal of sanctioned limits, guided by their usual commercial judgement.

The banks were also advised by the RBI to consider restructuring the dues of the Small and Medium Enterprises on merits and in accordance with the revised prudential guidelines on restructuring of advances.

Branches of Co-operative Banks

240. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has received any proposal from States including Gujarat regarding setting up of more branches of co-operative banks;

- (b) if so, the details thereof, State-wise; and
 (c) the time by which such branches are likely to be set-up?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) Reserve Bank of India has received proposals from various State Cooperative Banks (StCBs), including the Gujarat StCB, for opening of branches under Section 23 of the Banking Regulation Act, 1949 [As Applicable to Co-operative Societies (AACS)]. The State-

wise particulars of these proposals are given in the enclosed Statement.

(c) The policy for issue of licence to the StCBs for opening of their branches under Section 23 of the Banking Regulation Act, 1949 (AACS) is under review. On finalisation of the policy after review, the proposals received for opening of branches will be processed as per the revised policy.

As regards opening of branches of Central Co-operative Banks (CCBs), it may be mentioned that as the CCBs are outside the purview of Section 23 of the Banking Regulation Act, 1949 (AACS), permission from Reserve Bank of India is not required for opening of branches.

Statement

The particulars of proposals received from various StCBs for opening of branches under Section 23 of the Banking Regulation Act, 1949 (AACS).

Sl. No.	Name of the StCB from whom proposal for opening branches is received	Particulars of branches proposed to be opened
1.	The Haryana State Co-operative Apex Bank Ltd, Chandigarh	(i) Extension Counter at Sahkarita Bhavan, Sector 2, Panchkula
2.	Gujarat State Co-operative Banks Ltd, Ahmedabad	(i) Usmanpura, Ahmedabad (ii) Satellite, Ahmedabad (iii) Drive in area, Ahmedabad
3.	Tamil Nadu State Apex Co-operative Bank Ltd, Chennai	(i) AGS Colony (ii) Ambattur (iii) Chinmayanagar (iv) Madhavaram (v) Medavakkam (vi) Pallikaranai (vii) Vedacherry and (viii) West Saidapet (All in Chennai)
4.	Maharashtra State Co-operative Bank Ltd, Mumbai	(i) Nasik City
5.	Bihar State Co-operative Bank Ltd, Patna	(i) Muzaffarpur and (ii) Purnea
6.	Karnataka State Co-operative Apex Bank Ltd, Banagalore	(i) NGEF (East) and (ii) Thanisandra (both in Bangalore)
7.	Andhra Pradesh State Co-operative Bank Ltd, Hyderabad	(i) Visakhapatnam
8.	Kerala State Co-operative Bank Ltd, Thiruvananthapuram	(i) Kasargod (ii) Kottayam and (iii) Guruvayoor
9.	West Bengal State Co-operative Bank Ltd, Kolkata	(i) Extension Counter at Metal and Steel Factory, Ichpore (ii) Extension Counter at 507, Army Base Workshop, Kankinara (iii) Merger and opening at Siliguri and (iv) Upgradation at Saltlake

Setting up of Food Control Authority

241. SHRI SUGRIB SINGH:

SHRI RAVI PRAKASH VERMA:

SHRI MADHU GOUD YASKHI:

SHRI ANANDRAO VITHOBA ADSUL:

SHRI NAND KUMAR SAI:

SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has constituted a Food Control Authority;

(b) if so, the details thereof alongwith the mandate assigned to this Authority;

(c) the suggestions/recommendations, made by this Authority; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (d) The Government has established Food Safety and Standards Authority of India under Food Safety and Standards Act, 2006 vide notification number S. O. 2165 (E) dated 5th September 2008 consisting of 23 members including Chairperson of the Food Authority. The mandate assigned to the Food Authority is laying down science based standards for articles of food and to regulate their manufacture, storage, distribution, sale and import, to ensure availability of safe and wholesome food for human consumption. The Food Authority is in the process of formulating rules, regulations and procedures for giving effect to the mandate of the Authority.

Indian Deep Space Network

242. SHRI NAVEEN JINDAL: Will the PRIME MINISTER be pleased to state:

(a) whether India has developed an effective Indian Deep Space Network (IDSN);

(b) if so, the details thereof;

(c) the extent to which IDSN has contributed to Chandrayaan-1 mission;

(d) whether other countries have expressed their interest in using IDSN; and

(e) if so, the details thereof and the benefits likely to accrue to India as a result thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF

PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir.

(b) Indian Space Research Organisation (ISRO) has commissioned Indian Deep Space Network (IDSN) at Byalalu village near Bangalore, before the launch of Chandrayaan-1 on 22nd October 2008.

(c) IDSN is being used for telemetry, tele-command network and data collection purposes for Chandrayaan-1 mission.

(d) and (e) IDSN can be used for supporting deep space missions of other space agencies on mutual cooperation basis. No enquiries have been received in this regard at present.

Grants-in-aid under National Cancer Control Programme

243. DR. K.S. MANOJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to enhance the grant-in-aid to the hospitals under the National Cancer Control Programme (NCCP);

(b) if so, the details thereof;

(c) whether the Union Government has received any proposal from any State to include it under the NCCP;

(d) if so, the details thereof alongwith the names of the States being included under the NCCP; and

(e) the time by which it is likely to be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) As per the existing guidelines, any Government Medical College/Hospital can submit the proposal for seeking grant-in-aid with the recommendation of the concerned State/UT Government. The proposals so received are considered by the Standing Committee and based on their recommendations, grant-in-aid released under the National Cancer Control Programme.

Incidents of Illegal Coal-Mining

244. SHRI CHANDRAKANT KHAIRE: Will the PRIME MINISTER be pleased to state:

(a) whether increasing incidents of illegal coal-mining have been reported from various States during the last three years and the current year;

(b) if so, the details thereof, State-wise including Maharashtra and Jharkhand;

(c) the number of labourers employed in these mines, State-wise and Mine-wise; and

(d) the efforts made by the Government to protect the interests of these labourers?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) Illegal mining is mostly taking place in old and abandoned mines, small and isolated patches, out crop areas and areas which are not in

the leasehold areas of public sector companies. Due to clandestine nature of illegal activities the exact quantum of coal so mined cannot be ascertained.

However, following the raids conducted by the security personnel of the concerned coal companies and joint raids with law and order authorities of the concerned State Government, the quantity of coal recovered and value thereof (approximate) during the last three years including current year, (State-wise) are given as under:

State	2005-2006		2006-2007		2007-2008		2008-09 Upto December, 2008 (Provisional)	
	Quantity recovered (Approx.) (te)	Approx. Value (Rs.Lakh)	Quantity recovered (Approx.) (te)	Approx. Value (Rs. Lakh)	Quantity recovered (Approx.) (te)	Approx. Value (Rs. Lakh)	Quantity recovered (Approx.) (te)	Approx. Value (Rs.Lakh)
West Bengal	2460.00	24.104	2389.00	23.890	2055.00	20.550	2861.81	29.260
Jharkhand	1192.81	16.277	1606.00	16.399	1002.90	14.003	3043.33	41.285
Madhya Pradesh	59.50	0.655	519.81	6.717	81.00	1.400	00	00
Maharashtra	00	00	00	00	00	00	11.00	0.110
Chhattisgarh	9.50	0.095	60.00	0.840	00	00	00	00

(c) Since illegal mining is carried out in clandestine manner, it is not possible to quantify the number of labourers employed.

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

DD and AIR Broadcasting Coverage

245. SHRI JASUBHAI DHANABHAI BARAD: Will the PRIME MINISTER be pleased to state:

(a) whether a large parts of the country including parts of Karnataka and Gujarat are still not covered by Doordarshan (DD) and Radio Broadcasting;

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

(c) whether complaints have been received by the Government regarding poor quality of reception of DD and Radio programmes in different cities of the country including in Karnataka and Gujarat; and

(d) if so, the steps taken/proposed to be taken by the Government to improve the coverage and upgrade the broadcasting facilities at such places?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI

ANAND SHARMA): (a) and (b) All India Radio (AIR) signal is available to 99.16% population of the country. In Gujarat and Karnataka AIR coverage population-wise is 99% and 97.3% respectively. Doordarshan (DD) coverage in terrestrial mode is available to about 92% population of the country. In Gujarat and Karnataka DD coverage population-wise is 97% and 82% respectively. However, the areas uncovered by terrestrial transmission, have been provided with multi channel TV coverage through DD's free to air DTH service, signals of which can be received all over the country (except Andaman & Nicobar Islands).

(c) Quality of AIR and DD reception in various parts of the country is satisfactory. However, complaints of malfunctioning of some transmitters are received from time to time. All out efforts are made by DD and AIR to attend to the complaints promptly.

(d) Modernisation and upgradation of facilities is a continuous process and schemes in this regard are formulated and implemented from time to time.

Constitution of Committee for setting standards of plastic

246. SHRI S.K. KHARVENTHAN: Will the PRIME MINISTER be pleased to state:

(a) whether the Delhi High Court has directed the Union Government to constitute a Committee for setting standards for bio-gradable and degradable plastics; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) Yes, Sir. In compliance with the directions of the Hon'ble Delhi High Court, an Expert Committee on Degradable and Biodegradable Plastics was constituted by the Ministry of Environment and Forests to verify the protocol for degradable and biodegradable plastics. The Committee in its meeting held on 7th November, 2008 had asked the representative of the Bureau of Indian Standards (BIS) for expediting the publication of standards. The standards on Specifications for Compostable Plastics (IS/ISO 17088:2008) have been notified by the BIS in November, 2008.

[Translation]

Loss of Wildlife and Forest area

247. SHRI HANSRAJ G. AHIR: Will the PRIME MINISTER be pleased to state:

(a) whether environmental clearance has been granted to Pranhita-Pavela Lift Irrigation Scheme in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether the Government has assessed the quantum of loss of wildlife and forest area due to this project;

(d) if so, the details thereof;

(e) whether the Union Government has received any representation from the State Government of Maharashtra in this regard; and

(f) if so, the details thereof and the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) Pranhita – Pavela lift irrigation project has not been received in the Ministry for Environment & Forest Clearance.

(c) to (f) In view of the above, does not arise.

AIIMS type institute in Uttar Pradesh

248. SHRI RAMESH DUBE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to set up any new institute on the lines of AIIMS in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) It is proposed to set up an AIIMS-Like institution including Nursing College in Uttar Pradesh, in the second phase of Pradhan Mantri Swasthya Suraksha Yojana (PMSSY). The institution will have a 960 bedded hospital, intended to provide healthcare facilities in 39 speciality/super-speciality disciplines. Medical College will have 100 UG intake besides facilities for imparting PG/doctoral courses in various disciplines, largely based on Medical Council of India (MCI) norms and also nursing college conforming to Nursing Council norms. Estimated cost of the AIIMS-like institution is Rs.823 Crore.

Approval of the Cabinet was obtained on 5.2.2009.

Government of Uttar Pradesh will provide atleast 100 acres of developed land free of cost and other infrastructural facilities such as water, power, sewerage and road connectivity for setting up and running these institutions. The site for the proposed institution will be finalized in consultation with the State Government.

Involvement of Pakistani Outfits in Mumbai Attack

249. DR. LAXMINARAYAN PANDEY:
SHRI MADHU GOUD YASKHI:
SHRIMATI NIVEDITA MANE:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI ASADUDDIN OWAIISI:
SHRI KIREN RIJJU:
SHRI M.K. SUBBA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government has provided sufficient evidence to the Government of Pakistan regarding involvement of Pakistani people/outfits in the recent Mumbai attacks;

(b) if so, the details thereof alongwith the response of the Pakistani Government thereto; and

(c) the further steps proposed to be taken in the light of Pakistani response?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) Yes.

(b) On 05 January, 2009, the Government of Pakistan was given material linking the Mumbai attack of 26-

29 November, 2008 to elements in Pakistan. Our High Commissioner in Pakistan was informed officially by the Pakistan Foreign Secretary on 12th February, 2009 of Pakistan's response to the dossier of material that we had made available to Pakistan on January 5, 2009 linking the terrorist attack on Mumbai to perpetrators in Pakistan. In their response, the Pakistan authorities have confirmed that elements in Pakistan were involved in the terrorist attacks on Mumbai. Pakistan has also sought further information and material relating to the investigation.

(c) It remains India's goal to bring the perpetrators of the terrorist attacks on Mumbai to book, and to follow this process through to the end. We would also expect that the Government of Pakistan take credible steps to dismantle the infrastructure of terrorism in Pakistan.

[English]

Air Pollution

250. SHRI RAYAPATI SAMBASIVA RAO:
SHRI MAHAVIR BHAGORA:
SHRI MADAN LAL SHARMA:
PROF. M. RAMADASS:

Will the PRIME MINISTER be pleased to state:

- (a) whether the level of air pollution has increased during the recent years;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether the Union Government proposes to bring about any change in the existing policy for monitoring air pollution in the light of its increasing level;
- (d) if so, the details thereof; and
- (e) the State-wise details of funds provided by the Union Government to undertake specific programmes in this regard during the last three years and the current year alongwith the results achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) The ambient air quality is regularly monitored under the National Air Quality Monitoring Programme (NAMP) by the Central Pollution Control Board (CPCB) alongwith various State Pollution Control Boards (SPCBs), Pollution Control Committees (PCCs) and the National Environmental Engineering and Research Institute (NEERI) at 342 locations across the country. The interpretation of data for last three years has revealed that air quality monitored at all locations is within the notified ambient air quality standards with respect to Sulphur Dioxide (SO₂) and barring a few locations, also with respect to Oxides of Nitrogen (NO_x). However, the levels of Respirable Suspended Particulate Matter (RSPM) are exceeding the norms at many locations.

Despite various policy interventions, RSPM levels in ambient air are showing an increasing trend in many areas due to rise in population, increasing number of vehicles and DG sets, rapid urbanization, industrialization, construction activities and agricultural practices.

(c) and (d) The number of stations to monitor ambient air quality is increasing under the NAMP. There is a target to increase 342 existing manual stations to 700 by the end of 11th Plan. Continuous monitoring of ambient air quality has been strengthened.

(e) The state wise details of funds provided by the CPCB during the last three years and the current year for ambient air quality monitoring is given in the enclosed as statement. Following results have been achieved through the NAMP programme:

1. There is a wider network to monitor ambient air quality at national level.
2. Status and trends in air quality are available for developing preventive and corrective strategies to control air pollution.

Statement

Funds released to various Monitoring Agencies under National Air Quality Monitoring Programme (NAMP)

(Amount in Rs.)

S.No.	Name of Monitoring Agency	2005-06	2006-07	2007-08	2008-09 (till date)
1	2	3	4	5	6
1.	Andhra Pradesh SPCB	927917	573750	Nil	9335917
2.	Assam SPCB	Nil	368334	2025834	991667
3.	Bihar SPCB	2598000	394305	Nil	Nil
4.	Chandigarh PCC	Nil	1615000	920633	Nil

1	2	3	4	5	6
5.	Chattisgarh ECB	658750	871250	Nil	682500
6.	Gujarat SPCB	1381250	4324583	1884167	2110000
7.	Goa SPCB	Nil	1190000	Nil	495833
8.	Jharkhand SPCB	Nil	1728333	2406667	1185833
9.	Jammu & Kashmir SPCB	Nil	1376000	1747000	Nil
10.	Haryana SPCB	Nil	Nil	441527	Nil
11.	Himachal Pradesh SEP & PCB	2147666	2295000	3992056	Nil
12.	Karnataka SPCB	935000	3105000	538333	1625417
13.	Kerala SPCB	1281667	1097917	942083	1922916
14.	Maharashtra SPCB	1023485	1133333	5581667	2799583
15.	Meghalaya SPCB	Nil	524167	Nil	897667
16.	Manipur SPCB	Nil	225000	Nil	Nil
17.	Madhya Pradesh SPCB	3319861	510000	Nil	2155695
18.	Mizoram SPCB	Nil	Nil	425000	472500
19.	Nagaland SPCB	Nil	1586590	198333	623334
20.	Orissa SPCB	545416	1211250	892500	186708
21.	Punjab SPCB	1416667	250000	1133333	586000
22.	Pondicherry PCC	Nil	255000	1020000	405000
23.	Rajasthan SPCB	2699167	2871250	3143333	1385000
24.	Tamil Nadu SPCB	1175833	1112084	Nil	Nil
25.	Tripura SPCB	Nil	345000	Nil	Nil
26.	Uttar Pradesh SPCB	Nil	4016250	904306	3819445
27.	Uttaranchal EP & PCB	115694	288055	690000	368333
28.	West Bengal SPCB	1112083	Nil	1501667	1960416
29.	NEERI	Nil	5986171	6324306	Nil
Total		21338456	39253622	36712945	35690140

Note:-

1.SPCB - State Pollution Control Board; SEP&PCB State Environment Protection & Pollution Control Board; EP& PCB -Environment Protection & Pollution Control Board; PCC -Pollution Control Committee.

2.For 2006-07 payment to universities was made through Maharashtra SPCB.

3.NEERI is presently monitoring in 6 cities in 5 different States/Union Territories namely Delhi, Maharashtra, West Bengal, Tamil Nadu and Andhra Pradesh.

Report of National Productivity Council

251. SHRI ANWAR HUSSAIN:

SHRI NARAYAN CHANDRA BORKATAKY:

Will the PRIME MINISTER be pleased to state:

(a) whether the National Productivity Council (NPC) has been asked to conduct a study on the problem being faced by Prasar Bharati;

(b) if so, the details of the report submitted by the NPC;

(c) the details of vacant posts in All India Radio (AIR) and Doordarshan (DD) in the country, post-wise, State-wise;

(d) whether the Government proposes to fill up the vacant posts in AIR and DD including the vacant posts in the North Eastern Region through a special recruitment drive; and

(e) if so, the details thereof and the time by which these posts are likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) and (b) Yes, Sir. However, NPC has not yet submitted its report.

(c) to (e) The information is being collected and will be laid on the Table of the House.

Home Loans

252. SHRI L. RAJAGOPAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India has issued guidelines to Public/Private/Foreign Sector Banks to treat home loan on priority basis; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) As per the Reserve Bank of India (RBI)'s guidelines on lending to Priority Sector, the following types of home loans extended by the Scheduled Commercial Banks (SCBs) are eligible to be classified as Priority Sector Advances:-

i) Loans upto Rs. 20 lakhs, irrespective of location, to individuals for purchase/construction of a dwelling unit per family, excluding loans granted by banks to their own employees.

ii) Loans given for repairs to the damaged units of families upto Rs. 1 lakh in rural and semi-urban areas and upto Rs. 2 lakhs in urban and metropolitan areas.

iii) Assistance given to any governmental agency for construction of dwelling units or for slum clearance and rehabilitation of slum dwellers, subject to a ceiling of Rs. 5 lakhs of loan amount per dwelling unit.

iv) Assistance given to a non-governmental agency approved by the National Housing Bank (NHB) for the purpose of refinance for construction/reconstruction of dwelling units or for slum clearance and rehabilitation of slum dwellers, subject to a ceiling of loan component of Rs. 5 lakhs per dwelling unit.

Further, the SCBs were advised by RBI on December 8, 2008 that loans granted to Housing Finance Companies (HFCs), approved by NHB for the purpose of refinance, for on-lending to individuals for purchase/construction of dwelling units are eligible to be classified under Priority Sector, provided the housing loans granted by HFCs do not exceed Rs. 20 lakh per dwelling unit per family. However, the eligibility under this measure shall be restricted to five per cent of the individual bank's total priority sector lending, on an ongoing basis. The banks have also been advised that the above special dispensation shall apply to loans granted by banks to HFCs upto March 31, 2010. Such loans granted till March 31, 2010 will continue to be classified under priority sector till they are repaid.

Visit of Kazakh President to India

253. SHRI THOKCHOM MEINYA:

SHRI AJOY CHAKRABORTY:

SHRI ADHIR CHOWDHURY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the President of Kazakhstan visited India recently; and

(b) if so, the details of the discussions held and the treaties/agreements signed during the visit?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Yes. His Excellency Mr. Nursultan Nazarbayev, the President of the Republic of Kazakhstan, paid a State Visit to India from 23rd to 26th January 2009 at the invitation of Smt. Pratibha Devisingh Patil, President of the Republic of India. He participated as the Guest of Honour at the Republic Day Parade. He was accompanied by a high level delegation which included three Cabinet Ministers and a group of businessmen and industrialists.

(b) During the State Visit, the President of India held talks with President of Kazakhstan where matters of bilateral interest were discussed. The Vice President, the External Affairs Minister, Minister of Petroleum and Natural Gas, the Leader of Opposition in Lok Sabha and the Chairperson of United Progressive Alliance called on the President of Kazakhstan.

Five documents were signed during the visit. These are Extradition Treaty, Bilateral Protocol on Accession of Kazakhstan to the WTO, MOU between NPCIL and KazAtomProm, MOU between ISRO and National Space Agency of Kazakhstan and Heads of Agreement between OMEI (ONGC Mittal Energy Limited) and KazMunayGas. A Joint Declaration on Strategic Partnership between India and Kazakhstan was also adopted on 24th January 2009.

[Translation]

Rehabilitation of Displaced Persons in DRDA

254. SHRI TEK LAL MAHTO: Will the PRIME MINISTER be pleased to state:

(a) whether the dislocated/displaced people in the Damodar River Diversion Area (DRDA) project in Jharkhand have been resettled and rehabilitated by the Central Coalfields Limited;

(b) if so, the details thereof outlining the reasons for delay, if any;

(c) the amount allocated for the implementation of this project alongwith the amount spent therefrom;

(d) whether the detailed Revised Project Report as envisaged in March, 2008 has been prepared;

(e) if not, the reasons therefor; and

(f) the time by which the said project is likely to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI SANTOSH BAGRODIA): (a) and (b) 96 project affected families from Chalkari, Jaridih & Phusro villages have been rehabilitated and 631 persons were given employment by Central Coalfields Limited.

(c) The Advance Action Proposal for Damodar River Diversion was approved by Government in the year 1983 with a capital outlay of Rs. 2 crores and revised cost estimate of Rs.5.59 crore in the year 1993. The capital expenditure till March-2008 is Rs. 9.274 crores.

(d) and (e) A Draft Project Report for DRD OC capacity 15 Mty, Estimated Capital Rs.2182,56 crores (Departmental Option) for mine and Rs.1400 crores (approx.) for Non-Mining

Projects of Phusro-Jarangdih Rail Diversion (PJR) & Damodar River Diversion (DRD) linked with operation of the Mine, has been prepared by CMPDI recently.

(f) The above said project report is yet to be approved by the competent authority.

[English]

Under utilisation of funds by NHAI

255. SHRI ANANDRAO VITHOBA ADSUL:
SHRI CHANDRAKANT KHAIRE:
SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI M. SREENIVASULU REDDY:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether National Highways Authority of India (NHAI) is unable to spend one third of its targeted expenditure during the current financial year and is also running behind the schedule in awarding new projects as reported in The Times of India dated 27 January, 2009;

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

(c) the steps taken by the Government to complete the targeted projects and to award new projects as per schedule?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIYAPPA): (a) and (b) As against the budget estimates (2008-09) of Rs. 23409 crores, NHAI has incurred an expenditure of Rs. 14501 crore on various projects till the end of January, 2009. The Government has decided that all projects under NHDP Phase-III and onwards would be awarded preferably on the Public Private Partnership (PPP) basis. It has taken more time in the bidding process following approval of Model Request for Qualification (RFQ) and Request for Proposal (RFP) documents by the Government. After resolving initial difficulties in evaluation of RFQ applications received on the basis of Model RFQ, works have been awarded for 05 projects, viz, Pimpalgaon-Nasik-Gonde (length 60 kms), MP/Maharashtra Border-Dhule (length 97 kms), Pune-Sholapur (length 110 kms), MH/Gujarat Border-Surat-Hazira (length 133 kms) and Chennai Port to Maduravoyal (length 19 kms).

(c) Keeping in view the massive increase in cost of various inputs since the time of preparation of the Project/ Feasibility Reports, the Government has allowed NHAI to increase the Total Project Cost by 10% and 20% in respect of projects formulated in 2007 and 2006 respectively, to improve

the bankability of the projects. The Government has also decided to allow release of entire Viability Gap Funding (VGF) during the construction phase itself. The Government has also announced fiscal stimulus packages which include the provision for raising bonds by IIFCL for funding infrastructure projects including roads. The Government has also approved National Highways Fee (Determination of Rate and Collection) Rules, 2008 which have been notified on 5th December, 2008.

[Translation]

Loans taken by States

256. SHRI RAMDAS ATHAWALE: Will the Minister of FINANCE be pleased to state:

(a) the details of the loans taken by the States from the Union Government as on date;

(b) the States/UTs which have requested the Government for additional loan during the current financial year; and

(c) the time by which the additional loan is likely to be granted to the States / UTs?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) A Statement is enclosed.

(b) No request has so far been received during current year from any State Government in the Ministry of Finance for Additional Central Loan.

(c) Does not arise.

Statement

Central loans (Ministry of Finance) outstanding against each State as on 31.01.2009

(Rs. in Crores)		
Sl.No.	Name of States	Amount
1	2	3
1	Andhra Pradesh	15226.38
2	Arunachal Pradesh	405.85
3	Assam	2135.53
4	Bihar	8214.57
5	Chhattisgarh	2262.07
6	Goa	681.47

1	2	3
7	Gujarat	10639.94
8	Haryana	2043.14
9	Himachal Pradesh	962.68
10	Jammu and Kashmir	1851.55
11	Jharkhand	2488.51
12	Karnataka	9699.61
13	Kerala	5982.21
14	Madhya Pradesh	9380.17
15	Maharashtra	8503.61
16	Manipur	921.89
17	Meghalaya	314.00
18	Mizoram	307.50
19	Nagaland	323.40
20	Orissa	8681.13
21	Punjab	3358.32
22	Rajasthan	7671.61
23	Sikkim	175.66
24	Tamil Nadu	7486.24
25	Tripura	454.31
26	Uttaranchal	379.87
27	Uttar Pradesh	21048.09
28	West Bengal	14254.37
Total		145853.68

[English]

Delay in Environmental Clearance

257. SHRI G.M. SIDDESWARA: Will the PRIME MINISTER be pleased to state:

(a) whether power projects are facing considerable delay in securing mandatory environmental clearance from the Government;

(b) if so, the details of such projects, State-wise including Karnataka;

(c) the main reasons for the delay; and

(d) the steps being taken to simplify and expedite the clearance process?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) A total of thirty three power projects pertaining to Thermal and Hydro-electric Plants are pending for environmental clearance with the Ministry of Environment & Forests as on 31.1.2009 as per details given below:

S.No.	State	Nature of Power Projects			
		Thermal		Hydro-electric	
		No.	Capacity (MW)	No.	Capacity (MW)
1	Andhra Pradesh	3	5220	Nil	Nil
2	Chhattisgarh	1	540	Nil	Nil
3	Gujarat	3	2145	Nil	Nil
4	Haryana	1	2100	Nil	Nil
5	Himachal Pradesh	Nil	Nil	2	140
6	Jharkhand	1	2000	Nil	Nil
7	Karnataka	1	450	1	200
8	Madhya Pradesh	2	1500	Nil	Nil
9	Maharashtra	5	6125	Nil	Nil
10	Orissa	4	3770	Nil	Nil
11	Rajasthan	1	1200	Nil	Nil
12	Tamil Nadu	3	2300	Nil	Nil
13	Uttar Pradesh	4	4900	Nil	Nil
14	Uttarakhand	Nil	Nil	1	260
Total		29	32,250	4	600

(c) The reasons for delay in grant of environmental clearance, inter-alia include, non submission of requisite information by project proponent, non availability of coal linkage, lack of water commitment for the project, non conformity of the project site with the siting criteria and Coastal Regulation Zone Notification.

(d) The steps taken to expedite the environmental clearance include the following:-

- Expert Appraisal Committee (EAC) meetings of longer duration are held every month for appraisal of projects.
- Twenty two State/UT level Environment Impact Assessment Authorities and Expert Appraisal Committees have been constituted for appraisal of specified category of projects in a decentralized manner.

Inclusion of Additional Rivers in NRCP

258. SHRI NAND KUMAR SAI:

SHRI SUGRIB SINGH:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has received any proposal from various States for inclusion of additional rivers in the National River Conservation Plan (NRCP);

(b) if so, the details thereof including the name of the States and the Rivers; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) to (c) The National River Conservation Plan (NRCP) presently covers identified polluted stretches of 36 rivers in 165 towns spread over 20 States. During the XI Plan period, three proposals for inclusion of additional rivers in the NRCP have been received so far from the State Governments. The details are as follows:

Name of the river	Town/ State	Cost (Rs. in crore)
Tapi	Prakasha, Maharashtra	2.44
Panchganga	Kolhapur, Maharashtra	75.09
Mandakini	Chitrakoot, Madhya Pradesh	7.91

The proposal for river Tapi has been approved in November, 2008. Proposals received from the State Governments from time to time for inclusion of additional rivers/towns in the NRCP are considered based upon the funds available under the Plan outlay, degree of pollution, scope of coverage of works under other Central Plan Schemes like Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and the Urban Infrastructure Development Scheme for Small & Medium Towns (UIDSSMT), State Governments' commitment for contribution of matching share of costs etc.

Opening of Bank Accounts

259. SHRI K.J.S.P. REDDY:

SHRI ABDULLAKUTTY:

Will the Minister of FINANCE be pleased to state:

(a) whether the Raghuram Rajan Committee Report has revealed that 41 per cent of the adult population of the country remains outside the banking system even after four decades of nationalization of Banks;

(b) if so, the details thereof alongwith other recommendation of the committee and the action taken by the Government thereof, and

(c) the steps taken by the Government to open more bank accounts, especially in the rural areas of the country including Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) to (c) Yes, Sir. Raghuram Rajan Committee Report had observed that over 40 per cent of India's working population earn but have no savings. Some of the major recommendations of the committee include:

- i. expanding access to financial services;
- ii. freedom to banks to setup branches and ATMs;
- iii. creating more efficient and liquid markets;
- iv. greater participation of foreign investors in domestic market;
- v. creating a growth-friendly regulatory environment; and
- vi. creating a robust infrastructure for credit.

The Government of India has taken the following steps to ensure opening of more bank accounts, especially in the rural areas of the country including Andhra Pradesh:

- Banks have been advised to make available a basic banking 'no frills' account either with 'nil' or very low minimum balances.
- Small borrowers with loans settled under the one time settlement scheme have been made eligible to access fresh credit.
- Banks have been advised to issue General Credit Cards to eligible beneficiaries without insistence on security, purpose or end use of credit.
- Banks have been permitted to utilise the services of Non-Governmental Organisations, Self Help Groups, Micro Finance Institutions and other Civil Society Organisation as intermediaries in providing financial and banking services.
- All Scheduled Commercial Banks and Regional Rural Banks have been advised to achieve the target of adding 250 rural household accounts during this year. Most of the Public Sector Banks have achieved their targets for the year 2008-09.

Reward to Informants

260. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of FINANCE be pleased to state:

(a) whether rewards payable to informants of Income Tax evasion are within the administrative powers of the Income Tax Department;

(b) if so, the details of the efforts made to hasten the process of payments to informants by the Government;

(c) whether the ombudsman is not allowed to look into such payments to informants;

(d) if so, the reasons therefor; and

(e) steps taken by the Government to release outstanding payment to the informants?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The Income Tax Department considers cases of informants for payment of reward whenever action is taken in pursuance to the information furnished by the informants result in recovery of additional taxes directly attributable to the information furnished.

(b) To hasten the process of payments of rewards to informants, the Central Board of Direct Taxes has delegated the power of sanctioning reward to informants in eligible cases to CIT/DIT/Local Committee consisting of DGIT (Inv.), CCIT (CCA) and CIT/DIT (Inv.) concerned upto the prescribed limit.

(c) and (d) As per the Income Tax Ombudsman Guidelines, 2006, the Ombudsman has the power to receive complaints from tax payers' and suggest remedial measures for redressal of tax payers' grievances.

Reward being an ex-gratia payment does not come under the purview of Tax Payers' grievances.

(e) Once reward amount is determined by the competent authority, steps are taken for drawing the bills on the treasury for release of the amount.

Guidelines on good clinical laboratory practices

261. SHRI NIKHIL KUMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Council of Medical Research has recently issued any guidelines on good clinical laboratory practices for laboratories engaged in medical research in the country;

(b) if so, the details thereof;

(c) whether the Government has received any complaint for such laboratories which are not providing right reports resulting in wrong treatment of patients; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. ICMR has recently prepared Guidelines on Good Clinical Laboratory Practices (GCLP) for laboratories engaged in medical research as well as those catering to patient care. Generation of laboratory results is a teamwork involving patient preparation, collection of sample and its processing, analysis, reporting of results and its transmission to the researcher/treating doctor and patient. To minimize errors, laboratories should follow laid down procedures at all times. GCLP guidelines elucidate these stepwise procedures which can be adopted by laboratories engaged in research as well as patient care. The guidelines can be accessed from ICMR website www.icmr.nic.in

(c) and (d) There is no data on number of laboratories engaged in medical research which are not providing right reports resulting in wrong treatment of patients in India. However, published reports indicate the need for taking measures for detecting and preventing errors in laboratories. These include laying down rules and responsibilities and following them, conducting internal quality control procedures and external quality assurance programmes.

In India, laboratories can volunteer for accreditation of one or more services offered by them. The National Accreditation Board for Testing and Calibration Laboratories (NABL) has been providing accreditations services to medical laboratories since 1998 and is currently following ISO 15189; 2007 standards.

Launch of Recoverable Satellite by ISRO

262. SHRI KISHANBHAI V. PATEL: Will the PRIME MINISTER be pleased to state:

(a) whether the Indian Space Research Organisation (ISRO) proposes to launch any recoverable satellite; and

(b) if so, the details thereof indicating any test conducted in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir. It is planned to launch and recover a space capsule as a part of the 11th Five Year Plan Programmes and the experiment is called Space Recovery Experiment-2 (SRE-2).

(b) SRE-2 is intended to orbit a space capsule, conduct micro gravity experiments during the mission

duration and recover it back to earth. A Space Recovery Experiment-1 (SRE-1) module was launched earlier on 10-1-2007 and recovered on 22-1-2007 successfully.

Development of Affordable Medicines

263. SHRI VIJOY KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to develop various forms of medicines as an affordable health tool for the common man;

(b) if so, the details thereof; and

(c) the funds earmarked for this purpose, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Government is committed to overall health benefits to common man. The prime objective of the Ministry of Health & Family Welfare is to meet this goal through various systems of medicines prevalent/practiced in the country like allopathy, homoeopathy, Unani etc. Since health is a State subject, the health Departments of State Governments, also strive for the same. Required funds are provided on annual basis through budgetary allocation to this Ministry. Similarly, the State Health Departments also get required funds through State Governments.

ATM Centres

264. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to open more Automatic Teller Machines (ATM) Centres of public and private sector banks including Bank of Baroda and Central Bank of India in the country; and

(b) if so, the details thereof, State-wise including Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) and (b) In terms of Section 23 of the Banking Regulation Act, 1949, banks are required to obtain prior permission of Reserve Bank of India (RBI), for opening of a new place of business including off-site ATMs. However, banks do not require prior permission of RBI for opening on on-site ATMs. The choice of the centre / location for opening of branches / ATMs is left to the discretion of the banks. Banks generally take such decisions based on the business potential, viability, availability of infrastructure etc. The bank-wise details of the number of authorizations issued by Reserve Bank of India for setting up of ATMs from April 1, 2008 to January 31, 2009 are given in the enclosed Statement.

Statement**Bank-wise Authorisation issued by Reserve Bank of India for opening of ATMs**

Sl. No.	Name of the Bank	Authorisations issued
1	2	3
1	State Bank of India	2098
2	State Bank of Indore	41
3	State Bank of Mysore	28
4	State Bank of Patiala	1
5	State Bank of Travancore	4
Total		2172

Nationalised Banks

1	Allahabad Bank	8
2	Bank of India	2
3	Canara Bank	1
4	Corporation Bank	1
5	Dena Bank	43
6	Indian Bank	1
7	Indian Overseas Bank	1
8	Punjab National Bank	26
9	Syndicate Bank	9
10	UCO Bank	133
11	Union Bank of India	1
12	United Bank of India	4
13	Vijaya Bank	33
Total		263

Other Public Sector Banks

1	Industrial Development Bank of India Ltd.	201
Total		201

Private Banks (Old)

1	Federal Bank Ltd.	62
2	Lakshmi Vilas Bank Ltd.	1
3	South Indian Bank Ltd.	19
Total		82

1	2	3
New Private Banks		
1	HDFC Bank Ltd.	4
2	IndusInd Bank Ltd.	50
3	Axis Bank Ltd.	527
Total		581
Grand Total		3299

Environmental Clearance to Sea Link Projects

265. SHRI JASUBHAI DHANABHAI BARAD: Will the PRIME MINISTER be pleased to state:

(a) the details of sea-link projects pending with the Union Government for environmental clearance as on date including those submitted by the State Government of Gujarat;

(b) the time since these projects are pending;

(c) the cost escalation as a result thereof; and

(d) the steps being taken to ensure early clearance to these projects?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) The Ministry had accorded clearance under the Coastal Regulation Zone Notification, 1991 to the Western Freeway Sea Link Project - Worli to Nariman Point in Mumbai by M/s Maharashtra State Road Development Corporation Limited in February, 2003. The Ministry has not received any sealink projects from the State of Gujarat for seeking environmental clearance.

(b) to (d) In view of the (a) above, question does not arise.

Bank Robberies

266. SHRI S.K. KHARVENTHAN: Will the Minister of FINANCE be pleased to state:

(a) whether incidents of robberies from banks, ATMs and cash carrying vans of security agencies have been reported from various parts of the country;

(b) if so, the details thereof during each of the last three years and the current year, State-wise; and

(c) the action taken by the Government thereon and the steps taken or proposed to be taken to prevent recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF

PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL) : (a) and (b) Reserve Bank of India (RBI) has reported that as per their existing instructions, banks forward a copy of incident of robbery, dacoity, looting etc., inter alia, to the RBI immediately after the incident of crime against them. However, security agencies are not required to report such cases to RBI. The State wise details of such crimes against banks for the last 3 years i.e. 2005, 2006, 2007 and current year (till Sept. 2008 quarter) are given in the enclosed Statement.

(c) RBI has reported that, though security arrangements at bank branches are primarily the responsibility of each bank, it has stipulated deployment of armed police guards in so far as Currency Chest branches are concerned.

At other branches and ATMs etc., the banks may devise their own arrangements, including deployment of modern security equipments, such as Alarm System, CCTV, collapsible door/shutters, night latches, grill gate to strong room, armoured cash vans and time-lock devices etc.

RBI has further reported that security measures implemented by the Public Sector Banks (PSBs) are reviewed in State Level Security Committee meetings convened periodically by the RBI. The Committee takes stock of the security environment in the state, discusses steps needed to be taken to strengthen security, and advises issues of necessary guidelines/instructions to banks.

Statement

*State wise details of crimes against banks during the last three years
i.e. 2005, 2006, 2007 and current year (till Sept. 2008 quarter)*

(Rupees in lakh)

Sl.No.	State	2005		2006		2007		2008	
		No. of incidents	Amt. lost						
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	57	254.19	30	435.00	19	117.14	15	30.42
2.	Arunachal Pradesh	2	10.00	1	-	2	-	-	-
3.	Assam	15	14.60	22	36.89	32	34.02	17	52.18
4.	Bihar	39	124.93	29	151.76	27	85.80	20	48.60
5.	Chandigarh	6	0.90	5	11.43	3	-	6	-
6.	Chhattisgarh	14	1.69	10	7.05	17	38.46	12	18.45
7.	Delhi	12	52.51	23	73.18	13	6.04	9	74.60
8.	Goa	2	0.20	4	4.44	6	-	1	-
9.	Gujarat	22	35.52	12	90.06	27	2.47	13	124.97
10.	Haryana	44	67.76	17	0.28	25	24.79	31	214.55
11.	Himachal Pradesh	10	-	10	-	6	-	13	-
12.	Jammu and Kashmir	18	28.61	5	0	11	14.41	9	54.94
13.	Jharkhand	18	78.15	29	111.36	28	190.09	18	138.36
14.	Karnataka	23	12.39	24	10.48	20	31.03	14	40.98
15.	Kerala	2	-	10	83.42	9	763.00	6	-

1	2	3	4	5	6	7	8	9	10
16.	Madhya Pradesh	22	30.53	16	45.11	26	24.01	32	43.76
17.	Maharashtra	28	155.22	34	75.01	24	146.54	24	104.78
18.	Manipur	-	-	-	-	-	-	-	-
19.	Meghalaya	2	10.00	-	-	4	3.00	-	-
20.	Mizoram	-	-	-	-	-	-	1	-
21.	Nagaland	1	7.30	-	-	-	-	-	-
22.	Orissa	17	44.33	20	145.96	22	395.14	18	584.97
23.	Punjab	37	80.52	46	80.16	51	76.60	46	90.52
24.	Rajasthan	26	63.67	19	-	25	25.00	29	67.33
25.	Sikkim	-	-	9	-	-	-	-	-
26.	Tamil Nadu and Pondicherry	30	15.25	10	22.42	11	50.91	10	39.11
27.	Tripura	-	-	1	1.00	-	-	-	-
28.	Uttar Pradesh	70	133.25	60	124.86	53	83.15	52	53.47
29.	Uttarakhand	8	4.41	14	2.43	6	7.11	9	8.69
30.	West Bengal	21	23.52	30	75.87	24	131.10	22	125.59
Total		546	1249.45	490	1588.17	491	2269.81	427	1916.29

Alternate route to Myanmar from North-Eastern States

267. SHRI ANWAR HUSSAIN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any techno-economic feasibility report has been prepared before undertaking the alternate route to Myanmar from the North-Eastern States via the Sittwe Port;

(b) if so, the details thereof; and

(c) the benefits that are likely to accrue as a result thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) The Detailed Project Report (DPR) for the Kaladan Multi-Modal Transit Transport Project was prepared by RITES in the year 2003. The Kaladan Project envisages connectivity between Indian Ports on the eastern seaboard and Sittwe Port in Myanmar and then through riverine transport and by road to Mizoram.

This project will provide an alternate route for transportation of goods to the North-Eastern States of India.

New National Highways

268. SHRI CHANDRAKANT KHAIRE:

SHRI P.S. GADHAVI:

SHRI M. RAJA MOHAN REDDY:

SHRI H.D. DEVEGOWDA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of the State Highways declared as National Highways during the last three years and the current year;

(b) whether the Government has received any proposal regarding declaration of State Highways as National Highways during the year 2008-09;

(c) if so, the details thereof, State-wise and stretch-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The details of the State Highways declared as National Highways during the last three years and the current year are given in the enclosed Statement-I.

(b) and (c) The State wise and stretch wise details of

the proposals received from the States for declaration of new National Highways during 2008-09 are given in the enclosed Statement-II

(d) Out of the proposals received during 2008-09, a few roads have been declared as National Highways as per details given in the enclosed Statement-I. However, at present emphasis is being given for development of roads already declared as National Highways instead of declaring more roads as National Highways due to funds constraint.

Statement-I

Details of National Highways declared during the last three years and current year

State	National Highways No.	Stretch	Approx Length (Km)
1	2	3	4
(2005-06)			
Jammu & Kashmir	ID	Srinagar-Kargil -Leh	422
Uttar Pradesh	NE II	Eastern Peripheral Expressway	90
Haryana	NE II	Eastern Peripheral Expressway	44
(2006-07)			
Uttar Pradesh	24B	Lucknow-Rai Bareilly-Allahabad	185
Tamil Nadu	226	Thanjavur-Gandharvakottai-Sivaganga- Manamadurai	144
	227	Thiruchirappalli- connecting -Lalgudi-Kumaratchi-Chidambaram	135
Gujarat	228	Ahmedabad-Dandi (Dandi heritage route)	374
West Bengal	2B	Burdwan-Bolpur	52
Bihar	2C	Dehri-Akbarpur-Bihar/UP Border	105
(2007-08)			
West Bengal	31 D	Siliguri -Salsalabari-Fulbari- Mainaguri-Dhupguri Falakata and Sonapur	147
Kerala	47C	Kalamassery, crossing NH- 17 and terminating at Vallarpadam	17
(2008-09-Current Year)			
Arunachal Pradesh	229	The highway starting from Tawang, passing through Bomdila, Nechipu, Seppa, Sagalee, Ziro, Daporijo, Aalong and terminating at Pasighat in the State of Arunachal Pradesh.	1090
Arunachal Pradesh	Extension of NH 52 B	The highway starting from Mahadevpur Passing through Namchik, Changlang, Khonsa and Kanubari in the State of Arunachal Pradesh and terminating near Dibrugarh in the State of Assam, joining with approaches to Bogibeel bridge.	450

1	2	3	4
Arunachal Pradesh	Extension of NH 37	The National Highway Number 37 is extended from its dead end near Saikhowaghat in Assam to join NH 52 near Roing in Arunachal Pradesh.	60
Tamil Nadu	Extension of NH-226	The highway starting from Perambalur connecting Perali, Keelapalur, Ariyalur, Kunnam, Thiruvaiyaru, Kandiyur and joining NH-226 at Thanjavur in the State of Tamil Nadu.	85
Tamil Nadu	230	The highway starting from Madurai connecting Tiruppuvanam, Poovandhi, Sivaganga, Kalaiyarkoil, Tiruvadanal and terminating at Tondi Port town in the State of Tamil Nadu.	82
West Bengal	Extension of NH-2B	The highway starting from Bolpur connecting Prantik, Mayureswar and terminating at Mollarpur at the junction of NH-60 in the State of West Bengal.	54
Himachal Pradesh	20 A	The highway starting from Nagrota at the Junction of NH 20 connecting Ranital, Dehra and terminating at Mubarikpur at the Junction of NH 70 in Himachal Pradesh.	91
Himachal Pradesh	72 B	The highway starting from Paonta at the Junction of NH 72 connecting Rajban, Shillai in the State of Himachal Pradesh and passing through Minus, Tuini in Uttarakhand and terminating at Hatkoti in Himachal Pradesh.	109
Uttarakhand	72 B	The highway starting from Paonta at the Junction of NH 72 connecting Rajban, Shillai in the State of Himachal Pradesh and passing through Minus, Tuini in Uttarakhand and terminating at Hatkoti in Himachal Pradesh.	51

Statement-II

The State wise and stretch wise details of the proposal received from the States for declaration of new National Highways including those which have already been declared as National Highway during 2008-09.

Sl.No.	Name of the State	Details of Roads /Stretches	Length in Kms
1	2	3	4
1.	Andhra Pradesh	1. Hyderabad-Srisaillam-Dornala-Atmakur-Nandyal	353.18
		2. Kakinada-Dwarapudydi-Rajamundry-Kovvur-Suryapeta	300
		3. Sironcha Mahadevapur-Tungaturthi-Erpedu-Renigunta	650
		4. Tadipatri-Raichur road via ananthapur-Urvakonda road	146.17
		5. Road from Guntur- Vinukonda- Tokapalli-Nandyal Banaganapalli- Owk- Thadapatri-Dharmavaram- Kodur.	530
		6. Adilabad-Utnoor- Khanapur-Korutla-Vemulawada- Siddipet-Janagon-Suryapeta-Miryalguda-Piduguralla- Narsaraopeta-Vodarevu.	630

1	2	3	4
		7. Puthalpatu-Tirupathi	40
		8. The road connecting B.C. road near Mangalore in Karnataka passing through Andhra Pradesh and terminating at Tiruvanamalai in Tamil Nadu	-
II	Arunachal Pradesh	1. Tawang -Bomdila- Nechipu- Seppa- Sagalee-Ziro- Daporijo- Aalong -Pasighat	1090
		2. Mahadevpur- Namchik- Changlang- Khonsa-Kanubari in the state of Arunachal Pradesh and terminating near Dibrugarh in the State of Assam, joining with approaches to Bogibeel bridge.	450
		3. The National Highway Number 37 is extended from its dead end near Saikhowaghat in Assam to join NH 52 near Roing	60
III	Bihar	1. Darbhanga-Kamtola-Madhwapur road	-
IV.	Himachal Pradesh	1. Taradevi (Shimla)-Jubbarhatti-Kunihar-Ramshehar-Nalagarh-Ghanouli (SH NO. 6) (HP Boundary) road	106.400
		2. Bharmour-Chamba-Dalhousie-Pathankot Road	133.00
		3. Hamirpur-Sujanpur-Palampur Road	60.00
		4. Brahampukhar-Bilaspur-Ghumarwin-Sarkaghat-Baljnath Raod	111.80
		5. Slapper-Pandoh-Chailchowk-Karsog-Tattapani-Dhalli-Theog-Kotkhai-Jubbal-Hatkoti Road	300.00
		6 . Nagrota-Ranital-Dehra-Mubarikpur road	91
		7. Paonata-Rajban-Shillai-Minus-Hatkoti road	150
V.	Karnataka	1. Bidar-Humnabad-Gulbarga-Siriguppa-Bellary-Hiriyur- Chikkanayakanahalli-Nagamangala-Pandavapura-Srirangapatna	679
		2. The road connecting B.C. road near Mangalore in Karnataka passing through Andhra Pradesh and terminating at Tiruvanamalai in Tamil Nadu	-
VI.	Manipur	1. Churachandpur to Tuivai via Singhat-Singzawl road	163
VII.	Mizoram	1. Keitum to Zokhawthar via Khawbung road	179
VIII.	Puducherry	1. East Coast Road from Chennai to Puducherry	-
IX.	Sikkim	1. Alternate National Highway from Nathula to Siliguri	-
		2. Lachung Valley through Singtham and Chungthang	-
		3. Rongli through Rangpo and Rorathang	-
		4. Pakyong through Ranipool and Rorathang	-

1	2	3	4
X.	Tripura	1. Kukital to Sabroom via Dharmanagar-Amarpur, Rupaichari	310
XI.	Tamil Nadu	1. Perambalur-Perali- Keelapalur- Ariyalur- Kunnam-Thiruvaiyaru- Kandiyur-joining NH-226 at Thanjavur	85
		2. Madurai-Tiruppuvanam- Poovandhi- Sivaganga-Kalalyarkoil- Tiruvadanal- Tondi Port town	82
		3. The road connecting B.C. road near Mangalore in Karnataka passing through Andhra Pradesh and terminating at Tiruvanmalai in Tamil Nadu	-
XII.	Uttar Pradesh	1. Kuravali-Mainpuri-Karhal-Etawah road	73.158
		2. Sirsaganj-Karhal-Kishni-Vidhuna-Chobepur road	161.53
		3. Bareilly-Badaaun-Bilsi-Gajraula-Chandpur-Bijnaur road	262.39
		4. Jagdishpur-Gauriganj-Amethi-Pratapgarh road	79.00
		5. Fatehpur-Raibareilly-Jagdishpur-Faizabad road	181.960
		6. Lumbini Dudhi State Highway No.5	101.00
		7. Raibareilly-Pratapgarh-Machlishahar-Jaunpur State highway No-36	168.80
		8. Unnav-Lalgang-Raibareilly-Gaurigang-Sultanpur	185.77
		9. Lumbani-Naugarh-Sidarhthnagar-Bansi-Basti-Tanda Ajamgarh-Baranasi	292.10
		10. Lucknow-Banda	148.52
		11. Pilibhit-Bareilly-Badau-Kasgang-Hathras-Mathura-Bharatpur (Rajasthan Border)	283.03
		12. Ambedkarnagar-Sultanpur-Amethi-Raibareilly-Lalgang- Fatehpur	286.65
		13. Meerut-Bulandshahar (part of SH-18)	66.165
XIII.	Uttarakhand	1. Badwala to Juddo (Harbartpur-Badkot Band)	18
XIV.	West Bengal	1. Bolpur-Prantik-Mayureswar-Mollarpur	54

[Translation]

Interest on Debt

269. SHRI RAMDAS ATHAWALE: Will the Minister of FINANCE be pleased to state:

(a) the per capita debt burden of the country as on date;

(b) the total outgo of interest on the debt during the last three years and the current financial year; and

(c) the steps taken by the Government to improve the debt position?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) As per the latest data available, the per capita debt burden of the country as at end-September, 2008 is given below in the table:

Table 1: Per Capita Debt Burden

Year	Total External Debt (Rupees crore)	Per Capita External Debt (Rupees)	Internal Debt and other Liabilities of Central Government (Rupees crore)	Per Capita Internal Liabilities (Rupees)
2008-09 (At End-Sept.08)	1,040,968	9,021	2,333,082	20,217

(b) The interest payments on external debt of the country and domestic debt (internal debt and other liabilities of the Central Government) during the last three years and the current financial year are as under:

Table 2: Interest Payments on Debt

Year (End-March)	(Rupees crore)	
	Interest payments on Total External Debt	Interest payments on Domestic Debt of Central Government
2005-06	23,106	132,630
2006-07	24,741	150,272
2007-08	26,600	171,971
2008-09 (April 08 - Sept.08)	13,566	190,807 BE (April 08 - March 09)

RE: Revised Estimates; BE: Budget Estimates

(c) Prudent external debt management policies pursued by the Government have helped in maintaining a comfortable external debt position. These include emphasis on raising funds on concessional terms and from less expensive sources with longer maturities, monitoring short-term debt, prepaying high cost loans and encouraging non-debt creating capital flows. The Central Government has been following a strategy to moderate growth in public debt in pursuance of its objective of reduction in fiscal deficit as per the Fiscal Responsibility and Budget Management (FRBM) Act.

[English]

Upgradation of Hospitals

270. SHRI G.M. SIDDESWARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

Statement

Statewise Releases during 2005-06, 2006-07, 2007-08 & 2008-09

Sl. No.	Name of States/UTs	(Rs. in lakhs)			
		2005-06	2006-07	2007-08	2008-09 (till Jan)
1	2	3	4	5	6
High Focus					
1	Bihar	31588.20	49012.46	48210.19	47723.24
2	Chhattisgarh	11861.49	16443.09	17879.71	24288.78

(a) whether the Government has received several requests from various State Governments including Karnataka Government for grant of assistance for the upgradation of hospitals in their respective State during the last year;

(b) if so, the details thereof alongwith the action taken by the Union Government in this regard; and

(c) the total amount of funds released and the total number of hospitals upgraded/modernized in the country during the Tenth Five Year Plan period, State-wise including Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Yes, Sir. The National Rural Health Mission envisages overall capacity building of Health system through upgradation of Health Infrastructure, augmentation of Health Human Resources and strengthening of the organization protocols relating to management of health system. These activities are undertaken in a decentralized manner and States prepare Annual Programme Implementation Plans under NRHM which are appraised and approved by the National Programme Coordination Committee. All the States including Karnataka have undertaken comprehensive rejuvenation of the health system under NRHM in this decentralized manner. The detailed PIPs submitted by the States as well as the Record of Proceedings of the NPCC are placed in Public domain on the website of the Ministry of Health and Family Welfare to facilitate transparency and wide dissemination of the initiatives being undertaken by the States.

Under the NRHM, funds released to States over various years are as per the enclosed Statement.

1	2	3	4	5	6
3	Jharkhand	14351.44	19158.53	15827.63	12495.54
4	Madhya Pradesh	29813.85	47214.46	63690.62	56817.82
5	Rajasthan	32522.00	45991.10	69234.75	56858.90
6	Orissa	23107.61	23882.89	36045.00	26648.05
7	Uttar Pradesh	92999.53	118024.45	153149.65	101600.94
8	Uttarakhand	5665.78	5066.81	16213.71	7565.68
9	Jammu and Kashmir	6768.56	5710.24	16557.43	3355.48
10	Himachal Pradesh	5864.59	7897.39	5407.14	5294.71
11	Assam	15413.08	37541.59	59374.69	49065.56
12	Arunachal Pradesh	2899.93	5068.57	4224.83	2054.21
13	Manipur	2697.66	3867.97	4763.79	2022.64
14	Meghalaya	2156.33	3733.80	4003.24	3157.77
15	Mizoram	2761.60	6065.77	2944.01	3420.38
16	Nagaland	2960.03	4388.12	4452.78	4400.90
17	Tripura	2876.65	4065.98	7228.08	5669.89
18	Sikkim	947.40	2444.54	4208.38	1505.27
	Sub Total	287255.73	405577.76	533415.62	413945.74
Non High Focus					
1	Andhra Pradesh	36539.11	42328.49	63124.46	59086.81
2	Goa	616.91	437.33	516.24	1073.65
3	Gujarat	34628.11	31175.23	41789.21	27851.88
4	Haryana	8513.82	13468.84	13178.89	17609.28
5	Karnataka	19926.81	28401.99	31462.43	41596.42
6	Kerala	11365.17	19062.04	29761.01	17733.58
7	Maharashtra	33858.64	36610.91	70634.20	41024.75
8	Punjab	9412.82	17350.27	11889.20	14625.92
9	Tamil Nadu	24515.52	36547.39	59067.17	48838.50
10	West Bengal	29987.53	44049.58	54867.67	48025.28
11	Andaman and Nicobar Islands	844.65	1013.63	796.96	426.26
12	Chandigarh	337.02	698.01	477.11	309.69
13	Dadra and Nagar Haveli	177.59	289.26	134.44	158.38
14	Daman and Diu	178.99	358.56	51.10	110.76
15	Delhi	3283.08	5440.24	8135.97	8186.73
16	Lakshadweep	161.37	175.48	49.91	34.39
17	Puducherry	430.52	616.87	477.93	297.90
	Sub Total	214777.66	278024.10	386413.89	326990.19
	Total	502033.39	683601.86	919829.51	740935.93

*[Translation]***Terrorist Camps in PoK**

271. SHRI HANSRAJ G. AHIR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the existence of terrorist camps in Pakistan occupied Kashmir (PoK) has come to the notice of the Government;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (c) Yes. India has consistently emphasized to Pakistan the need to implement its solemn commitments of 06 January 2004 and 24 September 2008 that it would not permit any territory under Pakistan's control to be used to support terrorism in any manner.

*[English]***Collection/Withdrawal of Toll-tax on NH**

272. DR. K.S. MANOJ:

SHRI PRATIK P. PATIL:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount of toll-tax collected on National Highways during the last three years and the current year, State-wise and year-wise;

(b) whether some State Governments have requested for discontinuation of toll-tax at some stretches of NH-6 passing through their States;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) Amount of fee collected for use of any section of National Highway, permanent bridge, bypass or tunnel forming part of National Highways constructed through public funded projects, State-wise and Year-wise during the years 2005-06, 2006-07, 2007-08 and 2008-09 (upto January, 2009) is given in the enclosed statement.

(b) No, Sir.

(c) and (d) Do not arise.

Statement

State-wise collection of fee for use of any section of National Highway, permanent bridge, bypass or tunnel forming part of National Highways during the years 2005-06, 2006-07, 2007-08 and 2008-09 (upto January, 2009)

(Amount Rs. in Lakh)

Sl. No.	Name of the State	2005-06	2006-07	2007-08	2008-09 (upto January, 09)
1	2	3	4	5	6
1	Andhra Pradesh	12404.01	16908.79	24655.47	22434.08
2	Assam	129.22	101.81	102.00	138.96
3	Bihar	828.15	917.67	2110.03	3211.39
4	Chhattisgarh	232.59	238.94	371.81	222.59
5	Gujarat	11637.59	17280.03	14773.71	10798.91
6	Haryana	12169.81	13521.67	15203.87	7496.70
7	Jharkhand	1975.86	1915.53	2258.00	3975.85
8	Karnataka	1802.79	1984.06	6341.72	12103.14
9	Kerala	516.72	486.74	590.09	553.25
10	Maharashtra	8047.29	9690.16	13388.97	10506.11

1	2	3	4	5	6
11	Madhya Pradesh	1772.16	2765.91	3013.84	2888.26
12	Manipur	3.84	15.73	5.39	4.50
13	Orissa	794.51	2458.82	976.43	1943.64
14	Punjab	4826.13	14520.71	5254.62	5374.38
15	Rajasthan	14793.93	48018.02	22540.36	23189.61
16	Tamil Nadu	6064.03	12421.97	18612.33	17019.27
17	Uttar Pradesh	5638.51	6150.68	7982.9	12735.29
18	Uttarakhand	154.18	182.79	223.08	203.24
19	West Bengal	2441.03	6468.77	10652.16	10341.63
Total		86232.35	156048.82	149056.78	144939.80

Vacant Posts

273. SHRI RAMESH DUBE: Will the PRIME MINISTER be pleased to state:

(a) the total number of posts lying vacant under reserved quota meant for Scheduled Castes/Scheduled Tribes (SCs/STs) in the Ministry of Information and Broadcasting;

(b) the time by which the said vacant posts are likely to be filled up;

(c) the number of applications received on compassionate grounds during the last three years and the current year; and

(d) the number of persons who have been appointed there against during the said period and the time by which remaining persons out of them are likely to be appointed?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ANAND SHARMA): (a) to (d) The information is being collected and will be laid on the Table of the House.

(d) 28 applicants have been recommended for appointment on compassionate grounds.

Rise in Caesarian Cases

274. SHRI VIJOY KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Caesarian delivery cases have recently increased in the country;

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

(c) the number of caesarian and normal delivery reported during the last three years in the country;

(d) the corrective steps taken by the Government to curb this trend; and

(e) the rank of India vis-a-vis other countries of the world in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) Health being a State subject, the information is not maintained centrally. However, in three Central Government Hospitals in Delhi, namely Dr. Ram Manohar Lohia, Safdarjung Hospital and Lady Hardinge Medical College & its associated hospitals, the caesarian operations are performed when needed and medically warranted in the interest of patients.

Deaths of Babies in Government Hospitals

275. SHRI S.K. KHARVENTHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to a recent incident in which five newborn babies kept in incubator died due to fire in a Government-run hospital as reported in 'The Hindu' dated 1 February, 2009;

(b) if so, the details thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) As reported by the Government of

Punjab, a fire broke out on 31.1.2009 at about 4.30 A.M. in the Nursery of Gynaecology Ward of Rajindra Hospital, Patiala. Five new born babies kept in the Phototherapy Unit died and five babies were rescued. In this connection a judicial inquiry has been instituted.

However, in so far as Central Government hospitals in Delhi namely Safdarjung, Dr. RML Hospital and Lady Harding Medical College & Associated hospitals are concerned, no such incident has happened. Safety measures such as replacement of old equipments especially open care warmers and incubators with new ones are undertaken as and when required. Periodic inspections are carried out by the Engineers of the Central Public Works Department (CPWD) in Nurseries of these hospitals to check short circuits. Smoke detection and fire extinguishers are also kept in working conditions to meet any untoward such incidents.

[Translation]

Maharashtra as Special Category State

276. SHRI RAMDAS ATHAWALE: Will the PRIME MINISTER be pleased to state:

- (a) whether the Government proposes to declare Maharashtra as a special category State;
- (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 PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY): (a) There is no proposal under consideration for declaring Maharashtra a special Category State.

(b) and (c) Does not arise.

[English]

Inclusion of Life Saving Drugs as Essential Medicines

277. SHRI G.M. SIDDESWARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) the list of drugs which have been included in the existing list of essential medicines;
- (b) whether several life saving drugs have not been included in the list of essential medicines;
- (c) if so, the details thereof and the reasons therefor; and

(d) the steps being taken for inclusion of these drugs in the list of essential medicines?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) The Ministry of Health & Family Welfare has included 354 drugs in the National List of Essential Medicines and is available on CDSCO website (www.cdsc.nic.in)

(b) and (c) Yes Sir, the National List of Essential Medicines contains drugs which are considered adequate to meet the contemporary health care needs of the population in the country. All drugs required for the treatment could be considered life saving at one time or the other. However, the present list includes drugs required in the emergency care or life threatening situation.

(d) Question does not arise.

[Translation]

Loans to Self Help Groups

278. SHRI HANSRAJ G. AHIR: Will the Minister of FINANCE be pleased to state:

- (a) whether the Government has been providing loans to Self Help Groups (SHGs) at four per cent rate of interest;
- (b) if so, the details thereof;
- (c) whether the Government has also received complaints from certain SHGs for not being provided loans at the said rate of interest;
- (d) if so, the details thereof alongwith the steps taken by the Government in this regard; and
- (e) the number of SHGs that have been provided loans at the said rate of interest as on date, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) No, Sir. However, under the Differential Rate of Interest (DRI) Scheme of the Government, the borrowers with annual family income of Rs. 18,000 in rural areas and Rs. 24,000 in semi-urban and urban areas are eligible to avail loans upto Rs. 15,000 and housing loans upto a limit of Rs. 20,000 per beneficiary at an interest rate of 4% per annum.

(b) to (e) Do not arise.

[English]

Geo-textiles for Road Surfacing

279. DR. K.S. MANOJ: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government proposes to utilise coir geo-textiles for tarring of the black topped roads;
- (b) if so, the details thereof;
- (c) whether any study has been conducted in this regard;
- (d) if so, the details thereof; and
- (e) the benefits that are likely to accrue as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) No, Sir. This Ministry has not proposed to utilise coir geo-textiles for tarring of the black topped roads.

- (b) Does not arise.
- (c) No study has been conducted by this Ministry in this regard.
- (d) and (e) Do not arise.

Loans under SGSY, SJSRY and PMRY

280. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of FINANCE be pleased to state:

- (a) the targets fixed for providing loans and the amount of loans disbursed by banks under the Swarnjayanti Gram Swarozgar Yojana (SGSY), Swarn Jayanti Shahari Rozgar Yojana (SJSRY) and Prime Minister's Rozgar Yojana (PMRY) during the last three years and the current year State-wise, including Gujarat;
- (b) whether the procedure for sanctioning loans is complicated and the amount of loan sanctioned under the said schemes inadequate; and
- (c) if so, the details thereof and the remedial measures taken thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): (a) to (c) The information is being collected and will be laid on the Table of the Lok Sabha.

National Urban Health Mission

281. SHRI BALASHOWRY VALLABHANENI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether the Government has finalized the proposal for launching National Urban Health Mission (NUHM) in the country;

- (b) if so, the details thereof;
- (c) the steps being undertaken by the Government to ameliorate the condition of the urban poor;
- (d) whether the Union Government has received any proposal from the States to include them under NUHM; and
- (e) if so, the details thereof alongwith the current status of the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No Sir.

(b) to (e) To address the health care needs of the urban poor in a dedicated and focused manner, Ministry of Health and Family Welfare proposes to launch the National Urban Health Mission. The strategies proposed under the Mission have evolved after consultations with the States. The proposal is under consideration.

[Translation]

Population Control Measures

282. SHRI VIJOY KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) the details of funds incurred on population control measures in the country by the United Nations Population Fund during the last three years and the current year;
- (b) the details of the results achieved so far; and
- (c) the other steps taken/proposed to be taken by the Government to control population?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) UNFPA has been assisting the Government of India, through its five year Country Programmes on reproductive health, gender and population development issues. Under its Country Programmes, UNFP has incurred USD 13 Million, 14 Million, 13 Million and 10.49 Million respectively in terms of their Annual Plan of Operation for the years 2005, 2006, 2007 and 2008 (estimated expenditure up to 31/12/2008) respectively.

UNFPA joined as one of the Development Partners in the year 2005 for the implementation of phase-II of Reproductive and Child Health Programme (RCH-II) under the National Rural Health Mission (NRHM). The NRHM goals mandate reduction of Maternal Mortality Ratio to 100 per 1,00,000 live births, Infant Mortality Rate to 30 per 1,000 live

births and Total Fertility Rate to 2.1 by 2012. Against the above goals, IMR of 55 per 1,000 live births (SRS-2007), MMR of 301 per 1,00,000 live births (SRS 2001-2003) and TFR of 2.7 (SRS-2007) have been achieved.

The RCH-II Programme had adopted an approach in which fertility reduction goes hand in hand with reduction in Maternal and Child Mortality. The current fertility trend of 2.7 children per woman in India in NFHS-III is faster than replacement rate of 2.1 children per woman.

The following steps have been taken by the Government to check population control:-

- (i) National Family Planning Insurance Scheme has been started since Nov. 2005 to provide insurance cover to the sterilization acceptors for failures, complications and death and also indemnity insurance cover to doctors/health facilities;
- (ii) The revision of comprehensive package in Sep. 2007 to compensate for loss of wages and also to provide compensation to providers of services. It also provides for partnerships with non-governmental sector.
- (iii) Specific action points/strategies have been incorporated in the States Projects Implementation Plans (PIPs) under National Rural Health Mission (NRHM) every year to address the upgradation of Family Planning Services and increase the number of providers;
- (iv) Promoting acceptance of no Scalpel Vasectomy to ensure male participation;
- (v) Promoting IUD 380 A intensively as a spacing method because of its longevity of 10 years and advantages of other IUDs;
- (vi) Fixed day Fixed Place Family Planning Services round the year made possible on account of growing number of 24x7 PHCs and better functioning CHCs and other health facilities under NRHM.

In addition, the Government has a dedicated programme to undertake research for development and evaluation of contraceptive technologies for both males and females. During the last three decades, Government has evaluated different types of Intrauterine devices, Oral Contraceptives, injectable and implantable contraceptives for their efficacy and acceptability. In order to help couples with a backup method to prevent unwanted pregnancy, the emergency contraceptives have been introduced which are very useful method for preventing unplanned and unintended pregnancies.

12.00 hrs.

[English]

PAPERS LAID ON THE TABLE

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, I beg to lay on the Table:

- (1) A copy of the Notification No. G.S.R. 17(E) (Hindi and English versions) published in Gazette of India dated the 7th January, 2009 approving the Chennai Port Trust Employees' (Recruitment, Seniority and Promotion) Regulations, 2008 under sub-section(4) of Section 124 of the Major Port Trusts Act, 1963.

[Placed in Library, See No. L.T. 10519/09]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Visakhapatnam Dock Labour Board, Visakhapatnam, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Visakhapatnam Dock Labour Board, Visakhapatnam, for the year 2007-2008.

[Placed in Library, See No. L.T. 10520/09]

- (3) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Erstwhile-Bombay Dock Labour Board, Mumbai, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Erstwhile-Bombay Dock Labour Board, Mumbai, for the year 2007-2008.

[Placed in Library, See No. L.T. 10521/09]

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

- (a) (i) Review by the Government of the working of the Hooghly Dock and Port Engineers Limited, Kolkata, for the year 2007-2008.

- (ii) Annual Report of the Hooghly Dock and Port Engineers Limited, Kolkata, for the year 2007-2008, alongwith Audited Accounts and comments of

the Comptroller and Auditor General thereon.

[Placed in Library, See No. L.T. 10522/09]

- (b) (i) Review by the Government of the working of the Hindustan Shipyard Limited, Visakhapatnam, for the year 2007-2008.
- (ii) Annual Report of the Hindustan Shipyard Limited, Visakhapatnam, for the year 2007-2008, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (a) of (4) above.

[Placed in Library, See No. L.T. 10523/09]

- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Maritime Studies, Mumbai, for the year 2007-2008, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Maritime Studies, Mumbai, for the year 2007-2008.
- (7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

[Placed in Library, See No. L.T. 10524/09]

THE MINISTER OF WATER RESOURCES (PROF. SAIFUDDIN SOZ): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Water Development Agency, New Delhi, for the year 2007-2008, alongwith Audited Accounts.
- (ii) Statement regarding the Review (Hindi and English versions) by the Government of the working of the National Water Development Agency, New Delhi, for the year 2007-2008.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. L.T. 10525/09]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): Sir, I beg to lay on the Table:-

- (1) A copy of the Annual Report (Hindi and English versions) of the Research and Information System for Developing Countries, New Delhi, for the year 2007-2008, under sub-section (2) of Section 212 of the General Financial Rules, 2005.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. L.T. 10526/09]

- (3) A copy of the Statement (Hindi and English versions) explaining reasons for not laying the Annual Audited Accounts of the Indian Council of World Affairs for the years 1999-2000 to 2006-2007 within the stipulated period of nine months after the close of the respective accounting years.

[Placed in Library, See No. L.T. 10527/09]

MD. SALIM (Calcutta-North East): Sir, I want to draw your attention and seek clarification from the hon. Minister through you. Item 4(3) gives an opportunity to the Minister when he comes and place Annual Audited Accounts and other papers. *Vide* Item No. 4(3), the Government is giving a statement for not laying the accounts for the years 1999-2000 to 2006-07 regarding the Indian Council of World Affairs. What is happening to this Council of World Affairs? The Government should come out and say when they are going to ...(*Interruptions*)

MR. SPEAKER: He has explained the delay in submission. Now, it has been submitted.

...(*Interruptions*)

MR. SPEAKER: The reasons for delay in laying the accounts in Parliament have been given.

...(*Interruptions*)

MD. SALIM: What are the affairs of the Council of World Affairs? ...(*Interruptions*)

MR. SPEAKER: That is the expression he has given. You may not like it. Of course, he has given it.

...(*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Council for Research in Homoeopathy, New Delhi, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Council for Research in Homoeopathy, New Delhi, for the year 2007-2008.

[Placed in Library, See No. L.T. 10528/09]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Central Council of Indian Medicine, New Delhi, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Council of Indian Medicine, New Delhi, for the year 2007-2008.

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

[Placed in Library, See No. L.T. 10529/09]

- (4) A copy each of the following Notifications (Hindi and English versions) under Section 38 of the Drugs and Cosmetics Act, 1940:-

- (i) The Drugs and Cosmetics (Second Amendment) Rules, 2008 published in Notification No. G.S.R. 755(E) in Gazette of India dated the 27th October, 2008.

- (ii) The Drugs and Cosmetics (Third Amendment) Rules, 2008 published in Notification No. G.S.R. 780(E) in Gazette of India dated the 10th November, 2008.

- (iii) The Drugs and Cosmetics (First Amendment) Rules, 2009 published in Notification No. G.S.R. 46(E) in Gazette of India dated the 22nd January, 2009.

- (5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at Item No. (i) of (4) above.

[Placed in Library, See No. L.T. 10530/09]

- (6) A copy of the Notification No. S.O. 2678(E) (Hindi and English versions) appointing the 18th day of

November, 2008 as the date on which the provisions of various sections, mentioned therein, of the Food Safety and Standards Act, 2006 shall come into force issued under sub-section (3) of Section 1 of the said Act.

[Placed in Library, See No. L.T. 10531/09]

- (7) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Arogya Nidhi (National Illness Assistance Fund), New Delhi, for the year 2007-2008, alongwith Audited Accounts.

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

[Placed in Library, See No. L.T. 10532/09]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Unani Medicine, Bangalore, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Unani Medicine, Bangalore, for the year 2007-2008.

[Placed in Library, See No. L.T. 10533/09]

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, on behalf of Shri K.H. Muniappa, I beg to lay on the Table:-

- (1) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956:-

- (i) S.O. 2472(E) and S.O. 2473(E) published in Gazette of India dated the 17th October, 2008 regarding acquisition of land for building (four-laning), maintenance, management and operation of different stretches of National Highway No. 6 (Durg-Nagpur Section) in the State of Maharashtra.

- (ii) S.O. 2721 (E) published in Gazette of India dated the 25th November, 2008 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 3 (Dhule-Pimpalgaon Section) in the State of Maharashtra.

- (iii) S.O. 2720(E) published in Gazette of India dated the 25th November, 2008 regarding

- acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 3 (Pimpalgaon-Dhule and Vadape-Gonde Sections) in the State of Maharashtra.
- (iv) S.O. 2574(E) published in Gazette of India dated the 31st October, 2008 authorising officers, mentioned therein, to acquire land for building (widening/six-laning, etc.), maintenance, management and operation of National Highway No. 1 in the State of Punjab.
- (v) S.O. 2575(E) published in Gazette of India dated the 31st October, 2008 authorising officers, mentioned therein, to acquire land for building (widening/six-laning, etc.), maintenance, management and operation of National Highway No. 1 in the State of Haryana.
- (vi) S.O. 3001(E) published in Gazette of India dated the 31st December, 2008 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No. 21 (Kurali-Kiratpur Section) in the State of Punjab.
- (vii) S.O. 2699(E) published in Gazette of India dated the 19th November, 2008 regarding acquisition of land for building, maintenance, management and operation of National Highway No. NE-II (Eastern Peripheral Expressway) (Faridabad Section) in the State of Haryana.
- (viii) S.O. 2722(E) published in Gazette of India dated the 25th November, 2008 making certain amendments in the Notification No. S.O. 1166(E) dated the 13th July, 2005.
- (ix) S.O. 2883(E) published in Gazette of India dated the 15th December, 2008 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 3 (Vadape-Gonde Section) in the State of Maharashtra.
- (x) S.O. 2902(E) published in Gazette of India dated the 16th December, 2008 regarding acquisition of land for building (widening/four-laning etc.), maintenance, management and operation of National Highway
- No. 5 (Vishakhapatnam-Bhubaneswar Section) including construction of bypass in the State of Orissa.
- (xi) S.O. 31(E) to S.O. 34(E) published in Gazette of India dated the 5th January, 2009 regarding acquisition of land for building (widening/six-laning etc.), maintenance, management and operation of different stretches of National Highway No. 8 (Gurgaon-Kotputli-Jaipur Section) in the State of Haryana.
- (xii) S.O. 2640(E) published in Gazette of India dated the 12th November, 2008 regarding acquisition of land for construction of approaches of the additional Vents to Road under Bridge, maintenance, management and operation of National Highway No. 4 (Bangalore-Old Madras Road) in the State of Karnataka.
- (xiii) S.O. 2641(E) published in Gazette of India dated the 12th November, 2008 regarding acquisition of land for building (widening/four-laning etc.), maintenance, management and operation of National Highway No. 47 (Vaniampara-Thrissur Section) in the State of Kerala.
- (xiv) S.O. 2711(E) published in Gazette of India dated the 21st November, 2008 regarding acquisition of land for building (widening/four-laning etc.), maintenance, management and operation of National Highway No. 48 (Neelamangala-Hassan Section) in the State of Karnataka.
- (xv) S.O. 2740(E) published in Gazette of India dated the 26th November, 2008 regarding acquisition of land for construction of major bridge across river Kabini, maintenance, management and operation of National Highway No. 212 (Kozhikode-Kollegal Section) in the State of Karnataka.
- (xvi) S.O. 2741(E) published in Gazette of India dated the 26th November, 2008 regarding acquisition of land for building (widening/six-laning etc.), maintenance, management and operation of National Highway No. 8 (Gurgaon-Kotputli-Jaipur Section) in the State of Rajasthan.

- (xvii) S.O. 3010(E) published in Gazette of India dated the 31st December, 2008 making certain amendments in the Notification No. S.O. 528(E) dated the 7th April, 2007.
- (xviii) S.O. 2933(E) published in Gazette of India dated the 19th December, 2008 regarding acquisition of land for building (widening/ four-laning etc.), maintenance, management and operation of National Highway No. 11 (Mahua-Jaipur Section) in the State of Rajasthan.
- (xix) S.O. 2882(E) published in Gazette of India dated the 15th December, 2008 regarding acquisition of land for building (widening/ four-laning etc.), maintenance, management and operation of National Highway No. 11 (Bharatpur-Mahua Section) in the State of Rajasthan.
- (xx) S.O. 06(E) published in Gazette of India dated the 1st January, 2009 regarding acquisition of land for building (six-laning), maintenance, management and operation of National Highway No. 8 (Vadodara-Surat Section) in the State of Gujarat.
- (xxi) S.O. 2838(E) to S.O. 2840(E) published in Gazette of India dated the 4th December, 2008 regarding acquisition of land for building, maintenance, management and operation of different stretches of National Highway No. 65 (Fatehpur-Pali Section) in the State of Rajasthan.
- (xxii) S.O. 08(E) and S.O. 09(E) published in Gazette of India dated the 1st January, 2009 regarding acquisition of land for building (widening/six-laning etc.), maintenance, management and operation of different stretches of National Highway No. 8 (Gurgaon-Kotputli-Jaipur Section) in the State of Rajasthan.
- (xxiii) S.O. 22(E) published in Gazette of India dated the 5th January, 2009 regarding acquisition of land for building (widening/ four-laning, etc.), maintenance, management and operation of National Highway No. 3 (Dolhpur-Morena Section) in the State of Rajasthan.
- (xxiv) S.O. 2(E) published in Gazette of India dated the 1st January, 2009 regarding acquisition of land for building (widening/ four-laning etc.), maintenance, management and operation of National Highway No. 31 (Guwahati-Nalbari Section) in the State of Assam.
- (xxv) S.O. 5(E) published in Gazette of India dated the 1st January, 2009 regarding acquisition of land for building (widening/ four-laning etc.), maintenance, management and operation of National Highway No. 31C (Srirampur-Champamati Section) in the State of Assam.
- (xxvi) S.O. 218(E) published in Gazette of India dated the 20th January, 2009 making certain amendments in the Notification No. S.O. 1096(E) dated the 4th August, 2005.
- (xxvii) S.O. 219(E) published in Gazette of India dated the 20th January, 2009 rescinding Notification No. S.O. 116(E) dated the 31st January, 2006.
- (xxviii) S.O. 2579(E) published in Gazette of India dated the 31st October, 2008 authorising Officers, mentioned therein, as the competent authorities to acquire land for building (widening), maintenance, management and operation of National Highway No. 63 in the State of Karnataka.
- (xxix) S.O. 394(E) published in Gazette of India dated the 3rd February, 2009 authorising Officers, mentioned therein, as the competent authorities to acquire land for building (widening/four-laning etc.), maintenance, management and operation of National Highway No. 8 in the State of Rajasthan.
- (xxx) S.O. 113(E) published in Gazette of India dated the 12th January, 2009 making certain amendments in the Notification No. S.O. 2153(E) dated the 18th December, 2007.
- (xxxi) S.O. 145(E) published in Gazette of India dated the 14th January, 2008 regarding rates of fee to be recovered from the users of four-laned stretch of National Highway No. 7 in the State of Tamil Nadu.
- (xxxii) S.O. 7(E) published in Gazette of India dated the 1st January, 2009 making certain amendments in the Notification No. S.O. 2015(E) dated the 11th August, 2008.

- (xxxiii) S.O. 2990(E) published in Gazette of India dated the 30th December, 2008 containing corrigendum to the Notification No. S.O. 1884(E) dated the 30th July, 2008.
- (xxxiv) S.O. 2991(E) published in Gazette of India dated the 30th December, 2008 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 2 (Kanpur-Varanasi Section) in the State of Uttar Pradesh.
- (xxxv) S.O. 137(E) and S.O. 138(E) published in Gazette of India dated the 14th January, 2009 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of different stretches of National Highway No. 21 (Kuruli-Kiratpur Section) in the State of Punjab.
- (xxxvi) S.O. 139(E) and S.O. 140(E) published in Gazette of India dated the 14th January, 2009 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of different stretches of National Highway No. 1 (Jalandhar-Amritsar Section) in the State of Punjab.
- (xxxvii) S.O. 2586(E) published in Gazette of India dated the 3rd November, 2008 regarding acquisition of land for building, maintenance, management and operation of National Highway No. 2 (Delhi-Agra Section) in the National Capital Territory of Delhi.
- (xxxviii) S.O. 2825(E) published in Gazette of India dated the 1st December, 2008 regarding acquisition of land for building, maintenance, management and operation of National Highway No. NE-II (Eastern Peripheral Expressway (Gautam Budh Nagar Section)) in the State of Uttar Pradesh.
- (xxxix) S.O. 2868(E) published in Gazette of India dated the 12th December, 2008 regarding acquisition of land for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No. 25 (Jajmau Ganga Bridge to Ramadevi upto ROB Section) in the State of Uttar Pradesh.
- (xl) S.O. 2919(E) published in Gazette of India dated the 17th December, 2008 regarding acquisition of land for building, maintenance, management and operation of National Highway No. NE-II (Eastern Peripheral Expressway (Gautam Budh Nagar Section)) in the State of Uttar Pradesh.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (xxvii) of (1) above.
[Placed in Library, See No. L.T. 10534/09]
- (3) A copy of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 (Hindi and English versions) published in Notification No. G.S.R. 838(E) in Gazette of India dated the 5th December, 2008 under sub-section (3) of Section 9 of the National Highways Act, 1956.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.
[Placed in Library, See No. L.T. 10535/09]
- (5) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of Section 212 of the Motor Vehicles Act, 1988:-
- (i) The Central Motor Vehicles (First Amendment) Rules, 2009 published in Notification No. G.S.R. 37(E) in Gazette of India dated the 20th January, 2009, together with an explanatory memo-randum.
- (ii) The Central Motor Vehicles (All India Permit for Tourist Transport Operators) Amendment Rules, 2009 published in Notification No. G.S.R. 58(E) in Gazette of India dated the 30th January, 2009, together with an explanatory memorandum.
[Placed in Library, See No. L.T. 10536/09]
- THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY):
Sir, I beg to lay on the Table:-
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Construction Industry Development Council, New Delhi, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Construction Industry Development Council, New Delhi, for the year 2007-2008.

[Placed in Library, See No. L.T. 10537/09]

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

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of Section 3 of the All India Services Act, 1951:-

- (i) The Indian Forest Service (Fixation of Cadre Strength) Second Amendment Regulations, 2008 published in Notification No. G.S.R. 716(E) in Gazette of India dated the 3rd October, 2008.
- (ii) The Indian Forest Service (Pay) Third Amendment Rules, 2008 published in Notification No. G.S.R. 717(E) in Gazette of India dated the 3rd October, 2008.
- (iii) The Indian Forest Service (Fixation of Cadre Strength) Third Amendment Regulations, 2008 published in Notification No. G.S.R. 748(E) in Gazette of India dated the 23rd October, 2008.
- (iv) The Indian Forest Service (Pay) Fourth Amendment Rules, 2008 published in Notification No. G.S.R. 749(E) in Gazette of India dated the 23rd October, 2008.
- (v) The Indian Administrative Service (Fixation of Cadre Strength) Eleventh Amendment Regulations, 2008 published in Notification No. G.S.R. 765(E) in Gazette of India dated the 3rd November, 2008.
- (vi) The Indian Administrative Service (Pay) Third Amendment Rules, 2008 published in Notification No. G.S.R. 766(E) in Gazette of India dated the 3rd November, 2008.
- (vii) The Indian Administrative Service (Fixation of Cadre Strength) Twelfth Amendment Regulations, 2008 published in Notification No. G.S.R. 855(E) in Gazette of India dated the 12th December, 2008.

- (viii) The Indian Administrative Service (Pay) Fourth Amendment Rules, 2008 published in Notification No. G.S.R. 856(E) in Gazette of India dated the 12th December, 2008.

- (ix) The Indian Administrative Service (Fixation of Cadre Strength) Thirteenth Amendment Regulations, 2008 published in Notification No. G.S.R. 862(E) in Gazette of India dated the 18th December, 2008.

- (x) The Indian Administrative Service (Pay) Fifth Amendment Rules, 2008 published in Notification No. G.S.R. 863(E) in Gazette of India dated the 18th December, 2008.

- (xi) The Indian Administrative Service (Fixation of Cadre Strength) Fifteenth Amendment Regulations, 2008 published in Notification No. G.S.R. 898(E) in Gazette of India dated the 30th December, 2008.

- (xii) The Indian Administrative Service (Pay) Seventh Amendment Rules, 2008 published in Notification No. G.S.R. 899(E) in Gazette of India dated the 30th December, 2008.

- (xiii) The Indian Administrative Service (Fixation of Cadre Strength) Fourteenth Amendment Regulations, 2008 published in Notification No. G.S.R. 900(E) in Gazette of India dated the 30th December, 2008.

- (xiv) The Indian Administrative Service (Pay) Sixth Amendment Rules, 2008 published in Notification No. G.S.R. 901(E) in Gazette of India dated the 30th December, 2008.

- (xv) The Indian Police Service (Fixation of Cadre Strength) Third Amendment Regulations, 2008 published in Notification No. G.S.R. 902(E) in Gazette of India dated the 30th December, 2008.

- (xvi) The Indian Police Service (Pay) Fourth Amendment Rules, 2008 published in Notification No. G.S.R. 903(E) in Gazette of India dated the 30th December, 2008.

- (2) Six statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item Nos. (i) to (vi) of (1) above.

[Placed in Library, See No. L.T. 10538/09]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SURYAKANTA PATIL): Sir, I beg to lay on the Table a copy each of the following statements (Hindi and English versions) showing Action Taken by the Government on the assurances, promises and undertakings given by the Minister during various sessions of Tenth, Twelfth, Thirteenth and Fourteenth Lok Sabha:-

TENTH LOK SABHA

1. Statement No. XLVII Sixth Session, 1993
[Placed in Library, See No. L.T. 10539/09]

2. Statement No. XXXVII Ninth Session, 1994
[Placed in Library, See No. L.T. 10540/09]

3. Statement No. XL Thirteenth Session, 1995
[Placed in Library, See No. L.T. 10541/09]

TWELFTH LOK SABHA

4. Statement No. XL Fourth Session, 1999
[Placed in Library, See No. L.T. 10542/09]

THIRTEENTH LOK SABHA

5. Statement No. XLV Third Session, 2000
[Placed in Library, See No. L.T. 10543/09]

6. Statement No. XXXVI Fifth Session, 2000
[Placed in Library, See No. L.T. 10544/09]

7. Statement No. XXXI Ninth Session, 2002
[Placed in Library, See No. L.T. 10545/09]

8. Statement No. XXVIII Tenth Session, 2002
[Placed in Library, See No. L.T. 10546/09]

9. Statement No. XXIV Eleventh Session, 2002
[Placed in Library, See No. L.T. 10547/09]

10. Statement No. XXV Twelfth Session, 2003
[Placed in Library, See No. L.T. 10548/09]

11. Statement No. XXII Thirteenth Session, 2003
[Placed in Library, See No. L.T. 10549/09]

12. Statement No. XXI Fourteenth Session, 2003
[Placed in Library, See No. L.T. 10550/09]

FOURTEENTH LOK SABHA

13. Statement No. XVIII Second Session, 2004
[Placed in Library, See No. L.T. 10551/09]

14. Statement No. XVI Third Session, 2004
[Placed in Library, See No. L.T. 10552/09]

15. Statement No. XVI Fourth Session, 2005
[Placed in Library, See No. L.T. 10553/09]

16. Statement No. XIV Fifth Session, 2005
[Placed in Library, See No. L.T. 10554/09]

17. Statement No. XIII Sixth Session, 2005
[Placed in Library, See No. L.T. 10555/09]

18. Statement No. XII Seventh Session, 2006
[Placed in Library, See No. L.T. 10556/09]

19. Statement No. X Eighth Session, 2006
[Placed in Library, See No. L.T. 10557/09]

20. Statement No. IX Ninth Session, 2006
[Placed in Library, See No. L.T. 10558/09]

21. Statement No. VIII Tenth Session, 2007
[Placed in Library, See No. L.T. 10559/09]

22. Statement No. VI Eleventh Session, 2007
[Placed in Library, See No. L.T. 10560/09]

23. Statement No. V Twelfth Session, 2007
[Placed in Library, See No. L.T. 10561/09]

24. Statement No. III Thirteenth Session, 2008
[Placed in Library, See No. L.T. 10562/09]

25. Statement No. I Fourteenth Session, 2008
[Placed in Library, See No. L.T. 10563/09]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Empowered Committee of State Finance Ministers, New Delhi, for the year 2007-2008, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Empowered Committee of State Finance Ministers, New Delhi, for the year 2007-2008.

[Placed in Library, See No. L.T. 10564/09]

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 38 of the Central Excise Act, 1944:-

- (i) The CENVAT Credit (Third Amendment) Rules, 2008 published in Notification No. G.S.R. 908(E) in Gazette of India dated the 31st December, 2008, together with an explanatory memorandum.
- (ii) The CENVAT Credit (Second Amendment) Rules, 2008 published in Notification No. G.S.R. 836(E) in Gazette of India dated the 5th December, 2008, together with an explanatory memorandum.
- (iii) G.S.R. 882(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum seeking to supercede Notification No. 14/2008-C.E.(N.T.) dated the 1st March, 2008, with effect from 24.12.2008, so as to prescribe abatement rates for the purpose of levy of central excise duty on goods leviable to excise duty on retail price basis, consequent upon change in effective rates of excise duty on such goods.
- (iv) G.S.R. 837(E) published in Gazette of India dated the 5th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 3/2005-C.E. dated the 24th February, 2005.
- (v) G.S.R. 840(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum making certain amendments in the ten Notifications, mentioned therein.
- (vi) G.S.R. 841(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum seeking to reduce excise duty on the goods, mentioned therein.
- (vii) G.S.R. 884(E) published in Gazette of India dated the 24th December, 2008, together

with an explanatory memorandum seeking to exempt Motor Spirit, when intended for the use in the manufacture of 10% ethanol blended petrol, from so much of the duties which are in excess of the duties leviable thereon, on motor spirit sold by the manufacturer to an independent buyer.

- (viii) G.S.R. 885(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum seeking to exempt 10% ethanol blended petrol manufactured from petrol and ethanol, from the additional duty of excise.
- (ix) G.S.R. 886(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 28/2002-C.E. dated the 13th May, 2002.
- (x) G.S.R. 887(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 4/2006-C.E. dated the 1st March, 2006.
- (xi) G.S.R. 19(E) published in Gazette of India dated the 12th January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 8/2004-C.E. dated the 21st January, 2004.
- (xii) G.S.R. 826(E) published in Gazette of India dated the 1st December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 14/2002-C.E. (N.T.) dated the 8th March, 2002.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (xiii) of (2) above.

[Placed in Library, See No. L.T. 10565/09]

- (4) A copy each of the following Notifications (Hindi and English versions) under sub-section (7) of Section 9A of the Customs Tariff Act, 1975:-
- (i) G.S.R. 831(E) published in Gazette of India dated the 31st December, 2008, together with an explanatory memorandum seeking to impose final anti-dumping duty on imports of Sulphur Black in all forms and

- strength, originating in, or exported from, the People's Republic of China and imported into India.
- (ii) G.S.R. 848(E) published in Gazette of India dated the 10th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 86/2007-Cus. dated the 10th July, 2007.
- (iii) G.S.R. 853(E) published in Gazette of India dated the 12th December, 2008, together with an explanatory memorandum seeking to impose final anti-dumping duty on imports of Rubber Chemicals, mentioned therein, originating in, or exported from, the People's Republic of China and Korea RP and imported into India.
- (iv) G.S.R. 869(E) published in Gazette of India dated the 22nd December, 2008, together with an explanatory memorandum seeking to provisionally exempt imports of vitrified and porcelain tiles produced and exported by specified parties from anti-dumping duty imposed.
- (v) G.S.R. 881(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 30/2008-Cus. dated the 3rd March, 2008.
- (vi) G.S.R. 889(E) published in Gazette of India dated the 26th December, 2008, together with an explanatory memorandum seeking to impose anti-dumping duty on imports of Sodium Hydroxide, originating in, or exported from, the Republic of Korea and the People's Republic of China.
- (vii) G.S.R. 909(E) published in Gazette of India dated the 31st December, 2008, together with an explanatory memorandum seeking to extend levy of anti-dumping duty imposed on imports of Flexible Slabstock Polyol, originating in or exported from the People's Republic of China, the Republic of Korea, Chinese Taipei and Brazil upto and inclusive of the 23rd July, 2009, pending finalization of Sunset review investigations being conducted by the Directorate General of Anti-dumping and Allied duties.
- (viii) G.S.R. 5(E) published in Gazette of India dated the 2nd January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus. dated the 1st March, 2002.
- (ix) G.S.R. 14(E) published in Gazette of India dated the 6th January, 2009, together with an explanatory memorandum seeking to impose definitive anti-dumping duty on imports of float glass, originating in, or exported from, the People's Republic of China and Indonesia at the rates recommended by the Designated Authority in final findings of Sunset Review Investigation.
- (x) G.S.R. 15(E) published in Gazette of India dated the 6th January, 2009, together with an explanatory memorandum seeking to impose anti-dumping duty on imports of Mulberry raw silk, originating in, or exported from, the People's Republic of China and imported into India at the rates recommended by the Designated Authority in the Final findings of Sunset Review Investigation.
- (xi) G.S.R. 30(E) published in Gazette of India dated the 15th January, 2009, together with an explanatory memorandum seeking to extend levy of anti-dumping duty imposed on imports of Melamine, originating in, or exported from, the People's Republic of China, upto and inclusive of 1st October, 2009, pending finalization of Sunset review investigations being conducted by the Directorate General of Anti-dumping and Allied duties.
- (xii) G.S.R. 47(E) published in Gazette of India dated the 22nd January, 2009, together with an explanatory memorandum seeking to impose definitive anti-dumping duty, on digital versatile discs recordable, of all kinds, originating in or exported from China PR, Hong Kong and Chinese Taipei.
- (xiii) G.S.R. 55(E) published in Gazette of India dated the 29th January, 2009, together with an explanatory memorandum seeking to impose provisional safeguard duty on imports of Phthalic anhydride imported into India.

[Placed in Library, See No. L.T. 10566/09]

- (5) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:-
- (i) G.S.R. 842(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus. dated the 1st March, 2002.
- (ii) G.S.R. 843(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum seeking to reduce export duty rate on iron Ore Fines from 8% *ad valorem* to nil.
- (ii) G.S.R. 844(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 79/2008-Cus. dated the 13th June, 2008.
- (iv) G.S.R. 845(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum rescinding Notification No. 116/2008 dated the 31st October, 2008.
- (v) G.S.R. 6(E) published in Gazette of India dated the 2nd January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus. dated the 1st March, 2002.
- (vi) G.S.R. 36(E) published in Gazette of India dated the 19th January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 96/2008-Cus. dated the 13th August, 2008.
- (vii) G.S.R. 816(E) published in Gazette of India dated the 21st November, 2008, together with an explanatory memorandum making certain amendments in eight Notifications, mentioned therein.
- (viii) G.S.R. 878(E) published in Gazette of India dated the 24th December, 2008, together with an explanatory memorandum operationalising the Export Promotion Capital Goods Scheme for Common Service Providers in Towns of Export Excellence.
- (ix) G.S.R. 7(E) published in Gazette of India dated the 2nd January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 103/2008-Cus.(N.T.) dated the 29th August, 2008.
- (x) G.S.R. 67(E) published in Gazette of India dated the 2nd February, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 66/2008-Cus. dated the 10th May, 2008.
- (xi) G.S.R. 71(E) published in Gazette of India dated the 3rd February, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus. dated the 1st March, 2002.
- (xii) S.O. 2893(E) published in Gazette of India dated the 15th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 36/2001-Cus.(N.T.) dated the 3rd August, 2001 together with a corrigendum thereto published in Notification No. S.O. 2963(E) dated the 23rd December, 2008.
- (xiii) S.O. 2985(E) published in Gazette of India dated the 29th December, 2008, together with an explanatory memorandum regarding revised rates of exchange for conversion of certain foreign currencies into Indian currency or *vice-versa* for the purpose of assessment of imported and export goods.
- (xiv) S.O. 3012(E) published in Gazette of India dated the 31st December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 36/2001-Cus.(N.T.) dated the 3rd August, 2001.
- (xv) S.O. 359(E) published in Gazette of India dated the 28th January, 2009, together with an explanatory memorandum regarding revised rates of exchange for conversion of certain foreign currencies into Indian currency or *vice-versa* for the purpose of assessment of imported and export goods.
- (xvi) S.O. 380(E) published in Gazette of India dated the 30th January, 2009, together with an explanatory memorandum making certain amendments in the Notification No. 36/2001-Cus.(N.T.) dated the 3rd August, 2001.

[Placed in Library, See No. L.T. 10567/09]

(6) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 94 of the Finance Act, 1994:-

- (i) G.S.R. 839(E) published in Gazette of India dated the 7th December, 2008, together with an explanatory memorandum making certain amendments in the Notification No. 41/2007-Service Tax dated the 6th October, 2007.
- (ii) G.S.R. 10(E) published in Gazette of India dated the 5th January, 2009, together with an explanatory memorandum exempting eight services, mentioned therein, when provided to goods transport agencies from Service Tax, subject to certain conditions.
- (iii) G.S.R. 18(E) published in Gazette of India dated the 7th January, 2009, together with an explanatory memorandum providing exemption to parts manufactured when used within the factory in which they have been produced under Section 11C of the Central Excise Act, 1944.

[Placed in Library, See No. L.T. 10568/09]

(7) A copy each of the following Notifications (Hindi and English versions) under section 296 of the Income Tax Act, 1961:-

- (i) The Income Tax (Ninth Amendment) Rules, 2008 published in Notification No. S.O. 2499(E) in Gazette of India dated the 22nd October, 2008, together with an explanatory memorandum.
- (ii) The Income Tax (11th Amendment) Rules, 2008 published in Notification No. S.O. 2861(E) in Gazette of India dated the 11th December, 2008, together with an explanatory memorandum and corrigendum thereto published in Notification No. S.O. 2949(E) dated the 22nd December, 2008.
- (iii) The Income Tax (11th Amendment) Rules, 2008 published in Notification No. S.O. 2959(E) in Gazette of India dated the 23rd December, 2008, together with an explanatory memorandum.
- (iv) The Income Tax (First Amendment) Rules, 2009 published in Notification No. S.O.

19(E) in Gazette of India dated the 5th January, 2009, together with an explanatory memorandum.

- (v) The Income Tax (2nd Amendment) Rules, 2009 published in Notification No. S.O. 20(E) in Gazette of India dated the 5th January, 2009, together with an explanatory memorandum.
- (vi) S.O. 21 (E) published in Gazette of India dated the 5th January, 2009, together with an explanatory memorandum specifying the National Housing Bank (Tax Saving) Term Deposit Scheme, 2008 for the purposes of clause(xv) of sub-section (2) of Section 80C of the Income-Tax Act, 1961.
- (vii) The Income Tax (Third Amendment) Rules, 2009 published in Notification No. S.O. 197(E) in Gazette of India dated the 19th January, 2009, together with an explanatory memorandum.

[Placed in Library, See No. L.T. 10569/09]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI JYOTIRADITYA M. SCINDIA): 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 619A of the Companies Act, 1956:-
 - (i) Review by the Government of the working of the Telecommunications Consultants India Limited, New Delhi, for the year 2007-08.
 - (ii) Annual Report of the Telecommunications Consultants India Limited, New Delhi, for the year 2007-08, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) A copy of the Telecom Regulatory Authority of India (Officers and Staff Appointment) (Seventh Amendment) Regulations, 2008 (Hindi and English versions) published in Notification No. 5-4/2000-A&P in Gazette of India dated the 31st December, 2008 under Section 37 of the Telecom Regulatory Authority of India Act, 1997.

[Placed in Library, See No. L.T. 10570/09]

[Placed in Library, See No. L.T. 10571/09]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Telecom Regulatory Authority of India, New Delhi, for the year 2007-2008, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Telecom Regulatory Authority of India, New Delhi, for the year 2007-2008.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. L.T. 10572/09]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Centre for Environment Education, Ahmedabad, for the year 2007-2008, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Centre for Environment Education, Ahmedabad, for the year 2007-2008.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. L.T. 10573/09]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the National Biodiversity Authority, Chennai, for the year 2007-2008, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Biodiversity Authority, Chennai, for the year 2007-2008.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. L.T. 10574/09]

- (5) A copy of the Notification No. S.O. 120(E) (Hindi and English versions) published in Gazette of

India dated the 12th January, 2009 making certain amendments in the Notification No. S.O. 2708(E) dated 17th November, 2008 issued under Section 61 of the Biological Diversity Act, 2002.

[Placed in Library, See No. L.T. 10575/09]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): Sir, I beg to lay on the Table:-

- (1) A copy each of the following Notifications (Hindi and English versions) under Section 48 of the Foreign Exchange Management Act, 1999:-
- (i) The Foreign Exchange Management (Transfer or Issue of Any Foreign Security) (Amendment) Regulations, 2008 published in Notification No. G.S.R. 676(E) in Gazette of India dated the 24th September, 2008.
- (ii) The Foreign Exchange Management (Transfer or Issue of Any Foreign Security) (Second Amendment) Regulations, 2008 published in Notification No. G.S.R. 756(E) in Gazette of India dated the 31st October, 2008.
- (iii) The Foreign Exchange Management (Transfer or Issue of Security by a Person Resident Outside India) (Second Amendment) Regulations, 2008 published in Notification No. G.S.R. 896(E) in Gazette of India dated the 30th December, 2008.

[Placed in Library, See No. L.T. 10576/09]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-
- (i) Review by the Government of the working of the Security Printing and Minting Corporation of India Limited, New Delhi, for the year 2007-2008.
- (ii) Annual Report of the Security Printing and Minting Corporation of India Limited, New Delhi, for the year 2007-2008, alongwith 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. L.T. 10577/09]

(4) A copy of the following Notifications (Hindi and English versions) under Section 31 of the Securities and Exchange Board of India Act, 1956:-

(i) The Securities Contracts (Regulation) (Manner of Increasing and Maintaining Public Shareholding in Recognised Stock Exchanges) (Amendment) Regulations, 2008 published in Notification No. LAD-NRO/GN/2008/30/148262 in Gazette of India dated the 23rd December, 2008.

(ii) The Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers) (Amendment) Regulations, 2009 published in F. No. LAD-NRO/GN/2008-09/33/15022 in Gazette of India dated the 28th January, 2009.

[Placed in Library, See No. L.T. 10578/09]

(5) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of Section 21 of the Coinage Act, 1906:-

(i) The One Hundred Rupees and Two Rupees coined to commemorate the occasion of "Birth Bi-Centenary of Louis Braille (1809-2009)" Rules, 2008 published in Notification No. G.S.R. 897(E) in Gazette of India dated the 30th December, 2008.

(ii) The Coinage of the Five Rupees coined in commemoration of "The First War of Independence" Rules, 2008 published in Notification No. G.S.R. 781(E) in Gazette of India dated the 11th November, 2008.

(iii) The Coinage of Nickel-Brass Coin of Rupees Five coined with the theme "Ashoka Pillar" Rules, 2009 published in Notification No. G.S.R. 38(E) in Gazette of India dated the 20th January, 2009.

[Placed in Library, See No. L.T. 10579/09]

(6) A copy of the Credit Information Companies (Regulation) Removal of Difficulties Order, 2008 (Second of 2008) (Hindi and English versions) published in Notification No. S.O. 3336 in Gazette of India dated the 20th December, 2008 under sub-section (2) of Section 35 of the Credit Information Companies (Regulation) Act, 2005.

[Placed in Library, See No. L.T. 10580/09]

(7) A copy of the Notification No. G.S.R. 165 (Hindi and English versions) published in Gazette of India dated the 6th September, 2008 containing corrigendum to the Notification No. G.S.R. 589(E) dated the 13th August, 2008 issued under Industrial Disputes Act, 1947.

[Placed in Library, See No. L.T. 10581/09]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI ANAND SHARMA): Sir, I beg to lay on the Table:-

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council for Cultural Relations, New Delhi, for the year 2007-2008.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council for Cultural Relations, New Delhi, for the year 2007-2008, together with Audit Report thereon.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. L.T. 10582/09]

12.01 hrs.

MESSAGE FROM RAJYA SABHA

AND

BILL AS RETURNED BY RAJYA SABHA
WITH AMENDMENTS*

[English]

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

'I am directed to inform the Lok Sabha that the Agricultural and Processed Food Products Export Development Authority (Amendment) Bill, 2009, which was passed by the Lok Sabha at its sitting held on the 23rd December, 2008, has been passed by the Rajya Sabha at its sitting held on the 16th February, 2009, with the following amendments:-

Enacting Formula

1. That at page 1, line 1, for the word "Fifty-ninth", the word "Sixtieth" be substituted.

* Laid on the Table.

Clause 1

2. That at page 1, line 3, for the figure "2008", the figure "2009" be substituted.

New Clause-6A

3. That at page 2, after line 24, the following be inserted, namely,-

7. After section 34 of the principal Act, the following section shall be inserted, namely, -

Insertion of
new section
35.

"35. All things done, or, omitted to be Validation done, and all actions or measures taken, or, not taken, during the period beginning on or after the 13th day of October, 2008 and ending immediately before the date of commencement of the Agricultural and Processed Food Products Export Development Authority (Amendment) Act, 2009, shall, in so far as they are in conformity with the provisions of this Act, as amended by the Agricultural and Processed Food Products Export Development Authority (Amendment) Act, 2009, be deemed to have been done, or, omitted to be done, or taken, or, not taken, under the provisions of this Act, as amended by the Agricultural and Processed Food Products Export Development Authority (Amendment) Act, 2009, as if such provisions were in force at the time such things were done or omitted to be done and actions or measures taken or not taken during the said period."

I am, therefore, to return therewith the said Bill in accordance with the provisions of rule 128 of the Rules of Procedure and Conduct of Business in the Rajya Sabha with the request that the concurrence of the Lok Sabha to the said amendments be communicated to this House.'

2. Sir, I lay on the Table the Agricultural and Processed Food Products Export Development Authority (Amendment) Bill, 2009, as returned by Rajya Sabha with amendments on the 16th February, 2009.

12.01½ hrs.

PUBLIC ACCOUNTS COMMITTEE**81st and 82nd Report**

[Translation]

MR. SPEAKER: Welcome, Mr. Chairman.

SHRI SANTOSH GANGWAR (Bareilly): Thank you Sir. Sir I beg to present the following Report (Hindi and English versions) of the Public Accounts Committee (2008-2009):

- (1) Eighty-first Report of PAC (Fourteenth Lok Sabha) on "Operation and Maintenance of an Aircraft Fleet in the Indian Air Force"; and
- (2) Eighty-second Report on Action Taken on 72nd Report of PAC (Fourteenth Lok Sabha) on "Pradhan Mantri Gram Sadak Yojana".

12.02 hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS**35th Report**

[English]

SHRI RUPCHAND PAL (Hooghly): Sir, I beg to present the Thirty-fifth Report (Hindi and English versions) of the Committee on Public Undertakings on Food corporation of India based on Audit Para 7.1.1 of Chapter VII of Report No. CA 11 of 2008.

(ii) Action Taken Statement

SHRI RUPCHAND PAL: Sir, I beg to lay on the Table the Action Taken Statement (Hindi and English versions) of the Committee on Public Undertakings showing the action taken by the Government on the recommendations contained in Chapter I of Twenty-fourth Action Taken Report on Special Contingency Policies on mobile handsets by Insurance Companies.

MR. SPEAKER: Item No. 19, Shri Ratilal Kalidas Varma – not present.

Shri Rupchand Murmu

12.02¼ hrs.

**COMMITTEE ON THE WELFARE OF SCHEDULED
CASTES AND SCHEDULED TRIBES****36th Report**

[Translation]

SHRI RUPCHAND MURMU (Jhargram): Mr. Speaker Sir, I beg to present the Thirty-sixth Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on "National Commission for the Scheduled Castes (NCSC) – its mandate and achievements – A review of its organisation and working".

12.02½ hrs.

COMMITTEE ON EMPOWERMENT OF WOMEN**22nd Report***[English]*

SHRIMATI KRISHNA TIRATH (Karol Bagh): I beg to present the Twenty-second Report (Hindi and English versions) of the Committee on Empowerment of Women (2008-2009) on the Subject 'Working Conditions of Women in Prasar Bharati'.

12.03 hrs.

STANDING COMMITTEE ON AGRICULTURE**46th Report***[English]*

SHRI MOHAN SINGH (Deoria): I beg to present the Forty-sixth Report (Hindi and English versions) of the Standing Committee on Agriculture on 'The Pesticides Management Bill, 2008'.

MR. SPEAKER: Thank you, Mr. Chairman.

12.03½ hrs.

**STANDING COMMITTEE ON
INFORMATION TECHNOLOGY****Statements***[English]*

SHRI NIKHIL KUMAR (Aurangabad, Bihar): I beg to lay on the Table the following Statements (Hindi and English versions) of the Standing Committee on Information Technology:-

- (1) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the First Action Taken Report (Thirteenth Lok Sabha) on 'Demands for Grants (1998-1999)' of the Ministry of Information and Broadcasting.
- (2) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Second Action Taken Report (Thirteenth Lok Sabha) on 'Demands for Grants (1999-2000)' of the Ministry of Information and Broadcasting.
- (3) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Thirtieth Action Taken Report (Thirteenth Lok Sabha) on 'Demands for Grants (2001-2002)' of the Ministry of Information and Broadcasting.
- (4) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations Contained in Chapter V of the Sixty-third Action Taken Report (Thirteenth Lok Sabha) on 'Demands for Grants (2003-2004)' of the Ministry of Information and Broadcasting.
- (5) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Sixtieth Action Taken Report (Fourteenth Lok Sabha) on 'The Role of Prasar Bharati and its future status' relating to the Ministry of Information and Broadcasting.
- (6) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I of the Fifth Action Taken Report (Thirteenth Lok Sabha) on 'Recommendations of Telecom Regulatory Authority of India regarding increase in Telephone Tariff of Basic Telecom Services' relating to the Ministry of Communications and Information Technology (Department of Telecommunications).
- (7) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I of the Fifty-third Action Taken Report (Thirteenth Lok Sabha) on 'Functioning of Telecom Regulatory Authority of India (TRAI)' relating to the Ministry of Communications and Information Technology (Department of Telecommunications).
- (8) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I of the Fifty-fourth Action Taken Report (Thirteenth Lok Sabha) on 'Complaints/Grievances Redressal machinery in DoT/BSNL/MTNL' relating to the Ministry of Communications and Information Technology (Department of Telecommunications).
- (9) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I of the Thirty-fifth Action Taken Report (Fourteenth Lok Sabha) on 'Limited Mobility through WLL for fixed Service Providers' relating to the Ministry of Communications and Information Technology (Department of Telecommunications).

- (10) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Fifty-second Action Taken Report (Fourteenth Lok Sabha) on 'Demands for Grants (2007-2008)' of the Ministry of Communications and Information Technology (Department of Telecommunications).
- (11) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Forty-fourth Action Taken Report (Thirteenth Lok Sabha) on 'Demands for Grants (2002-2003)' of the Ministry of Communications and Information Technology (Department of Posts).
- (12) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Twelfth Action Taken Report (Fourteenth Lok Sabha) on 'Demands for Grants (2004-2005)' of the Ministry of Communications and Information Technology (Department of Posts).
- (13) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Fifty-third Action Taken Report (Fourteenth Lok Sabha) on 'Demands for Grants (2007-2008)' of the Ministry of Communications and Information Technology (Department of Posts).
- (14) Statement showing Action Taken by the Government on the Recommendations contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Fifty-ninth Action Taken Report (Fourteenth Lok Sabha) on 'Real Estate Management in the Department of Posts' relating to the Ministry of Communications and Information Technology (Department of Posts).
- (15) Statement showing Action Taken by the Government on the Recommendation contained in Chapter I and Final Replies to the Recommendations contained in Chapter V of the Thirty-seventh Action Taken Report (Fourteenth Lok Sabha) on 'Implementation of e-Governance Projects' relating to the Ministry of Communications and Information Technology (Department of Information Technology).
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12.04 hrs.

STANDING COMMITTEE ON ENERGY

31st Report

[English]

SHRI GURUDAS KAMAT (Mumbai North East): I beg to present the Thirty-first Report (Hindi and English versions) of the Standing Committee on Energy on "Implementation of Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY)."

12.04½ hrs.

COMMITTEE ON HUMAN RESOURCE
DEVELOPMENT

213th Report

[Translation]

SHRI RAVI PRAKASH VERMA (Kheri): Sir, I beg to lay on the Table the Two Hundred Thirteenth Report (Hindi and English versions) of the Standing Committee on Human Resource Development on 'The Right of Children to Free and Compulsory Education Bill, 2008'.

12.05 hrs.

STANDING COMMITTEE ON HEALTH
AND FAMILY WELFARE

34th Report

[English]

DR. KARAN SINGH YADAV (Alwar): I beg to lay on the Table the Thirty-fourth Report (Hindi and English versions) of the Standing Committee on Health and Family Welfare on the Functioning of the three Vaccine Producing PSUs, namely, the Central Research Institute (CRI), Kasauli, the Pasteur Institute of India (PII), Coonoor, and the BCG Vaccine Laboratory (BCGVL) Chennai.

12.07 hrs.

STANDING COMMITTEE ON PERSONNEL, PUBLIC
GRIEVANCES, LAW AND JUSTICE

33rd and 34th Reports

[English]

DR. C. KRISHNAN (Pollachi): I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Personnel, Public Grievances, Law & Justice:-

- (1) 33rd Report on the Representation of the People (Second Amendment) Bill, 2008; and
- (2) 34th Report on the High Court and Supreme Court Judges (Salaries and Conditions of Service) Amendment Bill, 2008.

12.08 hrs.

STATEMENT BY MINISTER

Situation in Sri Lanka

[English]

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Mr. Speaker, Sir, I rise to apprise the august House about the present situation in Sri Lanka. ...*(Interruptions)*

Since I last addressed the House on this issue in October 2008, developments have unfolded rapidly in the northern Sri Lanka. Sri Lankan Government forces have made significant advances into LTTE-held territory, restricting LTTE cadres to a small area of approximately 150 sq. km. adjacent to the coast. The Sri Lankan forces have captured Kilinochchi, Elephant Pass and Mullaitivu town and have regained control of the A-9 highway.

A serious source of concern to us has been the condition of the civilians and internally displaced persons (IDPs), mostly Tamil, caught up in the zone of conflict. Estimates on the number of civilians trapped vary, but 70,000 or so are estimated to be there now. The LTTE were reportedly using them as human shields.

Hon. Members may rest assured that our strong concerns for the safety, security and welfare of the civilians caught in the conflict have led us to stay actively engaged to prevent a further deterioration of humanitarian conditions. We have sent relief supplies to the civilians and the internally displaced persons (IDPs), facilitated access by international and UN organisations, and suggested ways for civilians and IDPs to escape from the conflict zone. Two batches of relief assistance have been sent so far including 80,000 family packs of food and non-food articles, collected and donated by the Government of Tamil Nadu, and medicines. Another batch of relief material is being sent.

I personally visited Colombo on 27th January. In my discussions with Sri Lankan President His Excellency Mahinda Rajapaksa, I stressed the need to give an opportunity to civilians and IDPs caught up in the conflict to emerge from the LTTE held areas, and suggested a pause in hostilities to provide the necessary environment. On 29th

January 2009, the Sri Lankan President announced a 48-hour period for civilian safe passage to secure areas. He also appealed to the LTTE to allow civilians to leave and assured the safety and security of the civilians who did so.

In the last two weeks, nearly 35,000 civilians have come out of LTTE-held areas. Sadly some of those escaping from the conflict have been caught in cross-fire and, in recent incidents have been stopped and even killed by LTTE cadres. ...*(Interruptions)*

MR. SPEAKER: This is not the way to react.

SHRI PRANAB MUKHERJEE: As the conflict enters what may be the final phase of military operations, the LTTE would best serve the interest of the Tamils by immediately releasing all civilians and laying down arms.

The Government of India is ready to facilitate the evacuation of civilians trapped in the area of conflict, working with the Government of Sri Lanka and the ICRC who would take responsibility for the security, screening and rehabilitation of these internally displaced persons.

Mr. Speaker, Sir, India continues to support a negotiated political settlement in Sri Lanka within the framework of an undivided Sri Lanka acceptable to all the communities, including the Tamil community. The LTTE remains a proscribed organisation in India and has done much damage to the Tamil community.

In this context, the earlier normal democratic political processes begin in Sri Lanka the better. In our view, after 23 years of conflict, there is today a political opportunity to restore life to normalcy in the Northern Province and throughout Sri Lanka. The President of Sri Lanka assured me that this is also his intent. The full implementation of the 13th Amendment to the Sri Lankan Constitution would be a significant first step. Hon. Members would recall that the 13th Amendment was introduced to give effect to the India-Sri Lanka accord in 1987. Going beyond the 13th Amendment on the question of devolution of powers would be significant.

India is ready to work with the Government of Sri Lanka in their important tasks of rehabilitation and reconstruction which lie ahead in Sri Lanka, particularly the north and east. We have begun steps to implement developmental projects in the Eastern Province such as a 500 MW thermal power project, assistance for a rail bus project and the setting up of IT centres.

I wish to assure the hon. Members that Government will continue to stay engaged in the process of bringing enduring peace to Sri Lanka, working with the Government

of Sri Lanka and the various communities in Sri Lanka in pursuit of our common security and prosperity.

[Placed in Library, See No. L.T. 10584/09]

...(Interruptions)

SHRI A. KRISHNASWAMY (Sriperumbudur): We want a permanent ceasefire....(Interruptions)

MR. SPEAKER: Please give a notice for discussion.

12.09 hrs.

STATEMENT CORRECTING REPLY TO UNSTARRED QUESTION NO. 1742 DATED 10.12.2008 REGARDING: INDIANS LANGUISHING IN PAKISTANI JAILS

[English]

MR. SPEAKER: Item No. 28, Shri Pranab Mukherjee.

...(Interruptions)

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Reply to parts (d) (e) of the Unstarred Question No. 1742 regarding "Indians languishing in Pakistani jails" may be read as "Since February 2008, 08 prisoners and 230 fishermen have been released by Pakistan; State wise lists of Indians in Pakistan jails are not maintained."...(Interruptions) The error occurred due to oversight. The error is regretted.

MR. SPEAKER: What are you doing? You give the notice if you want a discussion. What are you doing now? Not to be recorded.

(Interruptions)...

MR. SPEAKER: What are you doing now? He has made a statement. If you want to say anything, give me a notice

[Placed in Library, See No. L.T. 10585/09]

...(Interruptions)

12.10 hrs.

MOTION RE: FIFTY-SECOND REPORT OF BUSINESS ADVISORY COMMITTEE

[English]

MR. SPEAKER: Item No.29.

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VAYALAR RAVI): Sir, I beg to move:-

* Not recorded.

"That this House do agree with the Fifty-second Report of the Business Advisory Committee presented to the House on the 17th February, 2009."

MR. SPEAKER: The question is:

"That this House do agree with the Fifty-second Report of the Business Advisory Committee presented to the House on the 17th February, 2009."

The motion was adopted.

12.11 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS - (GENERAL), 2008-09

[English]

MR. SPEAKER: Item No. 30.

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): I beg to present a Statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of the Budget (General) for 2008-09.(Interruptions)

MR. SPEAKER: Hon. Members, what are you doing? You give me a notice. What can I do now? This is not the way to discuss.

...(Interruptions)

MR. SPEAKER: Nothing will be recorded. Do not record it.

(Interruptions)...

[Placed in Library, See No. L.T. 10586/09]

12.12 hrs.

MATTERS UNDER RULE 377**

[English]

MR. SPEAKER: Matters under Rule 377 is laid on the Table of the House.

...(Interruptions)

- (I) Need to run Hazar Duari Express daily and provide its stoppages at Dumdum and Barrackpore in West Bengal

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): The launching of Hazar Duari' express train has brought about a cheer among the common people of Murshidabad.

* Not recorded.

** Treated as laid on the Table.

This train will facilitate the tourism in the historically enriched district of Murshidabad. But the euphoria of the people got subsided once the schedule of the train was announced which only runs five days a week thus nullifying the interest of tourists who nowadays prefer to go at the weekend to short distance tourist places. Therefore, my proposals to the Ministry are: (1) to extend the schedule of the train as a daily service (2) A few more stoppages mainly Dumdum and Barrackpore need to be included in order to get tourists from the fringe area of the city and (3) To extend the destination upto Lalgola which is the terminal point of Kolkata-Lalgola section.

- (ii) **Need to provide a stoppage to 'Ashram Mail' at Unjha in Gujarat**

[Translation]

SHRI JIVABHAI A. PATEL (Mehsana): Sir, 'Ashram Mail' rail service is available between Delhi and Ahmadabad and this train passes through Unjha railway station in my constituency. Nowadays, Unjha has become international market for Coriander, Cumin and other spices. Spices are exported on a large scale to different corners of the world but the businessmen and other passengers have to face lots of difficulties due to absence of stoppage of the 'Ashram Mail' at Unjha railway station. This place is visited by traders from all over the country in connection with trading spices.

It is requested through the House that a stoppage of the 'Ashram Mail' be provided at Unjha.

- (iii) **Need to provide funds for the Rope Car Project linking Palani Hills and Kodaikanal Hills in Tamil Nadu**

[English]

SHRI S.K. KHARVENTHAN (Palani): Sir, Palani hills in Tamil Nadu is one of the important six abodes of Lord Karthik and is situated at the bottom of Kodaikanal hills in the western ghats. Large number of devotees within the country and abroad are visiting Palani everyday.

Kodaikanal is situated 7,000 feet above sea level and it is an internationally acclaimed tourist spot. It takes at least two hours to reach Kodaikanal from Palani through 42 hair pin bends in the hills. Large number of youths die due to road accident between Kodaikanal and Palani.

There is a proposal to lay a Rope Car Project to connect Palani hills and Kodaikanal hills and the preliminary survey was also over. It is pending since long due to constraint of funds and there is not much headway on its implementation. If this project is implemented, it will improve the tourists flow in the region to manifold and will reduce

pollution in the environmentally important region. Besides, it will enable the tourists by extending their stay to visit important places of eco-tourism in and around Palani Hills and save their precious time and energy and also fetch huge revenue to the Government.

I shall, therefore, urge upon the Union Government to provide adequate funds for the implementation of Rope Car Project between Palani hills and Kodaikanal hills in Tamil Nadu.

- (iv) **Need to provide alternate road-connectivity by BRO/GREF in Doda, Ramban and Kishtwar districts in Jammu & Kashmir facing submergence of roads due to Baglihar Project**

CHAUDHARY LAL SINGH (Udhampur): The roads in three districts of my constituency viz. Ramban, Doda and Kishtwar are submerged due to filling of reservoir of Baglihar Project. As there are no alternate roads, about seven lakhs people are suffering due to lack of road connectivity, shortage of food, cooking gas and other essential commodities for the last ten days. The Government should give instructions to BRO/GREF to make the arrangements for construction of the alternative roads and provide the air services without further delay. Till such time alternative roads are constructed and opened for public use, the Basholi-Bani-Bhadarwah and Kishtwar-Paddar-Pongi roads should be opened for public as well as for supply of essential commodities.

- (v) **Need to set up Chilli-based Food Processing Units in Guntur and to undertake welfare measures for the Chilli growers in Andhra Pradesh**

SHRI RAYAPATI SAMBASIVA RAO (Guntur): Chilli growers in the country particularly in Andhra Pradesh are facing a miserable situation for multifarious reasons. Andhra Pradesh produces a variety of Chillies in different qualities. Out of the total production of 13,49,560 MT of Chillies in the country in 2007-08, Andhra Pradesh alone accounted for 7,72,000 MT, that is 57.20%. There has been a marked improvement in the exports of Indian Chillies from a mere Rs. 27 crore in 1990-91 to Rs. 1097 crore in 2007-08.

I would request the Government to give training in crop management, post-harvest improvement practices, storage so that Chilli growers reap full benefits. Chilli growers lack proper healthcare, educational and social needs for their children. It is certainly a great cause for worry. There has been a consistent demand for ensuring remunerative prices to Chilli growers and an assured market and supply of inputs.

I would strongly urge the Central Government to extend financial assistance to the Andhra Pradesh Government for setting up Food Processing Units for Chillies Products in Guntur which is producing world famous Chillies and which has got huge export potential in the country and also address welfare measures for healthcare, educational and social needs of Chilli growers of Andhra Pradesh.

- (vi) **Need to start operation of Akashvani Kendra at Himatnagar, Sabarkantha district, Gujarat**

SHRIMATI JAYABEN B. THAKKAR (Vadodara): The issue of making the Akashvani Kendra at Himatnagar in Sabarkantha district of Gujarat operational is pending since long. The entire infrastructure including building and staff quarters has been constructed since last four years at an approximate cost of Rs. 15 crores. For some reasons, the radio station has not been made operational and except for relaying certain programmes from Ahmedabad, no other programmes are being broadcast.

I urge the Government to make it operational at the earliest.

- (vii) **Need to give a special economic package for the revival of diamond industry in Surat, Gujarat facing recession due to global meltdown**

[Translation]

SHRI KASHIRAM RANA (Surat): Sir, the global meltdown has an impact on all industrial units in India. Over the last three or four months thousands of workers are facing lay off. Lakhs of people have been rendered jobless.

Several bail out packages have been announced by the Government to protect the industries from the impact of this recession but all these packages have failed to re-employ lakhs of retrenched people. The textile and diamond industry which is the biggest employer is closing down their units day after day due to global economic crisis. The diamond industry which exports material worth Rs. One Lakh crores annually is in worse condition than the textile industry. The units of this industry have been lying closed since Diwali and even today these units could not be reopened. In the major centre of diamond industry – Surat, the units are completely closed down. Lakhs of people have been rendered jobless and nearly 25 gem artisans have committed suicide during the last one month. Such incidents are increasing day by day.

I would like to request the Government to announce a special economic package to bail out the diamond industry and provide an unemployment allowance to the unemployed gem artisans forthwith to restrain them from committing suicides and help them eke out a living. A moratorium of five

years on bank credit and bank loan should be announced and the current serious problem needs to be solved by the Prime Minister by immediately holding meeting with the gem-businessmen so as to prevent closure of factories and industrial units.

- (viii) **Need to expedite the construction of service roads, overbridges and other specified works on N.H. 8-B between Porbandar and Rajkot in Gujarat**

[English]

DR. VALLABHBHAI KATHIRIA (Rajkot): Under the East-West Corridor Project, the N.H-8-B was converted to four-lane from Porbandar to Rajkot via Jetpur. After completion, it has been found that many lacunae have crept up such as missing service roads and over-bridges at Shaper Chokdi, Kuvadara Chokdi as well as circles at Gondal by-pass, overbridge at Pardi and within 45 kms stretch there are four tax plaza putting a heavy cost on the daily passengers. I have given in writing to National Highway Authority of India to take corrective measures but nothing concrete has been done till today. I earnestly request the Government of India to pursue the matter in larger interest of the people.

- (ix) **Need to set up an airport in Ajmer, Rajasthan**

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Sir, Ajmer is an extremely important place historically as well as from the religious, educational and archaeological point of view. Thousands of domestic and international tourists throng it and one of the most prominent pilgrim centers—Pushkar for the purpose of pilgrimage and have a glimpse of important historical and religious places. There is also a strategically important old cantonment of Nasirabad in its vicinity. There are also two important group centers of the CRPF in Ajmer from where para-military forces are deployed as per requirement throughout the country from time to time. The largest marble market of Asia Kishangarh where thousands of entrepreneurs keep coming to it, is situated nearby.

Therefore, I urge the Union Government to set up the long awaited airport at Ajmer at the earliest and connect it to the network of air routes so as to facilitate smooth transport to far flung areas and abroad and bring about all round development of Ajmer.

- (x) **Need to extend the benefit of Duty Entitlement Pass Book Scheme (DEPB) to Coir Sector**

[English]

DR. K.S. MANOJ (Alleppey): The Ministry of Commerce and Industry has extended the benefit under Duty Entitlement Pass Book (DEPB) Scheme to major jute products like

Jute (Jute soil saver) Geo-textiles, Jute yarn, made-ups, sacking clothes with effects from 1st April 2003. This increased the export of jute products considerably. Coir is also a biodegradable, eco-friendly product which is widely used in European countries as soil saver, moisture retainer as well as for domestic purposes. Since the coir industry is facing a crisis as a result of decline in coir products export consequent to global economic crisis, it is imperative to provide some bailout packages. If the incentives declared for jute sector is extended to the coir sector also, this will definitely boost up the export of coir and coir products. I urge upon the Government to extend the benefit of DEPB scheme to Coir sector also in the area of Coir Soil Saver (Coir Geo-Textiles) @ 5%, Coir Yarn @ 5%, and other Coir Products @ 10%.

- (xi) **Need to run a new train between Allahabad and Mumbai via Kanpur with halts at Bharwari and Sirathu railway stations in Kaushambi, Uttar Pradesh**

[Translation]

SHRI SHAILENDRA KUMAR (Chail): Sir, hundreds of people from my constituency have to travel to Mumbai every day. A new train between Allahabad and Mumbai via Kanpur is needed to be introduced with its stoppages at Bharwari, Sirathu and Fatehpur so as to benefit the passengers from Kaushambi district in Uttar Pradesh. The passengers will be benefited if stoppages of Mahananda Express 4083 UP and 4084 Down, Moori Express 8101 UP and 8102 Down, Allahabad, Mathura Express, Prayagraj Express No. 2417, 2418 are provided at Bharwari and Sirathu railway stations. The Railways have given the facility of one MST upto a distance of 150 kilometers while the distance between Allahabad and Kanpur is 156 Kilometres. Therefore, a facility to have a single MST upto a distance of 156 Kilometres should be allowed.

The Railways will earn good revenue if the above points are addressed.

- (xii) **Need to release funds for the construction of the dwelling units for the Beedi workers in Banka Parliamentary Constituency, Bihar**

SHRI GIRIDHARI YADAV (Banka): Sir, a large number of people earn the livelihood for their families by making Beedi in Jamui district of my parliamentary constituency, Banka. They own tattered and muddy houses. A scheme aimed to construct one thousand dwelling units for them was introduced by the Union Government under which only half of the funds have been released so far. Consequently construction of these houses has not been completed and

these have started decaying due to non-completion of construction. The Government is, therefore, requested to release the balance funds at the earliest so that purpose of the scheme can be served.

The Government is requested, through the House, to release remaining funds in respect of the proposed scheme for construction of the dwelling units for the Beedi workers in Banka at the earliest.

- (xiii) **Need to extend the benefits of Sixth Central Pay Commission to Gramin Dak Sevaks in the country**

[English]

SHRI C. KUPPUSAMI (Madras North): Sir, consequent on the constitution of Sixth Central Pay Commission, the Department of Posts constituted a Committee to look into the service conditions of 3 lakhs Gramin Dak Sevaks in Postal Department. The Committee have submitted its report.

The Secretary (Posts) constituted another internal committee comprising five officers of Postal Department to examine the proposals of the Committee and to submit its reports. Accordingly, the Internal Committee submitted its report on 19.01.2009.

Even though the Central Pay Commission submitted its reports and the recommendations have already been implemented for regular Central Government employees including regular Postal employees, the Gramin Dak Sevaks have not been given the benefit so far.

I would, therefore, urge upon the Hon'ble Minister for Communications and Information Technology to personally intervene in the matter and take suitable measures for immediate implementation of new pay scales to Gramin Dak Sevaks by holding talks with all Service unions including the union which have applied for recognition and are kept pending. This is very important in the interest of the welfare of postal workers throughout the country who are the backbone of the Postal Department.

- (xiv) **Need to update the pension of pre-November, 1997 retirees of Reserve Bank of India**

SHRI ANANT GANGARAM GEETE (Ratnagiri): RBI pension scheme was introduced in the year 1990. It was effective from 1st January 1986. Since the employees were demanding pension as third retirement benefit, RBI explained to the staff the advantage of the pension scheme, particularly regular updating of pension as in the case of Central Government employees. This was set in RBI circular dated March 13, 1992.

The 6th Pay Commission have also recommended similar improvement in the pensions alongwith certain other welcome features like gradual increase of basic pension in line with the retiree's age.

The RBI in the year 2003 decided to update the pension of pre-November 1997 retirees by bringing their basic pension in alignment with basic pay on 01.11.1997. This benefited about 4000 pensioners. The Central Government objected to it on technical grounds. The Government of India also stated that updating of pension by RBI might prompt retirees from other institutions to raise similar demand hence, the approval was not granted.

The RBI has built a sizeable pension fund without any contribution from the Government of India and as such RBI pension fund is self-sustaining to meet pension liability.

It is, therefore, requested that the Government of India should look into this matter and sort out the issue of pension in consultation with RBI.

(xv) Need to sanction funds for developing tourism infrastructure in Kolhapur, Maharashtra

SHRI S.D. MANDLIK (Kolhapur): The city of Kolhapur in Maharashtra has a large number of historical monuments. The various monuments include Mahalaxmi Mandir, Jotiba Temple, Panhala, Khidrapur Temples & its remains (an ancient temple), Bahubali (Holy place of Jain religion), Dajipur reserved forest.

All the above places are of great historical importance and a large number of tourist visit these places every year. Kolhapur is also famous for leather footware and goods besides silver ornaments. Kolhapur is also a centre of high quality jaggery which is even exported to western countries.

In spite of all this, the civic facilities and other infrastructure required for attracting tourists is not available and development of Kolhapur and its surrounding areas as a tourist attraction is delayed. The necessary financial assistance for this entire project has been sought by the State Government of Maharashtra from the Central Government. The entire project with details has been submitted by the Government of Maharashtra to Ministry of Tourism.

Through your good office Sir, I urge the Prime Minister and the Tourism Minister to sanction necessary funds to develop Kolhapur and surrounding historical monuments on the lines of Nanded city in Maharashtra.

(xvi) Need to provide adequate budgetary allocation for the proposed Subarna Rekha Barrage Project in West Bengal

SHRI PRABODH PANDA (Midnapore): The proposed Subarna Rekha Barrage Project is one of the most important

mega projects in West Bengal. The command area of this project would be 130014 hectares of which 99248 hectares would be in Kharif and rest 30766 hectares would be in Rabi season. It would cover large parts of both East & West Medinipur districts. It has got all kind of clearance from every quarters. The foundation stone was laid in 1992. The West Bengal State Government has allocated fund for its initial infrastructure works of which construction of office buildings, roads have been made. The State Government has taken initiatives for land acquisition and announced the package for rehabilitation of the displaced. It is observed that due to cost-escalation, Rs 1615 crore is required for the project of which 90% would be borne by the Union Government. I, therefore, urge upon the Union Government to make adequate budgetary allocation in this regard so that the main work of this long pending Project gets started expeditiously.

(xvii) Need to give clearance to the Ong River Dam Project in Padampur Sub-division of Bargarh District, Orissa

SHRI PRASANNA ACHARYA (Sambalpur): The Padampur Sub-division in the district of Bargarh in Orissa is one of the most backward areas of the country where there are no substantial facilities for irrigation and industry. This is a drought-prone area where every year thousands of people migrate other areas to earn a livelihood. A proposal is lying since last 50 years for construction of a dam project on river Ong which would irrigate agricultural land not only within Padampur Sub-division but also in Agalpur block of Bolangir district which is in the KBK region. This dam project, if materialized, would change the area into a granary because the land is fertile and the people are hard working. The Ong river dam project has already got TAC and Forest clearance and is now awaiting approval of Planning Commission. The estimated cost of the project now being around one thousand crore, it may not be possible on the part of the State Government to fund it fully at one stroke. The Padampur sub-division and a portion of Bolangir district, which is under KBK would be benefited by this project. I would urge upon the Central Government to initiate immediate necessary steps for clearance of this project and extend necessary financial assistance by including it in the category of a National project.

(xviii) Need to ban field trial of G.M. rice in the country

SHRI M.P. VEERENDRA KUMAR (Calicut): Mahyco Seed Company has been conducting field trial of GM rice in certain parts of the country in utter violation of regulations and conditions laid down for field trial of GM crops. Nowhere in the world, any country which is the centre of origin of any crop allows GM version of that crop with a view to protect the generic wealth and diversity of the country. Farmers all over

the country are agitating against this and demanding a ban on the field trials India which is the home of rice should ban field trials of GM rice as the cereal is crucial to the food security of not only India but of the whole world. Any genetic contamination of Indian rice with foreign genes like BT rice could leave detrimental effects on the genetic diversity of rice. Genetically contaminated rice meant for export, if enters the market can contaminate rice consignments and thus be detrimental to rice export to Europe, Middle East and Africa, the regions that are opposed to GM crops and foods and do not allow GM food in their markets. I therefore urge the government to ban field trial of GM rice in the country.

[English]

MR. SPEAKER: Now, we come to further discussion on the Motion of Thanks on the President's Address.

Shri Dhindsa.

...(Interruptions)

MR. SPEAKER: Hon. Members, if you want to say anything, you give a notice. I will allow you. This cannot be done in this manner. What are you doing, I do not understand? Hon. Minister of External Affairs has made a Statement on the situation in Sri Lanka. If you have something to say, you give me a notice. What can be done now? I do not understand as to what you are saying.

...(Interruptions)

MR. SPEAKER: Nothing will be recorded.

(Interruptions)* ...

MR. SPEAKER: What are you doing, Dr. Krishnan?

...(Interruptions)

MR. SPEAKER: I cannot follow. If you want to say something, you give a notice. What can I do now?

...(Interruptions)

MR. SPEAKER: What are you saying? Nothing is being recorded. You give a notice for a proper discussion.

...(Interruptions)

MR. SPEAKER: The House stands adjourned till 1245 hours.

12.18 hrs.

The Lok Sabha then adjourned till Forty-Five Minutes past Twelve of the Clock.

* Not recorded

12.46 hrs.

The Lok Sabha re-assembled at Forty-Six Minutes past Twelve of the Clock.

(MR. DEPUTY SPEAKER in the Chair)

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Let us take up item no. 32.

...(Interruptions)

12.46½ hrs.

(At this stage, Shri Ravichandran Sippiparai and some other hon. Members came and stood on the floor near the Table)

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: The Members who want to lay their speeches regarding item no. 32, can lay the same on the table of the House.

...(Interruptions)

MR. DEPUTY SPEAKER: Please go back to your seat, I will give you the time to speak.

...(Interruptions)

MR. DEPUTY SPEAKER: Please go back to your seat and then say what you want to say.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Please go back to your seats.

...(Interruptions)

MR. DEPUTY SPEAKER: Please listen to me.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You go back to your seat first.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: If you want to say anything, I will allow you, if you go to your seats.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: I will give you time; you can say whatever you want to say, but only if you go to your seats. First, you have to go back to your seats. Then, I will allow you to say what you want to say.

...(Interruptions)

MR. DEPUTY SPEAKER: I will allow you; if you go back to your seats, you can say whatever you like. I will allow you.

...(Interruptions)

MR. DEPUTY SPEAKER: I will allow you if you go back to your seats. You can say whatever you would like to say from your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: I can allow you to speak if you go back to your seats. But if you do like this, I cannot allow you.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: Hon. Members, if you want to say anything, I will allow you. Please go back to your seats.

...(Interruptions)

MR. DEPUTY SPEAKER: The House stands adjourned to meet again at 2.00 p.m.

12.51 hrs.

The Lok Sabha then adjourned till Fourteen of the Clock.

14.00 hrs.

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

(Mr. Speaker in the Chair)

...(Interruptions)

[English]

MR. SPEAKER: I have requested you repeatedly that the hon. Minister has made a suo motu statement and if you want any discussion or anything, please send me a notice. You are neither helping yourself, nor the Parliament. We are

* Not recorded.

in the midst of a discussion on Motion of Thanks on the President's Address but you are not allowing the House to function. I earnestly request you to please go back to your seats. Send me a notice and then we shall see.

...(Interruptions)

14.01 hrs.

(At this stage, Shri E. Ponnuswamy and some other hon. Members came and stood on the floor near the Table.)

MR. SPEAKER: There is no more time. I am sorry. You had agreed that at 2 o'clock the hon. Minister will reply.

...(Interruptions)

MR. SPEAKER: Please go back to your seats. You are all responsible and respectable Members. Please cooperate with the House.

...(Interruptions)

MR. SPEAKER: If any hon. Member has any written speech on the Motion of Thanks on the President's Address, he/she may lay it on the Table of the House.

...(Interruptions)

MR. SPEAKER: I appeal to you sincerely to please go back to your seats.

....(Interruptions)

MR. SPEAKER: You have spoken on the Motion of Thanks on the President's Address. Yesterday long speeches have been made. Please go back to your seats.

...(Interruptions)

MR. SPEAKER: What are you saying?

...(Interruptions)

MR. SPEAKER: You can go back to your seats and from there you can speak.

...(Interruptions)

MR. SPEAKER: The hon. Minister may reply now. If he has a written speech, he can lay them on the Table of the House.

...(Interruptions)

MR. SPEAKER: I am sorry to say that many hon. Members wanted to participate in this discussion. But they cannot take part in it. If they have any written speeches they may lay it on the Table of the House.

...(Interruptions)

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Sir, even if I come to know as to which part of the speech they are objecting, then I am willing to clarify that point. *...(Interruptions)*

MR. SPEAKER: That is what I am requesting them. The hon. Minister is willing to respond. You may please go back to your seats and from there you can speak.

...(Interruptions)

SHRI PRANAB MUKHERJEE: If they are not willing to say which part of the speech they are objecting to, then let them dictate my statement. *...(Interruptions)*

MR. SPEAKER: I am requesting you to go back to your seats and I will allow you five minutes each and then the hon. Minister may respond to it. I will call Shri Ponnuswamy.

...(Interruptions)

SHRI PRANAB MUKHERJEE: Let them say which part of the statement they are objecting and then I can give a clarification. *...(Interruptions)*

14.04 hrs.

RE: SITUATION IN SRI LANKA

MR. SPEAKER: Please go to your seats. You are all very respectable and responsible Members of the House.

14.04½ hrs.

(At this stage, Shri E. Ponnuswamy and some other hon. Members went back to their seats.)

DR. R. SENTHIL (Dharmapuri): Sir, the hon. Minister has made a statement on the Sri Lankan issue. The statement is a great disappointment and has angered all the Tamilians all over the world. The reason is that the Indian Government is trying to tell that the Sri Lankan Government is a humane Government and a democratic Government. Both are not true. What is happening in Sri Lanka is not a law and order problem. It is genocide of innocent Tamils. By saying again and again that the Indian Government is going work with the Sri Lankan Government, India is actually identifying itself with the genocide being committed against the innocent Tamils. We are very much angry and disappointed over it. He also says that the killing of the innocent Tamils is by the LTTE which is totally objectionable. It is not true. The Indian Government should not be voicing the voice of the Sri Lankan Government. The Indian Government should immediately intervene to stop the war and should not try to persuade in other ways. This is our stand. We will not rest until the Government changes its statement

that the LTTE is killing Tamils. The Government should stop supporting the Sri Lankan Government's endeavour in eliminating the race.

MR. SPEAKER: All of you cannot be allowed to speak.

SHRI E. PONNUSWAMY (Chidambaram): First of all, the Minister has made a statement concentrating on the genocide killing of the Tamils in Sri Lanka. The Government of India is totally supporting the Government under Rajapaksa ignoring the interests and protection of innocent civilians there. We are against the stand taken by the Government of India in supporting the Rajapaksa Government. Genocide is going on there and hundreds of people are being butchered and massacred daily. We want the Indian Government to take positive steps to stop the war. They talk about rehabilitation. When does rehabilitation take place? It takes place only when people are living there. After killing the people, who are there to be rehabilitated? First of all, they should withdraw the statement, take positive steps to stop the war and then protect the interests of civilians who are affected. The Indian Government must look into the situation, be sensitive to the day-to-day happenings there, protect the interests and lives of the civilians there.

It is most important to see that the war is stopped and then rehabilitate the people. We are against the statement. The statement must be withdrawn. This language is the language of Rajapaksa. This is not the language desired. I am sorry to say this.

DR. C. KRISHNAN (Pollachi): Killing of innocent people is taking place in Sri Lanka. It is very unfortunate that Indian Government is supplying arms and ammunition to the war field to kill the Tamilians there. This is also very bad that radar has been given to them and radar is locating the civilians, hospitals, etc. where people are living and then bombings are taking place. This sort of killings is very unfortunate and the Government of India going to help them is very bad. This is betrayal of Tamilians. We will not forget this. History will tell how things have gone. *...(Interruptions)*

SHRI E.V.K.S. ELANGO VAN (Gobichettipalayam): Sir, the LTTE is killing the innocent Tamils. *...(Interruptions)*

DR. C. KRISHNAN: No. No, Sir. *...(Interruptions)*

MR. SPEAKER: Let us hear the hon. Minister. Please take your seats. You have spoken. Let him reply. Let him respond on this issue. Please listen to the hon. Minister.

...(Interruptions)

MR. SPEAKER: Strong words will not help now.

DR. C. KRISHNAN: Sir, I have not completed.

MR. SPEAKER: You have to complete now. You cannot go on like this.

DR. C. KRISHNAN: Sir, in the morning also, I gave a notice on this. In spite of it, you did not allow me to speak about the affairs in my constituency. ...*(Interruptions)* Sir, genocide by Sri Lanka should be stopped. War should end; peace should prevail there and a political settlement should take place. Pointing out at LTTE as if they are killing the Tamilians is unwanted and it is forgery. ...*(Interruptions)*

MR. SPEAKER: Please let us all hear the Minister. We are eager to hear him. You have made your point.

DR. C. KRISHNAN: We want the report to be withdrawn.

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Sir, there is no two opinions in the House on this matter. Each and everyone of us condemn the killings of innocent Tamilians in crossfire. We are equally anguished and pained and this is the point which I have made in my entire statement. We do not want to make a statement voluntarily. Sometimes we make it suo motu because the Members demand it and it is parliamentary courtesy and decorum to keep the Members informed from time to time on a matter of vital public interest. If the hon. Members find any discrepancy in some parts of the Statement, there is way to put it up and definitely corrections will be made, as I did this morning itself with regard to reply to a Question, which was inadvertently made. It is the time-honoured custom.

Therefore, my most respectful submission is that, as far as the question of civilians' pride is concerned, the entire House agrees, the Government agrees that it is very important. But at the same time this point has to be kept in mind that the Government of India has no instrumentality in dealing with another sovereign Government in forcing that sovereign Government to take a particular course of action. That may be the desire of some Members of Parliament. But this is not simply possible for any country to deal with duly constituted Government of another country in this way.

I am repeating that the Government of India is committed to provide all help to ensure safety and security of the civilian Tamilians who are suffering for long because of this conflict. We want that the conflict should come to an end. People of Sri Lanka, particularly the Tamilians must get their rightful place for which an Accord was signed in 1987 and for which a devolution package had been worked out. We will ensure that it is implemented in letter and spirit. Thank you. ...*(Interruptions)*

MR. SPEAKER: The hon. Minister has assured that on behalf of the Government.

...*(Interruptions)*

MR. SPEAKER: Let us do this work. Already we are behind time.

...*(Interruptions)*

MR. SPEAKER: Hon. Members, please allow the House to run.

...*(Interruptions)*

MR. SPEAKER: The hon. Minister has replied to you elaborately. He has expressed the Government's concern and support to the Tamilians. Thank you.

...*(Interruptions)*

MR. SPEAKER: I am thankful for your cooperation.

...*(Interruptions)*

DR. R. SENTHIL: We are walking out. We are very unhappy with the Government's attitude. ...*(Interruptions)*

14.13 hrs.

(At this stage, Dr. Senthil and some other hon. Members left the House.)

14.13½ hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS — *contd.*

MR. SPEAKER: Now, the House will take up further consideration of the Motion of Thanks on the President's Address.

*DR. THOKCHOM MEINYA (Inner Manipur): Sir, we are indeed very grateful to Madam President for her Address which she has been pleased to deliver to both Houses of Parliament assembled together on February 12, 2009.

Sir, all of us present that day, very respectfully, join her in wishing our respected Prime Minister, Shri Manmohan Singh a speedy recovery from his recent heart operation. The Address of Madam President which is second one for her, gives hope for the future. She has rightly pointed out that we have not only withstood the challenges but also emerged stronger. The spirit of Parliament rising together as one overcame the challenge to our nation from terrorist violence. We are also very proud of our Scientists who have successfully launched Chandrayan I mission to the Moon.

Sir, when we have adopted the democratic form of government, the simple maxim- "aam admi ko kya mila?" sounds great. Today, after close to five years in office, the

* Speech was laid on the Table.

[Dr. Thokchom Meinya]

UPA Government, headed by our Hon'ble Prime Minister, Shri Manmohan Singh, under the overall supervision of UPA Chairperson, Madam Sonia Gandhi has acted on nearly all the commitments made to the people through the National Common Minimum Programme. The commitment to inclusive development in NCMP has been translated into laws, policies and programmes.

Sir, through the National Rural Employment Guarantee Act, a right to work for people in our rural areas was guaranteed. NREGA which now covers the whole country is the first such intervention anywhere in the world where a country has guaranteed employment for a specified number of days to any category of citizens. In 2007-08, more than three crore rural households were provided job-cards under this programme. In fact, the NREGA is moving India towards a republic of work.

Sir, along with NREGA, the social security framework has been strengthened through Aam Admi Bima Yojana, Rashtriya Swasthya Bima Yojana and Revamped Indira Gandhi National Old Age Pension Scheme extended to all old persons below the poverty line. The Unorganized Worker's Social Security Act 2008 facilitate social security to over forty crore unorganized workers. Through Right to Information Act, government is accountable to citizens for governance. Through the Schedule Tribes and Traditional Forest Dwellers Act, land rights are conferred to traditional forest dwellers. A Central Educational Institutions (Reservation in Admission) Act ensured reservation to students of OBCs. A Bill on Right to Education and a Constitution Amendment Bill providing for reservation for women in Lok Sabha and State Legislatures stand introduced in Parliament.

Sir, under the Rural Roads Programme, market connectivity to farmers is provided. Under Rajiv Gandhi Gramin Vidyutikaran Yojana, electricity is provided. Today, majority of our villages have telephone connectivity and mobile telephony is spreading in rural India. Under Indira Awas Yojana of Bharat Nirman, over sixty lakh houses were built. Rural water supply coverage and funding is considerably increased. Lack of adequate health care has been a major concern in the rural areas. National Rural Health Mission is working towards fulfilling this need. The campaign for total sanitation in Rural areas has seen some success.

Sir, here I fully endorse the remark made by Madam President that "there is still a long way to go". As we are all aware that India lives in the villages, providing basic needs of the common man in rural India, in terms of health care which undoubtedly depend on total sanitation, safe drinking water, adequate power supply and humane policing, and

good educational institutions for quality education through ICDS & SSA should be given top priority in our inclusive development programme.

Sir, the National Knowledge Commission gives useful inputs for developing and sharing knowledge resources. A Bill for a National Judicial Council to ensure accountability and transparency in the judicial system has been introduced. The Jawaharlal Nehru National Urban Renewal Mission was also launched for renewal of our urban areas.

Sir, the country is facing multiple internal security challenges. The recent terrorist attack in Mumbai as well as in other parts of the country is an attack on humanity. Madam President has rightly mentioned the greater appreciation in the international community of the threat that exists to the region and the world from the terrorism emanating from Pakistan. A recently enacted National Investigative Agency will be able to effectively deal terrorism. The Government's holistic approach to tackle the problems of left wing extremism and insurgency in the North East and Jammu & Kashmir has started giving results.

Sir, I, very respectfully, urge upon the Union Government for an early settlement of the NSCN (IM) problem without disturbing the territorial integrity of the erstwhile princely State of Manipur. The geographical boundary of the Manipur State at the time of her merger with the Union of India in 1949 has to be respected and protected. There shall be absolutely no compromise on the territorial integrity of Manipur.

Sir, in her address, it was stated that the general situation in the North East has improved significantly over the last four years. No doubt, the respective State Governments in the North East have tried their best to contain this menace by making efforts to initiate a dialogue process with various groups who abjure violence with the aim of bringing them into the national mainstream. Special programmes in terms of special accelerated road development programme, trans Arunachal Express way, fast track rail and air connectivity to the North East to the sea and to establish central higher educational institutions in each state of the region are some of the ambitious agenda of the union government.

Sir, in spite of all these initiatives, the law and order situation in my state Manipur remains a cause of concern. The killings of security personnel and civilians, extortion of money, kidnapping for ransom, frequent disruption in the publication of newspapers, bandh and blockades on the National Highways remain the order of the day.

Sir, yesterday, I was informed of the multiple murders of Dr Thingam Kishan, MCS, Sub Divisional Officer of Kasom Khullen, Aribam Rajen Sharma, his driver and Yumnam Token Singh, a Mandal in his office near Taphou Village on NH 39. The trio was abducted by unidentified armed people on 13th February from Ukhrul DC gate in Ukhrul District. The three bodies were found with their hands tied behind their backs and their heads bearing grievous injuries. A bloody hoe and a medium size stone – apparently used in killing them – were found near their bodies. In order to combat these unwanted and unlawful activities, I beg to draw the attention of the Union Government to help the state government of Manipur to fully modernize the security forces deployed in the state and also to establish a dedicated National Highway protection force to smoothly regulate the National Highways.

Sir, I congratulate the UPA leadership, both Madam Sonia Gandhi and Prime Minister Manmohan Singh for our successful conclusion of Indo-US Civil Nuclear Deal which marked the beginning of the end of 34 years of nuclear isolation and the technology denial regime that India was being subjected to. During the past four years, our relations with neighbors has improved to a higher level and with the People's Republic of China, our strategic and cooperative partnership is progressively acquiring a more regional and international perspective.

Sir, on the whole, the President's address has shown the way and hope for our future while enumerating the success story for the past four years of UPA regime. I support the motion of thanks on the President's address as moved by Hon'ble Shri Kishore Chandra Deo and seconded by Hon'ble Shri Madhusudan Mistry.

*SHRI S.K KHARVENTHAN (Palani): I am thanking for giving me this opportunity to participate in the discussion on the motion of thanking the Hon'ble President of India for the speech delivered in both the Houses of Parliament on 12.2.2009.

First of all I want to thank our Hon'ble madam Soniaji and my Leader Shri G.K. Vasan and the public of Palani Parliamentary Constituency to serve as a member in the August House from 2004.

Hon'ble President of India detailed the various steps taken by the UPA Government for the benefit of poor and downtrodden in this country. Hon'ble President listed our Government's efforts to help the poor people through NREGA, a Social Security scheme, OBC reservation in Higher Education, JNNRUM etc. Hon'ble President also referred to the unorganized workers Social Security Act 2008

*Speech was laid on the Table.

which would facilitate provision of Social Security to 43 crore unorganized workers. Our Government mainly concentrated Agriculture, Rural Employment, Power, Railways Roads and Bridges, Education, Health and Family Welfare. Allocation of funds for the above programmes are very higher than the allocation during NDA Rule. During NDA Regime, 1999-2004 for Agriculture allocation as Rs. 16,439 crore, UPA allocated Rs. 36,716 cr, NDA allotted Rs. 2984 Cr for Rural Employment and UPA allotted Rs. 84598 cr, for Power NDA allotted Rs. 60085 cr and our UPA allotted Rs. 148631 cr, for Railways NDA allotted Rs. 54328 cr, UPA allotted Rs. 125,095 cr, Roads and Bridges NDA allotted Rs. 43517 cr UPA allotted Rs. 101748 crore. Education NDA allotted Rs. 28024 Cr UPA allotted Rs. 96541 cr, Health & Family NDA allotted Rs. 24,162 Cr., UPA Government allotted Rs. 51,124 Cr. NDA allotted Rs. 22841 cr. for housing and UPA allotted Rs. 47858 cr. Our government is appreciated by one and all in this country.

Sir, I want to bring to your kind notice of this august House about Polio eradication.

Poliomyelitis is a crippling disease caused by a virus. Before we started the massive immunization programme all over the world in 1988, the disease was rampant and we had about 1000 cases every day making an yearly occurrence of more than 3,50,000 cases. Children below the age of 5 were affected leaving lot of children dying and a large number of children getting paralysed.

The whole scenario has changed with the advent of polio drops immunization programme. This programme is supported by WHO, UNICEF, Rotary International and Centre for Disease Control and Prevention of USA as major partners and the National Governments of various countries. There were 125 countries where the disease was prevalent and now we have 'Polio' endemic only in 4 countries. India, Pakistan, Afghanistan and Nigeria. Last year in 2008 we have had only 1625 cases and we have eradicated 99.5% of the virus and the disease. We were spending 5,000 crores of rupees for the treatment and rehabilitation of children every year before we started this great adventure.

But we cannot afford to slacken our efforts at this stage. Another 2 to 3 years of concentrated effort should see the end of this disease and we can wipe out Poliomyelitis totally from this world. After small pox, this will only be the 2nd disease to be wiped out completely.

The last N.I.D. on 21-12-2008, we had some rumours going around in parts of Tamilnadu and Karnataka. People started saying that children died after administration of Polio drops and many became sick. But none of the rumours were true. There was not a single death due to the Polio drops.

[Shri S.K. Kharventhan]

there were no cases of diarrhea, vomiting, giddiness or fainting attacks as wrongly reported. Polio vaccine is absolutely safe as certified by WHO.

The same vaccine was administered to children in other parts of the State and the country without any report of any complications.

Polio drops should be given to all children below the age of 5 on national immunization days even if they had been immunized earlier. The administration of the drops to all the 18 crores of children in India and 70 lakhs children in Tamilnadu at the same time helps us to wipe out the virus.

On that day, even some doctors spread the rumour and collected money from the innocent people in the name of giving medicine to treat the children those who take polio drops.

Hence Government particularly the Health Ministry has to direct the Medical Council of India to take serious steps against the erring doctors.

Government of India is amending Central Acts like CPC, Cr. PC and other Acts in number of times. During NDA regime, Civil Procedure Code was amended with certain ante-people provisions. It was opposed by the lawyers throughout the country and courts were closed for number of months. Finally Government of India has withdrawn the objectionable provisions.

In the same manner, Criminal Procedure Code Amendment Bill 2006 was passed in Rajya Sabha on 18-12-2008 and in Lok Sabha on 23-12-08. In Rajya Sabha it was discussed elaborately but in Lok Sabha it was passed within two minutes without having any discussion. Certain provisions like Sec. 309 Cr. PC. are highly objectionable. Lawyers on warpath and continuously boycotting all courts for the past one month. Sec. 41 Cr. PC. is dealing with "arrest" of the accused by Police in cogni-zable cases like Robbery (Sec. 393), Voluntarily causing grievous hurt (Sec. 325), cheating (Sec. 420), outraging a woman's modesty (Sec. 354) and death caused by negli-gence. As per existing provision, the police can arrest the accused without warrant but as per Sec. 41A, the police has to serve notice to the accused and after hearing him only police can arrest. This is wrong. It will help the police to hush up the serious cases and it will help the accused also to escape. In the same manner, in Sec. 309, the right of the advocate to get adjournment is curtailed. These kinds of ante-people amendments have to be dropped and should not be notified. To avoid these kinds of conflicts, Government of India must take into confidence of Bar of this country and amend the

procedural laws. Furthermore, I want to bring certain facts about the Police Administration of this country. I want to draw the attention of the Home Ministry about the problems being faced by the police in this country. Strength of the police force is insufficient. Some of the State Police Personnel are living in a very poor and pitiable condition. They are not able to get suitable accommodation, good uniforms and good salary. They are not in a position to educate their children properly. Due to inadequate strength, they are unable to register the complaints without delay and not able to investigate the cases properly. Most of the time, police personnel are standing in the streets for the cause of the security of VIPs. A separate force has to be created for the protection of VIPs and VVIPs. Modern methods are to be used to register and investigate the criminal cases. At this juncture, I want to bring to the notice of this august House about the novel method introduced by a Senior Police Officer in Coimbatore for registration of criminal cases. One Shri Sivanandi, IPS is serving as DIG, Coimbatore. He had directed all the police officers in his jurisdiction to register the criminal cases in the occurrence spot or victim's place and a copy of the FIR to be served to victim immediately. It avoids the false cases and omission of real accused and inclusion of innocent's name in the FIR. It is a welcomable step taken by him. I humbly request the Hon'ble Home Minister to direct the States to follow this method.

Our Hon'ble President during her Speech elaborately explained about the achievements in the field of Judiciary. After assumption of UPA at Centre, we had taken number of steps to reduce the pendency of cases in various High Courts and Subordinate Judiciary. Our Hon'ble Chief Justice of India, Shri K.G. Balakrishnan has also taken various measures to curb the corruption in the higher judiciary. He is the first Chief Justice in this country boldly permitted CBI to take action against the corrupt High Court Judges. Here I want to mention about the certain unwanted incidents happening in the High Court Campus, Chennai. For the past 20 days, the lawyers are continuously boycotting all courts in High Court and conducting meetings and dharnas inside the court campus in support of the LTTE, a terrorist outfit and a banned organization. Most of the lawyers want to attend the court and they are not allowed and they were beaten up by a group. On 30-10-09, one Senior Advocate, Chellaiah was arguing before Acting Chief Justice in First Bench was attacked by a group of people. Yesterday, Shri Subramiasamy, former Union Minister was manhandled by a section of people in the Court Hall No.3 in front of Justice Shri Mishra and Shri Chandru. Everyday outsiders are entering and conducting public meetings inside the campus and instigating lawyers to burn the effigy of Madam Soniaji and other leaders. Number of times, various leaders' effigies were burnt by some group of people inside the campus. I along

with hundreds of advocates had submitted a memorandum to the Acting Chief Justice on 4th February 2009 to take action and to stop the communal and political meetings inside the court campus and to protect the lawyers those who want to attend the court. But till date High Court Registry has not taken any action to bring normalcy in the High Court Campus. On 05-02-2009, we had submitted a memorandum to the Home Secretary, Tamilnadu Government to protect the lawyers those who want to attend the court. But till date, the State Government has also not taken any action. Hence I urge upon the Union Government to take suitable steps to restore normalcy in the High Court, Chennai.

We are all sympathetic towards the Sri Lankan Tamils. Our Hon'ble President of India has also mentioned about the problems being faced by ethnic Tamils in Sri Lanka and urged the Government of Sri Lanka to enforce ceasefire. Sri Lankan Government is totally failed in protecting the Tamils in the island nation. We, the MPs from Tamilnadu are totally urging the Union Government to take all necessary steps to stop the killing of Tamil civilians in Sri Lanka.

With these words, I am concluding my speech.

*SHRI KHAGEN DAS (Tripura-West): While participating in the discussion on the President's Address, I would like to raise a few important issues of National and Regional interest which did not find place in the Address.

Please allow me to start with some alarming figures about the miserable plight of vast section of the population of the country. "The New Indian Express, February 11, 2009-Chennai Edition – quote- "more than 300 million people go to bed hungry everyday. Even now 10,000 Indians die of hidden hunger everyday i.e. 40 lakh a year. India likes to think of itself as an emerging super power, but every third hungry person in the world is an Indian and every third Indian goes to bed without food. India is the home to world's largest food insecure population" – unquote.

I also quote from the distinguished Agriculture scientist Prof. M.S. Swaminathan's interview which appeared in the statesman, Delhi Edition, dated 30.06.2007 - quote - Newspapers are full of articles about India having " The largest number of malnourished children in the world, The largest number of hungry people in the world".

According to Arjun Sengupta Report – " 77% of the total population has been leading inhuman life with a meager daily income of less than Rs 20/- "May I ask why this picture of the poorest of the poor of rural India after 61 years of independence did not find place in the Address. The real face of the Government should have been shown to the people of the country. While some developments and future

*Speech was laid on the Table.

programmes of the UPA Government have been highlighted in the Address. I on behalf of our party wanted to know what is the future planning of this benevolent government for this helpless people.

I charge the leaders of both Congress and BJP who are directly responsible for this state of affairs of the vast majority of the people of the country.

Food insecurity has had a devastating impact leading to increased malnutrition and hunger as a direct result of faulty food policies of successive governments. The Food policies of the UPA government are a matter of great concern. It is following in the footsteps of its predecessors in deliberately weakening the Public distribution system. The PDS should be strengthened and universalized. It should also be enlarged by bringing within its purview 25 essential commodities to be supplied at subsidized prices.

Soon after the Cong-led UPA Government came to power in 2004, A 'National Commission on Farmers' under the chairmanship of Prof. M.S. Swaminathan was set up with terms of reference was drawn from the UPA Common Minimum Programme. One of its terms of reference was "Work-out a comprehensive Medium-term strategy for food and nutrition security in the country in order to move towards the universal food security overtime".

The NCF has dealt with this issue in detail in its report and proposed six-point action plan. The six-point programme; if implemented holistically would help to some extent to save our country from being the home of the largest number of the hungry in the world.

The stark failure of the UPA government is evident in tackling the agrarian crisis. It is necessary to take some basic corrective measures to strengthen the economic base of the rural poor. Land reform is one area requiring urgent attention in this context. But nothing has been mentioned in the Address about Land-reform. The trend to reverse land reform and undermine land ceiling laws continues. Our party has been consistently demanding for radical land reforms and distribution of land to landless and homeless.

It is a matter of great concern that the farmer suicides in the country since 1997 has gone upto 1,82,936.: The situation is most alarming - According to "National Crime Records Bureau Report, 2007" - I quote - "46 farmers commit suicide everyday in the country even as package were rolled out in a bid to bailout the debt-ridden community from crisis.

Farmer Suicides has been continuing for more than a decade. The policy of the successive government forces the farmers to commit suicide.

[Shri Khagen Das]

The Government must go into the deep roots of this malady without any further delay and take immediate corrective measures so that not a single farmer takes this extreme path anymore.

Nothing was mentioned about Regional disparities. It is a fact that all the central government which came to power after independence had theoretically advocated narrowing down of regional disparities while announcing their plan and programmes. But in reality, the regional disparities including per capita income has widened.

It is also a well known fact that the special category states have a low resource base and are therefore, not in a position to mobilize resources for their developmental needs.

A special dispensation should be provided for the special category states to enable them to narrow down the regional disparity and to catch up with the level of development in the rest of the country.

The government should invest more particularly in North-East and other backward areas so that infrastructure for road, communication etc. develop rapidly. Many projects already announced are gathering dust for paucity of fund.

Immediate steps be taken for extension of the Golden Quadrilateral road network beyond Sikkim to Agartala.

No mention was made about the necessity to realign the Trans-Asian Highway and Trans-Asian Railway to pass through Tripura - only then the advantages of utilizing the transit through Bangladesh can be reaped to the fullest.

Nothing was said about the Look East Policy.

The Look East Policy was promoted by Government of India but North-East have been largely left out even though they are physically close to South East Asia. So Look East Policy should be reoriented. A two-pronged approach should be adopted while redirecting the Look East Policy.

Firstly, emphasis may be given to developing and strengthening our trade, commerce, economic and cultural ties with Bangladesh.

A communication link through Land, Sea and waterways via Bangladesh to North East Region could be strategically involved.

Secondly, the question of linking up Myanmar through land route and therefore with Thailand, Malaysia, Vietnam etc.

The North East States share many similarities with these South-Asian nations in terms of social, ethnic, cultural

affinities as well as Geographical and bio-diversity features.

These factors provide a natural base for integration and promotion of trade and investment and furthering economic co-operation between the North-East Region and the Association of South East Asian Nations (ASEAN).

Finally, I would like to say that those who have deceived the people, deceived the farmers, deceived millions of unemployed youth, will have to face the music in the coming days.

*DR. K.S. MANOJ (Alleppey): Sir, I support the Motion of Thanks on the President Address moved by Shri V. Krishna Chandra S. Deo. I am very grateful to Her Excellency, the President of India for the Address which she has been pleased to deliver to both Houses of Parliament. Even though H.E. the President had narrated the achievements of her Government, I would like to say certain vital realities are missing in her speech. I would like to point out these missing points. UPA Government came to power after the 14th Lok Sabha Election only with the support of the left parties. Left supported UPA to form the Government only because to keep the communal fascist forces out of power. Left know that the economic policy of the UPA is of capitalist nature and they are following a neo-liberal policy, the left insisted a Common Minimum Programme, upon which the Government is formed. But immediately after forming the Government of UPA showed the tendency to move away from the CMP. Government wanted to disinvest our Public Sector Enterprises and also to introduce neo liberal economic policies to Banking, Insurance and retail sector. Government even wanted to invest the Provident Fund and pension fund money of the labourers into the share market. It was the resistance from the left parties that prevented these anti-people decisions that should have been taken by the Government. Actually those stands taken by the Left, prevented the adverse effects of economic melt down and economic crises in our country. Otherwise our country would have been in a shambles.

During 90s left formed a defensive wall against the neo-liberal economic policies. Similarly in 2008, left parties have formed a defensive wall against the movement of the Government to submit our country totally to the imperialist forces. By signing the Indo-US Nuclear Civilian agreement, freedom and sovereignty of our country is at stake. I demand that our country should come out of the Indo-US Nuclear agreement. Otherwise, what has happen in the economy after following the Neo-liberal economic policies should have happened to our sovereignty. That is what had happened in Vietnam, Afghanistan, Iraq and what is happening in Iran

*Speech was laid on the Table.

and Palestine. I again demand that India should come out of the Indo-US Nuclear agreement.

Even though, there is boasting of economic growth and inclusive growth, reality is reverse. There is no inclusive growth. All the policies of Government favours rich and mighty. There is widening of gap between rich and poor. There is increasing dissatisfaction among the people. This dissatisfaction is actually taking the shape of insurgency and terrorism. So every measure should be there to bridge the gap between haves and have nots.

Recently we have seen that the UPA Government has undermined the powers of democracy. In a parliamentary democracy, debates and discussions should take place in the Parliament. But UPA Government had curtailed the numbers of sittings of the Parliament. They have abandoned even one Session of Parliament. We have even witnessed the "Black Day" of our parliamentary democracy. Members have shown, Wads of Notes in the Well of Parliament, alleging that they have been bribed to vote in favour of Confidence Motion. That day was a black day in our democracy. That should not have happened.

I would like to express my deep concern about the increasing incidence of attack against the minorities in the various parts of the country. Attack against churches in Orissa is still continuing. Christians in various parts of the country, in Orissa, Karnataka, Rajasthan, Madhya Pradesh are in fear. Government should ensure a sense of security to the Christians and Muslims in the country.

With these words, I conclude my speech.

*SHRI K. FRANCIS GEORGE (Idukki): Sir I am grateful for getting an opportunity to participate in this debate on the Motion of Thanks to the Hon'ble President address to the Joint Session of Parliament, at the beginning of the last Session of the 14th Lok Sabha.

Sir, the Hon'ble President has dealt extensively on what the Government could do in the last, close to five years, by fulfilling the NCMP commitments and have also commented upon the major events that has occurred in the country and the world over.

The very first achievement the Hon'ble President mentions is that of the NREG Act, which has provided employment to 3.4 crores rural households and has been acclaimed as a remarkable case of financial inclusion. The results of this programme even though cited as excellent and exemplary, can be made even better, if region specific issues and needs are taken up under the scheme and its mandate extended to make it more inclusive for example in a State

* Speech was laid on the Table

like Kerala agricultural work done in small and marginal farmers by the land owning family itself and also the massive replantation and rejuvenation work to be taken up in the plantation sector, if included can be of great benefit to the agricultural and plantation sector of the State. In fact States should be given sufficient freedom and powers to create employment opportunities for the unemployed.

In the Agricultural Sector, the Address mention about carefully crafted policies initiated by the Government. Threefold measures of credit from Rs.87000 crore to Rs.2,43,000 crore and agri credit made affordable at 7% through an interest subvention and waiver of Rs.65,000 crore worth of debt owned by 3.7 crore farmers.

Now, if the Government thinks that again credit at 7% is affordable, we are not going to solve the problem of rural indebtedness in the near future. Expert like Prof. Swaminathan, our own Hon'ble Member of Rajya Sabha has been advocating that agri loans should carry only maximum 4% interest.

Also, probably more than the number of farmers who benefited out of the loan waivers, were the deserving ones who were left out. At least in Kerala this is the case, as all those farmers who renewed their loans by remitting the interest portion were excluded from the scheme. Government should resist the scheme and write off the loans of all such category of farmers, who were otherwise eligible.

In the food security front, States like Kerala, which grows mainly Cash crops, plantation crops and spices should get special consideration of the centre. But the food grains allotment to Kerala was drastically cut from 1,13,420 MT of BPL per month to 17,056 MT and wheat 11,777 M.T. per month out of which 5000 M.T. is re-allotted for conversion to fortified Atta, leaving only 6777 M.T. for PDS distribution. So the total shortage of food grains comes to 1,49,172 M.T. per month which is unbearable for a population of around 3.5 crores, with 70.25 laks ration card holders with 49.43 laks BPL Cards. Government of India should restore the original PDS foodgrains quota of Kerala State.

Sir, many of the Central schemes does not fit in with the ground realities in States. For example, the AIBP - Accelerated Irrigation Benefit Programme is to be implemented on a 75.25% sharing basis by the State and Centre. How can States like Kerala manage to share 75% of the project cost, in fact most of the States will be of the same position. In fact it should be the other way round, with the Centre sharing 75% and States meeting 25% of the project cost.

It is unfortunate and impractical to impose this condition, even in a special package like KVTTANAI Package declared by Government of India for ALLEPPY district of Kerala.

[Shri K. Francis George]

The National Knowledge Commission had made significant recommendations through its two reports submitted to the Government. One recommendation, to create a network of libraries in the country in every village and to help the existing ones to have adequate facilities and to protect and preserve rare collections of books and materials of high value even in private hands, has not been acted upon by the Government.

In the case of Road infrastructure, the Golden quadrilateral and the North South, East-West Corridors bypassed Kerala State ignoring the strategically and historically important western corridor of the country. Now Sir, the Railway Ministry is planning to have speed corridors for both freight and passenger traffic. I would urge the Government to consider and take up the proposal to have a high speed rail line from Mumbai to Kanyakumari which will be of great benefit to the country as it will provide speedy travel and connection to four Southern States.

In the Civil Aviation Sector, priority should be given to sectors and areas where there is potential for development of Tourism Industry. Sir, the Addresses mention the Government's initiatives in helping the minorities of the country. But I would like to point out that more than economic comfort, the minorities of this country wants protection to enjoy their democratic rights like other sections. The tragic incidents of Gujarat and Orissa, which is still smouldering, was not properly handed by the Central Government, which is responsible for the protection of citizens when the State machinery fails to discharge its constitutional duty.

In the power sector, the move to set up Mega and Ultra Mega Power Projects are most welcome. But the Government needs to take stock of the working of the RGGVY Programme. In Kerala, out of the 7 districts taken up, work has so far progressed only in one district, IDUKKI Government should take special effort to electrify all habitations/ households as per the project schedule.

Sir, the Address mentioned about the measures taken by the Government for the welfare of the Indian diaspora in the world. But it fails to mention the threat faced by the NRI's dues to the global economic crises and has not proposed any rehabilitation package for those who lose their jobs and may be forced to come back.

Sir, the 13th Finance Commission has commenced its work on sharing of resources between the Centre and States. Its TOR must be amended to include the special and unique needs of each State so that a just and equitable sharing of resources can be effected through the award of the Commission.

After the Mumbai terror attacks, the security environments of the country have to be re-assessed and suitable steps to be taken to ward of such threat in future. The long coast line of our country should be protected for which liberal help should be extended by the Centre to the coastal States. Sir, the law and order situation in various parts of the country are deteriorating. There have been terrorist Strikes, Naxal attack and also the recent attacks on girls in a pub in Mangalore by certain elements points to the deteriorating state of affairs. As I earlier said, in our Federal Democratic set up, where State Governments fail to protect the genuine democratic rights of the citizens, the Centre has to intervene. I have to point out that specially the Government has failed on this vital constitutional duty and obligation.

Sir, the happenings in our neighbourhood, in Sri Lanka and in Pakistan, with the province of Swat, being taken over or handed over to the Taliban are matters of great concern for our country. We need to be pro-active and should exert our influence in the region than remain as a passive onlooker.

With these words, I conclude.

[Translation]

*SHRI VIJAY BAHUGUNA (Tehri Garhwal): Sir, today we can proudly say that UPA govt. has done an extraordinary development work in every area of this country during its five years tenure. Dr. Manmohan Singh and Smt. Sonia Gandhi have prepared many schemes giving special consideration for common man.

With the implementation of National Rural Employment Guarantee Scheme, now migration of villagers towards cities has been curbed and unemployed people have got the opportunity to work and improve their financial condition while living in their villages itself and to live in a dignified manner. The Government has done a commendable job by making a provision of Rs. 30000 crore for this scheme under the proposed Budget.

Sir, it is necessary that State Govt. should fix the minimum wages so that under this scheme equal wages can be given to people in every nook and corner of this country in a uniform manner. Some of the states have fixed the minimum wages of Rs. 145/- and some of the States have fixed a little less amount. It is also required that State Govts. should implement this scheme seriously and honestly.

Financial condition of the farmers had improved due to the increase in agricultural yield and support price of wheat and paddy. And now there is new hope for additional agricultural produce as agriculture loan is available at 7 per cent interest rate.

*Speech was laid on the Table.

UPA govt. has prepared many welfare schemes for Scheduled Castes, Scheduled Tribes, minorities, women and youth and saved their interests by allocating adequate funds for the same.

UPA govt. has taken appreciable steps to check the adverse effect of international economic slow-down in the country. Prices of diesel, petrol, cooking gas and many other products have reduced. Now, inflation rate is reduced to 5.9 per cent and still we could achieve 7.1 per cent growth rate.

UPA govt. has kept these ill-forces like communalism, casteism, regionalism which are against the basic principles of our Constitution and ideas of freedom struggle under control and further strengthened the unity of the country.

Today, India has gained more respect in the international arena as a result of which nuclear treaty has been signed on our own terms and the whole world supported India against terrorism. Finally, Pakistan had to accept that terrorist attack of 26.11.08 was conspired and planned in their country.

I would like to draw the attention of the Prime Minister that Himalyan States, specially Uttarakhand is lagging behind in terms of development. It is necessary that central govt. should prepare a scheme for the development of frontier districts and besides constituting Himalaya Development Authority a special economic scheme should be formulated for development of hilly areas.

Sir, while welcoming the President's Address, I would like to request the Prime Minister, Dr. Manmohan Singh and UPA Chairperson, Smt. Sonia Gandhi that their quest to prosperity and security for the people of this country should be taken to its logical end.

[English]

*DR. SEBASTIAN PAUL (Ernakulam): The Customary address of the President at the commencement of the first session of the year is an occasion to announce the programme of the cabinet for the session. The address before us is a recap of the past; not a promise for the future. Showcasing the achievements of the UPA government, it is only the preliminary draft of the UPA's forthcoming election manifesto. It is not a useful text to raise a debate as to the political outlook and matters of general policy or administration. The country is passing through difficult times with terrorism and talibanism, in different shades and colours, looming large. The minorities are in a state of constant fear. Even innocent expression of love is becoming taboo and object of violence. It is really sad that the President's address failed to make note of this terrifying situation. A soft approach to the lingering fascist danger will shake the foundation of

*Speech was laid on the Table.

our democratic edifice. As the global economic gloom is slowly but steadily pervading our country, we have to sanitise and strengthen our economy. Instead, the government, true to its adherence to neo-liberal dogma and crony capitalism, has removed the FDI cap, enabling free flow of foreign direct investment in telecom, defence, civil aviation, retail and, of course, media. We have learned nothing from Enron to Satyam. Considering that no end is in sight for the global crisis, the President should have given a message of confidence and optimism to the nation. Not only the President but the interim Finance Minister also has left that task to be attended by the next government. The certainty of a new government within three months is not an excuse for the present government to leave crucial things unattended. The National Common Minimum Programme is dead, awaiting post mortem at the hustings. We expected from the President the promise of a platform built around pro-people economic policies, defence of secularism and an independent foreign policy. Though the President was good enough to touch upon the sensitive issue of developments in Sri Lanka, she had to turn a blind eye to the genocide in Gaza. This is evidence enough for the unfortunate and undesirable India-US-Israel nexus. The President had patted the government on the back for the successful conclusion of the 123 negotiation with the United States, but we have started to pay the price. I express my gratitude to the President for summoning and addressing the joint session of Parliament - with the earnest hope that after three months she will again come before Parliament with a message of hope and deliverance. But that will be drafted in a different ink.

*SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Sir, I albeit reluctantly, to support with heavy heart the motion of thanks moved by Shri V. Kishore Chandra S. Deo and seconded by Sri Madhusudan Mistry proposed to the Hon'ble President of India for her address made to both the houses of parliament in the Joint Session held on 12th Feb., 2009 for the following reasons.

Sir, I am extremely sorry to put on record my strong sense of resentment about the failure of the President's address in the matter of bringing into focus the urgent need of the adoption of some broad based concrete pragmatic policy approaches and long drawn master plans to help speed up the pace of development and progress of several millions of the indigenous tribal people of the whole country in the spheres of socio-economy, ethno-cultural and educational as well as in report to enjoying political right to self-determination/self-rule with maximum degree of autonomy within their inalienable ancestral territories within the country.

That Sir, I am sorry to apprise you of the fact that the President's address has failed to mention the urgent need of

*Speech was laid on the Table.

[Shri Sansuma Khunggur Bwiswmuthiary]

the announcement of special further package for the over all growth and development of the entire north-eastern region with special mention to Bodoland Territory in all spheres.

Having said so, through you, I would like to strongly urge upon the Union Government of India to take all appropriate necessary measures to fulfill the pending genuine demands and issues of the people of the entire north-eastern region with special mention to that of the Bodoland Territory in particular as mentioned here under.

- (1) The Government of India should take appropriate steps to help provide minimum of Rs. 1000.0 Crore per annum as Special Central Fund to the Bodoland Territorial Areas Council administration and this provision should be made a regular system/feature. This fund should be given directly to the BTC administration;
- (2) The Government of India should take appropriate measures to help facilitate the implementation of different clauses of the new Bodo Accord with special mention to the demarcation of the Southern boundary of the Bodoland Territory, withdrawal of all the Bodoland movement related cases and the transfer of all the subjects/line departments committed to be handed over to the BTC administration as per the MoU of the new Bodo Accord signed on 10th Feb., 2003;
- (3) The Government of India should take initiatives to help transfer the Law and Order including Home and Political department to the Bodoland Territorial Council Administration;
- (4) The Centre should take appropriate steps to allow the BTC administration to raise Bodoland Territorial Police battalions to help the security personnel in maintaining law and order within BTC;
- (5) The Centre should direct the state Government of Assam to create a separate Police Commissionerate for BTC area;
- (6) The Centre should sanction a Central University for Bodoland Territory that should be christened as "Bodoland Central University";
- (7) The Centre Should take initiatives to help set up one IIT, one IIM, one AIIMS model Institute, one Central Agricultural University, 10 numbers of Polytechnic Institutes, 10 Numbers of IITs, One Bodoland Institute of Textile and Fashion Technology, 5 numbers Textile

Institutes and like other important and premier educational institutions within Bodoland Territory w.i.e.; and

- (8) The Centre should declare the perennial flood and erosion problems of Assam as the national issues and appropriate policy measure should be adopted to bring about lasting solution to the same issues;

Sir, as per the political commitment made by the Union Government of India while signing the MoS on 'Bodoland Territorial Council' concept with the leaders of the erstwhile Bodo Liberation Tigers On 10th February, 2009, the Bodo-Kacharis living in Karbi-Anglong and in north cocher hills autonomous districts within Assam, should have been included in the list of scheduled tribes (Hills) long time back; but nothing tangible has been done so far in this regard even after the lapse of 5 long years since the signing of the aforesaid now Bodo-accord.

I, therefore, through you Sir, would like to urge upon the Union Government to take appropriate steps to help speed up the process of inclusion of the Bodo-kocharis living in Karbi-Anglong and in north cacher hills autonomous districts in relation to Assam state in the list of S.Ts (hills) by way of bringing modification to sub-part I of the list of S.Ts part -II Assam w.i.e.

Further, I also would like to bring the pointed attention of the Union Government of India to the urgent need of bringing about a lasting and honourable political solution to the ethno-political and insurgency related burning issues prevailing in Tripura as well as in Dimasha dominated areas in Assam with special mention to Karbi-anglong, north cacher and Barak valley by way of initiating meaningful and fruitful political peace dialogues with all the concerned Tripuri and Dimasha militant groups concerned without any further delay in the greater interest of bringing peace; normalcy and augmenting all development in all spheres in the insurgency ravaged tribal territories in particular, and also in entire north-eastern region.

I also sincerely want the centre to take concrete and effective policy decisions and action plans to help ensure the improvement of the health of internal security across the country and also to root out the cross-border terrorism that has been threatening the national security and the unity of the country since the recent past couple of decades back.

Last but not least, I also want to urge upon Union Government of India to take appropriate steps to raise the reserved quota meant for S.T and SC in central government services from existing rate of 7.5% to 10% and from 15.5% to 17.5% for respectively.

[Translation]

* SHRI M. SHIVANNA (Chamrajnagar): Sir, our Prime Minister Shri Manmohan Singh ji recently underwent a coronary by pass surgery. I wish him a speedy recovery so that he would continue with his responsibilities.

Sir, while participating in the discussion on Motion of Thanks on the President's address I am very happy to say that the UPA Government under the leadership of its chairperson Smt. Sonia Gandhi and Prime Minister Dr. Manmohan Singh ji has tried to fulfil the promises it had made to people in 2004. Despite a global economic crisis the Government ensured overall growth. Dr. Manmohan Singh ji has created history by signing the Indo-US Nuclear deal.

As far as Karnataka is concerned, I am sorry to say that the UPA Government has neglected Karnataka in sanctioning railway projects and other developmental projects. For instance, the Union Government in its Interim-Budget, presented by Shri Pranab Mukherjee on Monday, gave its green signal to Tamil Nadu for construction of the irrigation project in the disputed Hogenekkal. As the final order of the Canvery Tribunal had been challenged in the Supreme Court, this project should not be taken up.

In the Interim-Budget the UPA Government has cleared all hurdles to enable Tamil Nadu to borrow funds from the Japan Bank for International Co-operation for the irrigation project. It is very unfortunate. The Government of Karnataka had expressed its dissatisfaction and urged the centre not to allow the Tamil Nadu to go ahead with this irrigation project. People of Karnataka have been strongly opposing this step by Tamil Nadu. People particularly in Chamarajanagar and Mysore are staging demonstrations. I had raised the issue in this august House. In spite of the disapproval expressed by Karnataka over the controversial irrigation project, the Union Government has neglected the interest of the people of Karnataka.

I would like to point out that the Tamil Nadu Government which said earlier that it would provide drinking water to the people of Dharmapuri district is going to provide drinking water to Krishnagiri and other districts also. I would like to point out that the President in her address has mentioned about the concrete steps to check abnormal rise in the prices of essential commodities even when inflation rate is reported to have gone down considerably. Now a days the poor and middle class people have been adversely effected by sharp increase in the prices of vegetables, rice, wheat and etc.

Sir, Agriculture is the back bone of economy in our

*English translation of the speech originally laid on the Table in Kannada

country. But our farmers are facing hardship as they are unable to get quality seeds, fertilizer, loan at cheaper rates, etc. Agriculture should be made profitable by taking steps to curb the cost of agriculture inputs.

I would like to point out that there is no mention about inter linking of rivers, if this could be done it would solve all the issues related to water dispute among states. This would also help to speed up of our economic growth.

Sir, there is another matter of great concern. It is the duty of the Government to protect its people from terrorist and Naxal acts. Therefore Government should formulate a comprehensive plan to check terrorist attacks in the country. Terrorist attack like the Mumbai attack should not be repeated in future.

I would like to draw your kind attention to the fact that India holds its head high in the world today. People all over the world respect our vibrant culture. We have high regards for our women. Unfortunately, the so called custodians of Indian culture had attacked a pub in Mangalore and beaten up young girls and boys. It is a matter of shame. I condemn this incident of the so called custodians of Indian culture.

I also have respect for our culture. If there is any threat to our culture there are constitutional provisions to check this problem. We are responsible citizens of an independent country like India. Our constitution does not allow any to take law into their own hands. Otherwise individual freedom would be at stake.

In yet another incident, daughter of a Kerala Legislator had been abducted and her friend was beaten up brutally. I also condemn this act of the goons.

Sir, I would like to request the Union Government to take stringent action against those who take law into their own hands.

SHRI SUKHDEV SINGH DHINDSA (Sangrur): Mr. Speaker Sir, I am grateful to you that you have given me an opportunity to speak on the Motion of Thanks on the honourable President's Address. Sir, as you and whole of the House knows that whatever the honourable President has said in her Address is related to the policies of the govt. We are discussing those matters in the House.

I would like to say one thing that Lal Bahadur Shastriji was the Prime Minister of this country for a very short period. He had given the slogan of "Jai Jawan-Jai Kisan". But, in this Presidential Address there has been no mention about the prosperity or the poverty of either 'Jawan' or 'Kisan'.

First of all, I would like to speak about the "Jai Kisan". Whether it is MSP, all the farmers of India are saying that

[Shri Sukhdev Singh Dhindsa]

there could be two or three means for it. First option is that the price of farmer's yield should be associated with the price index. Second option is that the price of their yield should be fixed as per the rates of international market. Third option is that the govt. had constituted Swaminathan commission. That commission had made a recommendation in its report.

Mr. Speaker, Sir, I would like to ask the govt. through you that among the said three options which one is being implemented. Neither you associate the price with price-index, nor do you accept the recommendations made by Swaminathan ji that 40 per cent extra should be given on actual price. So, there is no mention about the farmers in the Address. There is a mention about waiver of loans to the tune of Rs. 70 thousand crore. Allright, you have waived the loans, but how did you prepare its base? Even this scheme has not benefited the small farmers.

Mr. Speaker Sir, I belong to the state of Punjab. Punjab gives 60 per cent grains to central pool and the amazing fact is that the farmers of Punjab are bearing the maximum loans. Out of the Rs. 70 thousand crore, even one per cent amount of loan of Punjab's farmers has not been waived off. The farmers, who are giving 60 per cent grains to feed the people of this country, you are not waiving-off their loans. Out of the total loan, farmers of Punjab are bearing 7 per cent loan, which is maximum. Therefore, it should be linked with the price index, recommendation of Swaminthan Committee should be implemented. If we look at international prices, then you should fix it based on the MSP. Bharatiya Kisan Union had got a survey conducted by a university expert. He stated that a farmer spends Rs. 1700/- for a quintal. I would not take much of yours time. Bharatiya Kisan Union had given a memorandum to the Prime Minister, I would lay a copy there of on the Table of the House. If I would go into detail, it will take a long time.

Second thing, I have to say about Jawans. Today, there is restlessness in Army. The Army Officers have been downgraded in comparison to civilian officers in pay commission report. While expressing displeasure over it, the chiefs of three wings told the hon. Defence Minister and the Prime Minister to constitute a separate pay commission for defence personnel. But nothing has been done in this direction. They have also said to adopt one rank one pension for retired army personnel. The Khurana Committee had also recommended for one rank one pension but it was also not implemented. The retired Jawans and Generals have returned or burnt their medals. On the one hand situation at border is very tense and on the other you are disheartening army and what will be its consequences? Second Pay Commission should be constituted for retired

army personnel or their demands should be fulfilled. Today there are resentment among defence personnel. Last time, I also said in this House and the hon. Prime Minister that Punjab is a border State and this state suffered a lot during terrorism 10 years ago.

Mr. Speaker, Sir, I said that you have given concession to hilly states for industry sector and we welcome this move then but if it is not possible for the whole Punjab. You please give concession at least to the border areas which you have given to the hilly States. All Members of the Parliament met the hon. Prime Minister. I am saying about the things which comes two years ago and he told Minister of State 'Shri Ashwani Kumar to bring forward a policy and he was ready to approve it. Neither any report has been submitted as yet nor any action has been taken by the Government. Industry of Punjab has been ruined and it has been shifted to other states. The Government should re-consider it. Punjab has suffered a lot. I request the Government, through you, that some result must come.

14.21 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Mr. Deputy Speaker, Sir, you also belong to Punjab State. I request that we have deposited money for two-three airports and have also acquired land. The construction works have not started as yet. Neither in Mohali, Pesian and nor in Saniwal, the construction work has been started. There is necessity of these airports in Punjab because a lot of people come to Punjab from other country. I would like to say an important thing about NRIs. So many times I have also said in committee that a number of NRIs are from Punjab. You know, when there was attack on Harmandir Saheb and someone might have been given inflammatory speeches. They might have given speech here also. A black list was prepared at that time. After that the list was cut short by NDA Government. You might be aware. There might be some people who have come to India several times but our embassies are not giving visa to them. I have written many letters in this regard. There is one person named Shri Gurdev Singh Johar. He came to India six times, but he was denied for visa. He is 70-75 years old person. Similar is the case of Shri Katwal ji, I have written a letter about him, but still no action has been taken and quoted that under so and so rules his visa has been refused. I do not understand why we are being treated in such a manner. They want to return to their homes and we are not at fault. We said nothing inflammatory that they can be called traitors. Then why they were refused visas? Corruption is involved there in giving visa. If anyone gives money, visa is issued to him. Anand

Sharmaji is present in House, I want to bring to his notice. Why visas are not being issued to those persons who have come to India six times.

Sir, through you I would like to tell the Government that there is financial meltdown. As you are aware that due to this only, there is decrease in collection of central taxes collection has been decreased and states share has also been reduced. So, either the centre should fulfil the shortage or the Government should allow the States to borrow from somewhere. If this will not happen the development of states will be halted.

Sir, I was not be able to take part in Rail Budget, therefore, I seek your permission to say one-two points about it. By giving approval to freight corridor up to Ludhiana, Railway Minister has done a good job. If we want to strengthen our relations with Pakistan and business with them, corridor should be extended up to Amritsar, some people also say that this corridor should be extended up to Attari. If the corridor could not be extended upto Attari then at least it should be extended upto Amritsar, which is a religious city. We have lodged protest in this regard but Minister of Railways did nothing. We want that the industrial corridor should go upto Ludhiana but that was also turned down. Keeping in view the special position of Punjab whatever I have said that must be considered.

Sir, Gurtagaddi day is celebrated the world over. On this occasion it was decided that Guru Gobind Singh Marg will be constructed from Anandpur Sahab to Hujur Sahab. At that time Patil ji was Home Minister and he had convened a meeting also. From the States through which this corridor passes through their Chief Ministers came in the meeting and agreed for the project. But till now work has not been started. However, Home Minister is not present here but Minister of State is very much here and I want to request him to start work on this project as soon as possible in other States also. This route is in the name of Guru Gobind Singh ji because he had passed through this route, therefore it must be completed. With these words I conclude my speech. I am grateful to you for the opportunity given to me to speak.

[English]

*Sir, You and your Government, is worried about the low growth rate of agriculture in the country. You know that more than two third population of our country earn their livelihood from agriculture. Punjab, a small State which is 1.5% of the total geographical area of the country; has always contributed more than half of the national food basket. It is, therefore, called the green bowl of the country.

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

Despite its major contribution and being champion of the Green Revolution, the farmers of Punjab are in a very severe debt trap today. There are many reports quoting different figures of loans outstanding against them. It is a very serious question that needs your attention and serious concern, as to what has happened to the economy of the Punjab farmers, the so called rich state of the country?

Sir, to understand the reasons of the farmers problems of today, you must go deep to have a look at the Terms of Reference of the Commission on Agricultural Costs and Prices (CACP) which are totally against the interests of the farmers. It is binding on the commission to watch the interests of the consumer so that the prices of food grains do not rise in the open market. It has also to watch that the prices of the industrial raw material which is usually agricultural produce is not too high. With such conditions, CACP can never do justice to the farmers and can never make a scientific recommendation to the Government, to fix MSP (Minimum Support Price) of the agriculture, produce. This policy has continuously resulted in a heavy squeeze of the farmers right from the beginning of the Green Revolution.

This illiterate and unorganized section of our society, the farmers, don't keep accounts of their income and expenditure. To continue their activity and make up the losses, they take loans. If you go through the whole story deeply, you will find that even the Government, through cooperatives and commercial banks has been increasing the maximum credit limits of the farmers to linger on the problem. Today, when they are totally unable to bear with this burden, they have started committing suicides. Every Government, at the Centre has always avoided to take a scientific view to give justice to the farmers. Government, has always remained under the pressure of the organized consumers especially urban people for the fear of rising prices in the market. The farmer remained the sufferer. You may get this case studied honestly from any experts, you will find the Government's, policies are solely responsible for the miserable plight of the indebted farmers. You will agree that nobody can expect positive results without a scientific and economic approach in any economic activity.

Your Government, has declared MSP of wheat for the coming April season @Rs. 1000/- per quintal. On the face of it, it looks quite handsome. But if you work it out scientifically, it is still not remunerative. We have worked it out and it should be not less than Rs. 1720/- per quintal. Detailed calculations of cost of wheat are attached as Annexure-A with this memorandum.

[Shri Sukhdev Singh Dhindsa]

It is, therefore, demanded that the Government, should not create hurdles in the way of capital generated by the farmers to reach their pockets as MSP. The Terms of Reference of the CACP should be amended so that it should work out the costs and recommend scientifically. To give a breather to the indebted farmers, the Government, should treat all outstanding agricultural loans in bad debt accounts and waive. This is the only justice the Government, can give to compensate the farmers on the brink of suicides, for the false Governments, policies.*

MR. DEPUTY SPEAKER: Hon. Members, I have a very long list of Members who want to take part in this debate, but it is unfortunate that I cannot give time to everyone. Therefore, I would like to inform that those hon. Members who want to lay their written speeches on the Table of the House are allowed to do so.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You want to speak, if your party allows you to speak you can speak. But if the Minister wants to give reply then I am helpless.

[English]

*SHRI FRANCIS FANTHOME (Nominated): I support the 'Motion of Thanks' for the President's Address to both Houses of Parliament on 12th February, 2009.

The country has witnessed unprecedented progress over the past five years of the UPA government. With GDP growing at an average of about 9% which the country has not witnessed in any previous period. Having inherited a rather meager 4.5 percent growth from the previous regime.

The country has over the period been tested on the platform of "Communal amity, tolerance, compassion, Social Justice and peaceful co-existence." coupled with global economic conditions. The country has withstood these challenges and what is more strengthened the democratic fabric by greater inclusion and participative processes. The test of these lie not in what government intends but what it delivers to the common people. As the President put it "Aam Admi ko kya mila.?"

Over the past few years the principles of open society coupled with reaching out to the poorest of the poor has confronted communal designs and generating fear and

fragmentation of the social fabric. Fortunately, the government under the leadership of Dr. Manmohan Singh, with unequivocal support of the UPA Chairperson Mrs. Sonia Gandhi and the Council of Ministers have been able to steer the country through these divisive deliberations and focused on an agenda that has set the course for a new awakening towards inclusive growth and chartering the cause of 'Bharat Nirman'. This new growth curve has given a totally new dimension to the nation's pursuits of reaching the real fruits of democracy and freedoms to all its people. With the Government making itself accountable to 'outcomes' of laws, policies and programmes.

Be it the : National Rural Employment Act.
: The unorganised workers Social Security Act.
: The Right to Information Act.
: The recognition of Forest Rights Act. and
: The Central educational Institutions Act; have altered the course of the nations march towards progress and consolidation of democratic principles has not been witnessed in any other period of this august house.

Sir, I would in particular like to mention that the much needed boost to the agricultural sector and the rural areas of the nation has been unprecedented. With agriculture credit seeing a three fold increase from 87 K crore to 2 lac 43 K crores.

The writing off of nearly 65 K crore of farmers loans and the near doubling of the minimum support price of agricultural produce and 12.50% investments in Agriculture together with 25 K crore allocation for National Food Security Mission have together resulted in shifting attention towards the potentialities of the rural economy. While addressing rural infrastructure, irrigation, renovation and restoration of water bodies, rural roads and houses under Bharat Nirman, there is accelerated attention to transform sanitation and health care attention through the National Rural Health Mission.

The Government has also focussed attention to education through the Sarva Shiksha Abhiyan and the Mid Day meal scheme the out-reach of which has resulted in putting nearly all children in schools. The setting up of 8 I.I.T.(s); 7 IIM(s); 5 Institutes of Science Education and Research, 15 new Central Universities and putting a new sensitivity towards high quality higher education, together with the National Knowledge Commission setting the pace to map and share the benefits of the knowledge Economy

* Speech was laid on the Table.

have set the pace for a new thrust in pace-setting change in the sphere of higher education.

Sir, with climate change giving a new unprecedented challenge to the nation there is need to rethink the energy policy utilisation of non-renewable energy sources, access to nuclear energy and rethink the practices currently prevalent. The country's aspiration to reach basic developmental goals have to be recast on the parameters that reduce global warming and carbon emissions. There is now a new emphasis on sustainable practices and alternative renewable energy dependency.

While recording appreciation to the President for her address, I would like to unequivocally endorse her vision of inclusive and equitable development. Where a child born in a remote tribal village in the country has dignity and access to opportunities that her friends in the large cities have to enable themselves to participate in shaping the destiny of this great country.

[Translation]

*SHRI KIRIP CHALIHA (Guwahati): Hon'ble Deputy Speaker Sir, I would like to say a few words in support of the Motion of Thanks to Presidents' Address moved by one of our senior most members Shri Kishore Singh Deo.

[English]

MR. DEPUTY SPEAKER: Silence, please silence

SHRI KIRIP CHALIHA: Sir, I have told the Interpreter that I will be speaking in Assamese.

MR. DEPUTY SPEAKER: I am not saying to you, I am helping you to maintain silence here.

[Translation]

SHRI KIRIP CHALIHA: Sorry Sir. The Address by the President reflects the achievements of the Government. That's why Hon'ble Presidents Address is a very important document. As General Election is round the corner, it is quite natural for us to talk about our past achievements. Based on our past achievements we also make our future plan. Having seen the achievements of the UPA Government I can say it for sure that despite facing so many challenges the UPA Government has been able to sail through these hurdles. Be it terrorism, economic crisis or crisis arising out of law & order situation, UPA Government has been successful on all fronts. The way the UPA Government has dealt with these crisis is really commendable. Hon'ble Deputy Speaker sir, when the UPA Government was formed, the opposition

parties could not even imagine that our Government will complete its full term. They even went to the extent of saying that the Congress does not know how to run a coalition Government. They kept on thinking that the coalition will fall apart. But having completed its five years term we have proved that the UPA has been able to not only carry on its coalition partners but marching to a successful completion of its term. It has also shown that the country as a whole has stood as one to face the difficulties that are being faced by the nation. In fact, inspite of the fact the world is facing worst possible economic crisis India has been to a great extent insulated and We are still taking part in all over developmental programmes. 9% growth is not a matter of joke. The implementation of NREGA, ensuring people's right to work are achievements which will be proved to be historic one day. The achievements by the UPA Government during the past five years will be written in golden letters in the annals of history of our country. Hon'ble Deputy Speaker sir, I belong to such a party with able leaders like Shri Manmohan Singh who could garner support of all the people of this country cutting across party affiliation. And even after five years his stature has gone up and up. Hon'ble President has conveyed her good wishes for our Prime Ministers' speedy recovery. I also wish that he gets well soon, so that he can lead our country again. At the same time, we know that this success was ascertained because this UPA Government did not come into existence through bickerings or through any attempt to come to power by any means. This Government came into being because of the supreme sacrifice of a lady who has shown that in this country it is not power but its mentality of service which counts.

I also express my heart felt thanks to Smt. Soniaji for her brilliant leadership. Though the constituent parties in the UPA have different aims and objectives, policies and ideologies, the UPA has made commendable achievements. The people will definitely be inspired by the success of the UPA on all fronts, like secularism, development etc. Sir, the history of the world, it is said, is nothing but the biography of great men and in the near future, when the history of the 21st century of this special five years will be written, the performance of the UPA Government will be written in golden letters in the future. The UPA has succeeded in implementing various programmes like NREGA, Rural Electrification, programme relating to health, child care and women empowerment, construction of roads in rural areas, giving land to the landless farmers and construction of dwelling units for the poor. By passing the Right to Information Act, the UPA Government has proved to the world that it wants people's active participation in eliminating corruption. That is why whenever our leaders of the opposition parties

*English translation of the speech originally delivered in Assamese.

[Shri Kirip Chaliha]

criticize us as corrupt, we can't help laughing at them. I am amused at the people, when they level charges of corruption against the Government although no scandal, or financial crisis had taken place during the past five years of the UPA rule I am just about to finish sir, but before finishing I must point out the question of terror. Terror must not be communalized. If we communalise terror that further divides the society and becomes a breeding ground of terror. I feel very sad whenever some people want to communalise terrorism. I feel person bearing a particular surname should not be branded as terrorist. We should condemn all forms of terrorism. I appeal to all for giving special attention to the problems of the North East in general and Assam in particular. We want complete elimination of terrorism from the entire North East region. We want peace in the region. I appeal to those who have taken up arms to shun the path of terrorism and violence. I request them to involve themselves in the process of nation building instead. Hon'ble Deputy Speaker sir, once again I congratulate the UPA Government for its achievements. And in reply to the criticism by the opposition I wish to say that our leaders deserve accolades for their leadership acumen. We have reasons to go with the people with confidence on the basis of our performance and not on the basis of simple promise.

[English]

*SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Sir, kindly give the permission to lay my speech as the Motion of Thanks to the President's Address. Mr. Speaker, I rise to support the President's Address delivered by the hon. President to both Houses of Parliament.

The UPA Government has completed close to five years and fulfilled the promises made in the National Common Minimum Programme. The President's Address is a testimony to the implementation of the above statement. I congratulate Shrimati Sonia Gandhi, the UPA Chairperson and the Prime Minister, Dr Manmohan Singh. On this occasion, on behalf of the people of India, particularly the people of Andhra Pradesh, I wish the Prime Minister a speedy recovery. I sincerely hope that the people of the country, all sections of the society, have been benefited by his service to the country and by implementation of the National Common Minimum Programme. I hope that the people of the country will vote the UPA Government back to power once again headed by our hon. Dr Manmohan Singh.

The country has withstood the terrorist onslaughts; and the financial onslaughts due to the global economic crisis.

*Speech was laid on the Table.

The economic policies of the UPA Government have resulted in an unprecedented growth rate of over 8.9 per cent in the last four years, with the growth rate exceeding 9 per cent in the last three years. Such growth has never been achieved before; because of this the Government has been able to mobilize enough resources to take up all the developmental activities. The agricultural growth rate is 4.5 per cent. Through the farmer-friendly policy of the UPA Government, the country has been able to achieve a record production of food grains of 230.67 million tonnes in 2007-08 and ensured food security. I congratulate the Government for not increasing the prices of fertilizers even once in the last five years even though there is an unprecedented increase in the prices of crude oil and chemicals in the international market.

Here I want to highlight the steps taken by the Government to bring 5.6 million hectares under Bharat Nirman to improve the irrigation facilities. Here I want to bring to the notice of the Government that the Andhra Pradesh Government headed by Dr Y.S. Rajasekhara Reddy garu, has given top priority to the irrigation sector by investing Rs. 1.5 lakh crores and bringing 55 lakh hectares under irrigation. The Andhra Pradesh Government is also constructing 60 lakh houses under the Indiramma project for the BPL people with great zeal and enthusiasm.

The UPA Government is just not saying the things but implementing the promises in letter and spirit. The National Rural Employment Guarantee Programme shows the creativity of the Government to provide financial security through employment guarantee for, at least, 100 days per family. This Programme was implemented throughout the country in less than three years, thus, bringing the whole needy population of the country into the ambit of the Act. For example, in 2007-08, nearly 3.4 crore rural households were provided employment under this Programme. In the process of implementation of the NREGP to increase the transparency, nearly 6 crore post office and bank accounts were opened, thus, bringing them into the arena of financial inclusion. This Programme has increased the agricultural productivity, wage rates and reduced migration of population from rural areas to urban areas.

As a Member of the National Rural Employment Guarantee Council, I have toured many parts of the country; and I can say with confidence that all cross sections of the society were benefited through the NREGP.

An international seminar on NREGP was held in New Delhi on 21 and 22nd January, 2009, sponsored by the UNDP and participation of many delegates from different countries is a testimony of success of this programme; and

we can say with confidence that the whole world is observing India regarding implementation of the NREGP to learn from us to fight against poverty and unemployment.

The UPA Government has initiated the National Rural Health Mission and transformed health care provisions in our villages. I congratulate the Government for increasing the enrolment of the children in primary schools from 15.6 crore in 2004 to 18.5 crore in 2008. The drop out of the children has also come down drastically from 320 lakhs in 2004 to 76 lakhs in 2008. This has been made possible due to proper implementation of the Sarva Shiksha Abhiyan.

The Government is focusing on empowering women through micro finance under Swarna Jayanti Gram Swarajgar Yojana (SGSY). This empowerment was made possible through socio-economic development.

The UPA Government has implemented the reservations for the OBCs in the higher educational institutions like IIMs, IITs and AIIMS. This year, the Government has started eight new IITs and seven IIMs and five Indian Institutes of Science Education and Research and 15 new Central Universities. This will help India to become a knowledge centre. Here I urge the Government to allocate a new IIM at Visakhapatnam in Andhra Pradesh. I congratulate the Government for this achievement.

The Government has brought a new national policy for the disabled persons through which special schools were started under the Sarva Shiksha Abhiyan and employment provision in the public services to the disabled was made applicable to All India Services also. This will definitely help the disabled people to face the challenges in life.

I welcome the Government's initiative to come with a new Mineral Policy to attract large investment and technologies. Here I would request the Government to allocate captive mines to the Vizag steel plant which is one of the mini-navratnas. I also urge the Government to finalise merging of the Hindustan Shipyard with the Defence Ministry and update the pay scales of the employees of the Hindustan Shipyard and BHPV Vizag which was merged with BHEL.

The Government is giving importance in developing infrastructure especially in Civil Aviation Sector. I congratulate the Government for setting up of new international airports at Hyderabad and Bangalore, most of the metro and non-metro airports are under up gradation. I would request the Government to speed up the upgradation work at Vizag Airport and sanction sufficient staff to operationalise the airport 24 hours in a day. Here I want to urge the Civil

Aviation Minister to accord priority for developing Greenfield airport at Badangi in my Bobbili parliamentary constituency.

The UPA Government is giving a lot of importance for preserving and promoting the Indian culture. The Government of India was kind enough to accede to our request to recognize the Telugu language as a classical language. I thank the Government for this act of kindness.

During these five years, a tremendous growth was achieved without having any adverse impact on environment. Before concluding, I congratulate the Government for successfully concluding the civil nuclear deal with the U.S.; implementing the RTI Act and making tremendous progress in the space technology.

We should dream big and before our dreams no terrorist attack can do any harm to this great country and we are united as never before and ready to face all the challenges to proceed ahead and prosper.

[Translation]

DR. LAXMINARAYAN PANDEY (Mandsaur): Mr. Deputy Speaker, Sir, while discussing on the President's Address, our leader and the leader of Opposition in the House, Shri Advaniji has expressed his views. While associating myself with his views, I, through you, would like to draw the attention of the Government and would also like that the Government should pay special attention towards some points.

The President's Address reflects the policy of the Government and its future plans as to what has already been done and what is to be done. The President in his Address has explained some issues in details but there are some burning issues which are to be discussed. India is the largest democratic country of the world which has its own culture and civilization. However, this Government is committed on destroying the original symbols of the civilizations, be it 'Ram Setu' or any other cultural heritage. India is a peace loving country and it has global fraternity feeling. We need to enact a stringent law to fight terrorism which is badly affecting us across the border for the last many years. Though the Government has made efforts in this regard and a law has been passed recently, yet, there is a need to make its several provisions more stringent and also to amend its provisions. Chief Ministers of several States have given their suggestions in this regard but the Government has not accepted them. I would like that the Government should seriously consider these suggestions. At the same time, I would also like to say that there was no need to repeal POTA but the Government repealed it. Today, the Government itself is feeling that there is need to have an effective law to combat

[Dr. Laxminarayan Pandey]

terrorism. Therefore, the Government has enacted such a law. Although this thing could have come to the notice of the Government earlier but it came to the notice of the Government after the Mumbai attack. Then it was said that there is no coordination between our intelligence agencies and police department of the State Governments. All these incidents took place due to lack of coordination. Cross border terrorism has risen and keeping this in view we should take steps to combat it courageously. The Bangladeshis are infiltrating in the North East States, they have acquired citizenship, enlisted themselves in the voterlist and have become the Public representative. They have become Panchayat and Sarpanch in the Panchayats. Even they have become Chairman of the Zila Parishad. They are doing so to bring disturbance in those areas of our country. The Government should take effective steps to check infiltration otherwise a serious problem could have emerged. Mr. Deputy Speaker, Sir, I would like to say something about our relations with the neighbouring countries China has declared its claims in parts of the North-east States of India. It has constructed roads in the occupied areas. Efforts were made to influence our people there. The way China is trying to influence Nepal and is extending its hands of friendship to Sri Lanka is a very dangerous situation and is a matter of concern for us. Our Minister of External Affairs had just visited Sri Lanka and he discussed the situation prevailing over there. He discussed about the amicable solution to the problem so that a positive result may come out as both these sovereign nations respect each other's dignity. The security of Tamil citizens should be ensured. Our Minister of External Affairs had expressed his concern for these Tamils. I associate myself with his concern and I would like to say that both the countries should convert this concern into harmonious relationship.

Mr. Deputy Speaker, Sir, we have not only been affected by terrorism but also by Naxalism and Maoism. I hail from Madhya Pradesh and out of this a state has been formed named Chhattisgarh. Naxalism operates from there through the borders of Nepal. Through Bihar it enters into Chhattisgarh and it extends to the boundaries of Maharashtra and it has formed a corridor in Andhra Pradesh. Naxalism is affecting from all sides. Attacks are being made on police camps and citizens are being killed over there. Just recently the incidents of naxalism have taken place around the Garh Chhiroli and Balaghat districts, they are also a matter of concern for us. The soldiers are committed to the security of the country. I believe that soldiers of the country have defended our borders, they have defended the country, so worrying about them is natural. The anomalies in their pay

scales should be a matter of concern for us. The soldiers have returned their gallantry awards just a few days back. What was the reason for returning these awards? The feeling of discontentment and insecurity is there somewhere in their hearts. I would like to urge the Government that it should pay attention towards their problems. The Hon'ble President has referred to our foreign policy. Today our relations with the neighbouring countries are not as harmonious as they used to be in the past. There is need to remove the slackness in these relations and it is required to further strengthen these relations. We shall think over this from all these point of views. This is very urgent and essential.

Sir, I would conclude soon and I would not go into details because some members of our party are yet to speak. An hon'ble Member from Punjab has mentioned a lot about agriculture. What are the reasons of committing suicide by the farmers? The reason is this that they do not get remunerative price for their produce. The cost of production has constantly increased, the price of fertilizers have constantly increased, price rise has also taken place and the prices of pesticides has also increased. In view of all these things, the rate (support price) of wheat was increased in Madhya Pradesh which has declared to add Rs. 50. But was the price really increased? Better than this is the Government of BJP more to the price fixed by you. They have said that they would make agriculture a remunerative thing. Agriculture would be beneficial to us and we are the protectors of the interests of our farmers. The way the Government is talking of loan waiver and the way it is being acted upon is faulty but I do not want to go into details of it.

My hon'ble colleague, Shri Thawar Chand ji was speaking yesterday and he has largely elaborated this point. But today the state of affairs is that the condition of farmers is gradually deteriorating. Farmers are migrating to cities after selling their lands. It leads to increase in urban population and housing problem as there is no adequate space for living. Shanties are being created. It may be observed that prosperity is restricted to certain cities only be it Kolkata, Mumbai, Chennai or Delhi but the shanty of a poor man does not have any light even today. We need to think about it and the Government should also take care of it. I would like to know the reason why the economic growth which was much hyped by the U.P.A. Government, has come to a halt?

[English]

MR. DEPUTY SPEAKER: Please conclude now.

[Translation]

DR. LAXMINARAYAN PANDEY: Sir, I am going to conclude. The economic growth rate which was approximately 8.5% during the N.D.A. regime has now reduced to 6 percent. Our economic condition was sound during the N.D.A. regime and now it is not well off. Youth are worried about their future. Similarly, our hon'ble leader talked about several schemes like Golden Quadrilateral Scheme, Pradhanmantri Sadak Yojana and the scheme for interlinking of rivers from the national integrity point of view which were implemented during the N.D.A. regime in the country, thereby providing immense benefits to the farmers as well as the nation. But the Government have themselves admitted in their reply to a question that the pace of development is slow and consequently the progress is not taking place at the desired pace. The Government take care of only the minorities and a certain special category. This country belongs to all and sundry and therefore, our helping hand should also be extended to those whose income is not adequate and who are extremely poor. This should not be only on the basis of any particular segment of society, religion or caste but should be on the basis of income and economic criteria. Sir, I have to say a lot of things but I am tied with the time limit, that is why I am going to conclude.

[English]

MR. DEPUTY SPEAKER: You can lay it on the Table of the House.

[Translation]

DR. LAXMINARAYAN PANDEY: Sir, we are talking of foreign investment. Foreign investment must be promoted but our policy should be consistent and we should not be affected by it and our industries should not be ruined by it. This is the thing which I want to submit. Today neither our education and housing policies nor health policy are clearly defined. I would like to submit that cross border terrorism should be contained in the country and our internal and external security be strengthened. Though Government have a plethora of schemes but there is no implementation thereof. Whether it be the national rural scheme, health mission, drinking water scheme but the question is that there is no employment, no facilities of medical care, no housing and no electricity and there is no safety for common man. Discrimination is being meted out in case of power supply. Hon'ble Thawarji said only yesterday that the power supply being made to Madhya Pradesh was reduced by 300 megawatts. The coal being supplied is also of inferior quality so as to create power crisis and take advantage of the situation arising out of it. Sir, through you, I would like to draw

attention that no discriminatory policy is adopted towards any one and development of all states is brought about equally.

*Address by the Hon'ble President of India is an introductory to the policies and programmes of the Government. It is just on account of Government's achievements and future programmes. What has the Government done and what it intends to do? It may be called an approach paper for the above. Hon'ble President has elaborately highlighted different issues but there are certain burning issues which need to be paid attention seriously whereas they are not being paid attention seriously by the present Government whether it be the issue of the 'Ram Setu' or the cultural aspect. India is a large democracy and it has got its own traditions, culture and civilization. The concept of world fraternity is an Indian concept. India is a peaceful country not only in name but it is a nation of peaceful co-existence also. But the way it has been shaken by terrorism over the years is in fact, a matter of great concern for us. A need was felt to make an effective law with a view to eliminating it. Even though law was required to be enacted before this debate and the Government did enact it but there were certain provisions contained therein which required to be further strengthened. Prevention of Terrorism Act (POTA) came into existence during the NDA regime but the present Government created a suo motu problem by repealing the above Act which is difficult to be addressed through the present Act. Suggestions on the present act were also invited from the State Governments by the Central Government but the suggestions thus received were almost rejected. It became evident in the light of the Mumbai terrorist attack that a proper strategy to ensure coordination among Government Security Agencies needed to be prepared by the Government. It is a matter of great concern for us how consistently terrorist incidents are taking place from across the border and how the transborder terrorism has increased and how a sense of insecurity and instability has grown in the country. Recently, the challenge of the Taliban is also a matter of serious concern. In the same context I would like to remind that the chronic infiltration from Bangladesh has strengthened its roots in several North-Eastern States including Assam and not only the infiltrators have got citizenships but have also become public representatives in various Panchayats and districts by getting their names included in the voter lists there. It has also been admitted by the State Government as well as the Central Government that demographical balance has disturbed due to it. Borders of the country are becoming increasingly insecure. Pakistan is keeping a covetous eye on some parts of Gujarat situated along its border while China has its evil designs on certain parts of the North-East. China is spreading a network of

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

[Dr. Laxminarayan Pandey]

roads upto the borders in those areas. In view of above effective steps are needed to be taken by the Government. Internal Security set up has also become a matter of concern today. Naxalite insurgency has also spread its tentacles from Nepal to Chhattisgarh and Andhra Pradesh via Bihar. They have targeted even the police posts in Chhattisgarh by intensifying their activities.

Soldiers of the country and our armed forces are committed to the defence of our country through their sacrifices, but it is felt that the sort of honour and incentive they legitimately deserve, is not being given to them. They should be equipped with sophisticated weapons on the one hand and on the other hand their pay anomalies are needed to be removed. In this context their demands like one rank one Pension need to be addressed.

Her Excellency the President in her Address has also mentioned about foreign policy but in view of present scenario of the relations with Nepal there is a need to make our relations more practical and friendly. We should take note of the news in regard to Nepal-China friendship and as China has an eye on Myanmar thereby it is also affecting our relations with Myanmar. We have taken effective steps by keeping in view that there should be no effect on friendship in regard to the question of the protection of interests of the Tamils and our hon. Minister of External Affairs has also visited there but still there is a need to make it more practical and friendly. Effective steps should be taken to check naxalism and Maoism. This is essential in today's global scenario to have friendly and strong relations with other countries.

In her Address there is also a mention of agriculture. Some schemes have been mentioned in view of certain improvements in this sector waiving of loan and vast changes made in the agriculture sector. The farmers are in a fix since they are not getting appropriate price of their crops. The farmers have also committed suicide in Vidharbh area of Maharashtra, Andhra Pradesh and some parts of Bundelkhand. The farmers have to incur heavy losses due to natural calamities. There is a need to implement the recommendations of 'Farmer Commission' and the recommendations of 'Dr. Swaminathan Committee' in toto, which are in the interests of the farmers and to provide remunerative prices to the farmers. There is a talk about increasing the support price of wheat but this support price is insufficient in view of the increase in fertilizer prices. Labour cost has increased, the price of seeds and insecticides have increased and also the electricity cost has increased. Why did we purchase wheat from international market at a high

price? Why our farmers were not paid remunerative prices? Due to these reasons, unemployment problem is prevailing in the villages. The youth are migrating from villages and the population is increasing in cities. There is problem of houses in the cities. The people are bound to live in slums. There is so much dirtiness and as a result of this diseases are on the rise. There is a lack of medical facilities. At the time of NDA Government, the National Agriculture Income Insurance Scheme had been formulated but the same was later discontinued by the present Government otherwise the worst condition of the farmers could have been avoided. Employment in villages are being eroded and hence there is a need to make agriculture beneficial. Making agriculture a profitable profession is one of the 7 Resolutions of the B.J.P. Government in Madhya Pradesh. The shortage of electricity is also a matter of concern for farmers and the Government should treat all the states at par in the matter of electricity. Because electric supply to Madhya Pradesh has been reduced. The sub-standard and insufficient coal has also been supplied. It has been tried to create crisis in the State.

The prosperity about which the Government talks today is confined to only a few cities or a few rich people. The dazzlement of some big cities like Mumbai, Kolkata, Chennai and Delhi has been increased but still there is no light in the jhuggis of the poor people in villages. The economic condition of the country is a matter of concern. There is price rise. Although we are calling it as global inflation but the Government is claiming that we will not be affected by it and so all this seems to be inappropriate. According to the surveys conducted by some specialists more than one crore people will lose their jobs due to retrenchment. The unemployment problem is increasing gradually. The growth rate was approximately 8.5 % at the time of N.D.A. Government which has now come down to 6% today. The economic condition was more strong at the time of N.D.A. Government but the situation has now changed and the Government has to adopt various measures to check inflation. The re-fixation of interest rates by the banks or the measures taken by the Government for economic reforms in various areas represent this concern. The youths are worried of their nature now and they are facing the problem of unemployment.

The Government has also mentioned about empowerment of women. In big cities even in the capital city of Delhi, incidences of victimization and rape of women have come out in the last two-three years and now it has become a very common thing that women are openly insulted by anti-social elements. There is a need to take effective steps for this.

The N.D.A. Government, in view of the national integrity,

had introduced Golden Qualadiral Project and also East-West and North-South Corridor Yojana, in a reply to one question while the Government has admitted of a slow pace of the schemes and also the scheme like Pradhan Mantri Gram Sadak Yojana had been introduced but the pace of the same is also very slow since the speed by which the work has to be done is not being done. A useful scheme of 'Linking of Rivers' was also introduced by the previous Government.

The welfare of the poor people, backwards or minority community has also been mentioned in the Address. But it is not appropriate to connect on the basis of castes, community and religion. It should be on the basis of economic conditions without any discrimination on account of religion, castes or community and hence it is essential to effectively implement the 'Antyodaya Yojana' introduced by the N.D.A. Government which is the scheme for everybody's welfare and protection.

Today, we are promoting foreign investment but it should also be kept in mind that foreign investment should not affect our self-reliance. I would like to say here that the Government does not have a clear-cut education policy, housing policy, industrial development policy, agriculture policy or other policies which are essential in the national interest and there is a lack of deep thinking in regard to the policies related to the national interests which are of a great importance in view of the unity and integrity of the country.

It is very essential to take initiatives for ending cross border terrorism, strengthening internal & external security of the country and to have good relations with our neighbouring countries. The Government has a number of schemes but its benefits are not reaching the public in general. This is the reason that thousand crores of rupees are being spent on National Rural Employment Scheme, National Rural Health Scheme, Drinking Water Mission, Rural Electrification Scheme, Housing Scheme but we are not getting desired benefits of the schemes. There are no employment opportunities available, no medical facilities available, no housing, no electricity, no security for common man and also there is no check on rising prices. All these are a matter of concern for us.*

*SHRI SURAJ SINGH (Balia, Bihar): Sir, there has been a convention to hold her Excellency President's Address in the first Session of every year. This convention might have been started so that the Government could define their policies and programmes and I see that the present Government have also fully utilised this occasion. The

Government have tried to make the common man aware of the economic condition of the country by mentioning economic recession in the very beginning of the Address. Over the years ever since we have adopted new economic policies, our economic policies have become vulnerable to vicissitudes of internal developments as the trade which was earlier confined to domestic borders of the country has now made its access to the international community. It is but natural that the international market has affected the Indian economy and that is why Indian economy is feeling the impact of economic recession prevalent in the European countries and the USA. I agree that there is no reason for economic recession in our country but India cannot remain insulated from the global impact as our economy has become fully integrated with the world.

Now it is important that we should not allow these impacts to tell upon economy of our country and we should develop our resources in such a way that we gradually become dependent on them. Our country is very fortunate in having all kinds of resources in abundance. What is desirable is that we should utilize these resources in a planned manner. I would, therefore, like to urge the Government to chalk out their policies and programmes now on the basis of development of Indian resources.

India is recognized the world over as a predominantly agricultural country and a majority of people in this country earn their livelihood through agriculture but contribution of agriculture to the Gross Domestic Product is constantly declining. When the country got independence, the contribution of agriculture was 60 per cent but gradually it has come down to 17.5 per cent. It can be easily understood what would be the economic status of that class of people who are dependent on agriculture for their livelihood when the contribution of agriculture to the GDP comes to 17.50 per cent and the percentage of people dependent upon it remain at 70 per cent? I think it is the only reason for the miserable living condition of farmers in the country and it is a natural fact that 17 thousand farmers are committing suicide every year as has been brought out in a Government Report. If our country wants to make progress, it is my firm belief that unless this section of our society is developed, dream of the country's development cannot be materialised. Now, the Government should formulate its economic policy by putting the agriculture into its fulcrum. We should set up small scale and cottage industries based on agriculture. I am advocating cottage industries because we can provide maximum employment by producing quality products by making minimum investment. Animal husbandry is also such a sector through which maximum employment can be provided to the unskilled and unorganized work force. In

*Speech was laid on the Table.

[Shri Suraj Singh]

addition to this, textile industry is also a sector which creates a plenty of employment. The Government should formulate a policy to provide economic package in order to protect this industry which is becoming sick day-by-day.

Today, there is a need to step-up production rate in the agricultural sector. Over the years, the Government have been following the policy of revising support prices for growth of agriculture, but the ground reality is that 81 per cent farmers in the country are small and marginal farmers who have small land holdings on which they are able to grow as much foodgrains as are required to meet the foodgrain needs of their families for one year. They do not have the capacity to sell their produce in the market. Therefore, the policy of revising support prices has not benefited those farmers. Need of the hour is to make farming of such farmers remunerative and for it the only way out is to increase the production rate thereby increasing their profits. The other way is to reduce prices of agricultural inputs like seeds, water, fertilizer, pesticides etc. so as to reduce production cost of agriculture and maximize the farmer's profit. It is the only measure which can make farming of these 81 per cent small and marginal farmers remunerative. I would, therefore, like the Government to reduce prices of the above inputs by, at least, half their present rates and even if subsidy is required for this, the Government must give the same. In addition to this, we must promote research and development activities for development of new and quality seeds with a view to increase agricultural production rate in the country. We have the number of Research Institutes as compared to the other countries of the world but I regret to say that their performance is not up to the mark. I would, therefore, like the Government to issue clear cut instruction to them to develop seeds for agriculture, particularly wheat, paddy, pulses, oilseeds, sugarcane etc. in such a way that their quality also improves along with their production.

The Government have referred to sustainable development of the petroleum sector through this Address. It is true that today this industry has witnessed considerable development in the country and today we are one of the exporters of petroleum products. But there is yet another aspect to this industry. This aspect is that the desirable level of transparency in respect of petroleum products in the country which should have been instrumental in passing over benefits to the consumer is missing altogether. The transportation system of the country, production of the country whether it is of agriculture or industry is dependent upon these products for fuel. The policy of the Government in

respect of pricing of these products, particularly diesel and petroleum is manufacturer friendly and not consumer friendly. I would like the Government to work out a pricing formula which is transparent and in which interests of the manufacturer as well as the consumers are equally safeguarded. Today, safeguarding interests of both manufacturer and the consumer is a must because they are citizens of a developing country and for development cost-effective and sustainable fuel is needed.

Sir, through you, I have tried to put forward several suggestions to the Government. I think that these suggestions will be considered and necessary action taken by the Government to implement the same so that citizens of our country can move forward on the path of prosperity.

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Deputy Speaker, Sir, every thing has been included in the President's Address. Some Works have been done and some are yet to be done. Our colleagues have mentioned about agriculture. The contribution of agriculture in our gross domestic product has come down to merely 17.5 per cent. The contribution of industries in our gross domestic product is 26.51 per cent while that of service sector is 55.7 percentage. Agriculture is our basic source of employment. 60-65 percent people of this country are dependent on agriculture sector. 20-30 percent people are employed in industrial sector while only ten percent people are engaged in service sector. There is a need to strengthen our basic source of livelihood. Just now my colleague was speaking that the economic growth rate has reached nine percent. Time and again the Government also mention about this achievement. I would like to submit that the economic condition of some people of our country may improve and their wealth may increase, however, it is not proper to think that the wealth of our country has increased. I feel that there cannot be any thing more misleading than this. The annual growth rate of our country is increasing, however, every year 17 thousand farmers are committing suicide also. The number of rich persons in the country has increased from 2200 to 5000 in last two years. While calculating economic growth rate we forget that the condition of common man in our country has further deteriorated. This cannot be considered as the economic growth of the country. So there is a need to improve the condition of common man of the country. Mr. Deputy Speaker, Sir, at the time of launching of National Rural Employment Guarantee Scheme it was said that the problem of unemployment in rural areas will be solved. Certainly, it is a commendable effort. However, till now only 65 per cent of the total amount sanctioned for the said scheme has been approved. I feel that there is a need to review the scheme. In a recent report of the Ministry of

Labour it has been stated that five lakh people, earlier employed in organized sector, have become unemployed. Besides, twenty thousand persons have returned back from foreign countries because they did not get job there. Unemployment problem is a very serious problem and there is a need to pay attention in this direction.

The Government claimed that last year the loans outstanding against 3.7 crore farmers amounting to Rs.65 thousand crore has been waived and minimum support price of wheat has been increased from Rs.630 per quintal to Rs.1080 per quintal and in respect of paddy from Rs.550 per quintal to Rs.900 per quintal. On the one hand production is increasing and on the other hand support price is increasing still farmers are committing suicide. It is quite surprising. I would like to submit that we cannot help majority of the farmers of the country by increasing the support price of crops. As per the figures of the year 2001-2002, the percentage of land owners having less than two hectare of land in our country was 81.8 percent. These are the figures of the year 2001. Thereafter the size of holdings have further shrunk during the last nine years because of the use of land for other purposes. In fact the majority of farmers, nearly 81-82 percent are not getting the benefit of support price because they do not produce enough to sell in the market. Their produce is sufficient for their personal consumption only and so they are not in a position to sell it in the market. Farmers will not be benefited on account of this till the yield is not increased. I would like to bring it to the notice of the Government that the farmers of Haryana have maximum burden of loans in India, however, they do not commit suicide. The main reason is that the yield per hectare of land in Haryana is more than the other states. So, if we want to protect and promote agriculture then we will have to increase the agriculture yield.

Since 1991-92 to 2007 an average annual growth rate of agricultural production is less than even in comparison to our neighbouring countries. In Pakistan productivity of wheat is 2.3 per cent and that of paddy is 1.8. In Bangladesh productivity of paddy is 2.60 percent. Wheat productivity in Nepal is 3.29 percent and paddy productivity is 1.28 percent. In India, Productivity of wheat is 0.86 percent and that of paddy is 1.21 percent. I mean to say that the production of our smaller neighbouring countries is more than ours. So, it is essential that we should pay attention towards increasing our production.

Mr. Deputy Speaker Sir, the loans of the farmers were waived in the current finance year, however, what is the benefit of this scheme if farmers do not get fresh loan at the time of sowing season. Last year, while on the one hand the

loans of farmers were waived and on the other our target to provide loans to the farmers was reduced. Last year, Rs.2 lakh 41 thousand crore was given to farmers as loan. This year, Rs.2 lakh 50 thousand crore was expected to be given to farmers as loan but till December 2008, only Rs. 1 lakh 90 thousand crore were given to the farmers as loan. If the farmers do not get agriculture loan they will not be able to enhance their agricultural production. Mr. Deputy Speaker, Sir, I would like to state, through you, that we are aware of the difficulties with which the farmers get loan despite the orders of the Government and the Reserve Bank of India. I would like to make a demand that legal action should be taken against those financial institutions which do not release the prescribed amount of loan to the farmers. As long as there is no psychological pressure on them, they would not provide loan to the farmers.

Mr. Speaker, Sir, I would like to submit one thing more. Hon'ble Minister of External Affairs, I am speaking in Hindi, please pay little attention towards me. The Central Government declared waiving off the loan of farmers for the year 2008, and it did. The loans from 31st March, 1997 to 31st March 2007 were waived off. The State Bank of India and other Banks also waived off the loans, but the rural banks did not do so. The rural banks waived off the loans upto 31st March 2000, but they did not waive off the remaining loans. Hundreds of people came to me in Agra and complained that the loans they had taken from the rural banks have not been waived off the way, the other banks have done. I urge that what I am saying may kindly be noted. You issue the necessary orders, then what is the reason that rural banks have not waived off the loans.

Mr. Deputy Speaker, Sir, there was a news item in 'The Times of India' dated 26-12-2008 that the price of crude oil has come down to 38 dollar per barrel. The production cost of petrol is Rs.11/- per litre. The cost of diesel is Rs.3/- per litre. One barrel is said to have 190 litres. The cost of crude oil is Rs.10/- per litre and 85 litre of diesel and 28-29 litre of petrol can be refined in one barrel. In this country petrol is sold above Rs.40/- per litre and diesel above Rs.30/- per litre. Even then, it is being said that the oil companies are suffering loss. I would like to bring one thing to your notice that when the price of crude oil had gone to \$ 147 per barrel and later come down to \$ 38 per barrel, we bought the price of petrol from Rs.50/- per litre to Rs.90/- per litre reducing Rs.10/- per litre, but diesel was brought down just to Rs.30/- from Rs.35/- cutting down Rs.5/- per litre. I would like to know the price escalation and reduction policy of the Government. Have the Government any price determination policy with regard to petrol and diesel? If so, then, it is very

[Shri Ramji Lal Suman]

good; and if not, we should definitely have a crude oil price determination policy relating to the fluctuation in price of crude oil.

MR. DEPUTY SPEAKER: Thank You.

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, in the end, I would like to thank hon. Minister of External Affairs and the Government for the efforts made by Shri Pranab Mukherjee after Mumbai attacks which created international pressure on Pakistan. It definitely has brought favourable results. I would like to thank the Government for the same. With that, I would like to submit to Shahnawaz Sahab that, yesterday I heard the speech of Shri Lal Krishna Advani Ji.

SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): It was very good.

SHRI RAMJI LAL SUMAN: It is very good for you and today I heard Patilji's also. How long they would keep on cashing the name of Rama? Recently 4-5 days back. ...*(Interruptions)*.

SHRI SYED SHAHNAWAZ HUSSAIN: Till you would not leave cashing the name of Kalyan Singh.

SHRI RAMJI LAL SUMAN: Leave it.

Mr. Deputy Speaker, Sir, recently some 4-5 days back, they called a meeting and they started chanting the name of Rama again. Learn a lesson from your mistake. How long you would cash the name of Rama? ...*(Interruptions)*

Mr. Deputy Speaker, Sir, we are political people. Common man analyses more accurately and more promptly than we do. We know, when we used to be amid people, people did not talk to us good humouredly. When they harp on the name of Rama, the people say that never before a worse liar has been there and never there would be any in future. ...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: You are nothing after Shri Kalyan Singh has joined your party. You have not courage enough to go to minorities. You have lost half of your strength. ...*(Interruptions)*

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, they are not ready to learn a lesson from their mistakes.

I would also like to submit that when Assembly elections were held in five States and that was the time when Mumbai had terrorist attack, they tried to make terrorism the election issue. But I would like to thank the people of the country that they replied saying that the Parliament was attacked during their regime and conveyed

the message that they have no moral right to protest against this attack. ...*(Interruptions)* Please listen to me. Do you want us to speak what you want to hear, how is this possible.

MR. DEPUTY SPEAKER: Mr. Suman, please address the Chair.

SHRI RAMJI LAL SUMAN: If you go to the people with temple issue, nobody would like to ever remember your name. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Thank you, please take your seat.

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, with these words, I support the address of Her Excellency, Madam President.

14.58 hrs.

(MR. SPEAKER in the Chair)

[English]

MR. SPEAKER: Shri Bellarmin, you may laid your speech on the Table.

*SHRI A.V. BELLARMIN (Nagercoil): Sir, I also join in the customary core who are discharging their obligations in the agenda of Motion of Thanks to the Presidential Address. The address is nothing but a rhetorical repetition of chronological compilation of the attempt made by the government in its terms since 2004. The speech neither contained the policy dictates of the government nor spelt any direction for the future. The slogan 'ott spelt' by the government that it has reposed faith in its policy of faster and more inclusive growth has been repeated in the speech but there is no indication how to achieve it and what steps are being taken to ensure it. There are tall and shiny claims about the performance of course at the insistence and under pressures from the left parties inside the parliament and the people outside the government took some steps in the interest of the working people and the farmers. But it failed to address the key issues such as agrarian crisis, price rise, job loss, and joblessness that affected the people. There is no mention about providing relief to the people through increased public spending and development of infrastructure in the context of the havoc caused by the global economical meltdown.

The tall claim of allotment for debt waiver for the farmer, the much eulogized NREGP and Bharat Nirman Schemes, Rural development programmes, Rural Housing for the homeless etc. looks bright to the eyes and sound

* Speech was laid on the Table.

sweet to the ears, but the deep analysis of their implementation looks very bleak and bitter. In short the beneficiaries under the scheme are not the targeted lot, but most of them are otherwise affordable sections. Instead of the growth to be inclusive, it is exclusive to a particular small section. Domestic traders have become multi-national corporate whereas the 'Aam Admi' is living below poverty line and their number is increasing. The legislation enacted for the unorganized section of the population has turned an eye wash and toothless.

It may be true the number of education loans sanctioned through the 5 years might have increased 3 times but the pity is the banks that sanctioned these loans are indulging in 3rd degree methods to recover the loans whereas the poor parents most of whom are rural farmers who are in distress, and the impact of the economic turndown has denied and denuded the job opportunities of their wards. The crisis has particularly engulfed the IT Sector which has worsened the situation. The Government should come forward to waive interest on education loans and extension of the moratorium period.

Development of infrastructure is mentioned as a fillip for employment opportunities, but it is very much painful to note that no mention is made with regard to the proposed improvement of the natural minor port in Colachel in Kanyakumari district into a major mother container port. It is needless to point out that this is the only port having a natural depth of 20 mts. capable of connecting the international opportunities ports at Dubai, Ceylon and Singapore which can generate employment and earn enormous foreign exchange. In the matter of the predicament and sufferings faced by the overseas Indian nationals the government has no proposal to improve their living conditions. Our missions abroad are mostly under staffed and unable to cope up with their deteriorating conditions in the matter of dealing with transportation of the mortal remains of the deaths, settlement of legal remains of the deaths, settlement of legal dues, to eschew those who are imprisoned, jailed for no fault of their.

The rural housing under IAY scheme the amount allotted for it is very meager which should be raised to Rs 1 Lakh at least. There is no mention for a formation of a separate ministry for the panchayat which would help a long way in rural development. I would like to beseech the government to constitute a separate ministry to address the problems faced by the fishermen folk living along the three Coast of the Indian peninsula. The Dalit Christians who form a majority in the Christian population of the country are craving for the rights and privileges guaranteed to their non-Christian counterparts.

With these words I express thanks to Her Excellency the President for her address.

SHRI ASADUDDIN OWAI (Hyderabad): Thank you, Mr. Speaker, Sir. I rise to support the Motion of Thanks on the President's Address. Because of paucity of time, I will restrict my speech to only four points.

The first point is internal security. While mentioning the cities which suffered terrorist attacks, I think the terrorist attack which took place in Malegaon and Modasa have been completely forgotten to be mentioned in the President's Address. It was not even mentioned. The most important point is that the charge-sheet filed in the Malegaon case by the ATS clearly says that the perpetrators of Malegaon blast were trained and given arms by Israel. This is what the ATS charge-sheet says in the Malegaon bomb blast case. If the premier anti-terrorist organization of the country is claiming that the perpetrators of Malegaon bomb blast were given training and arms by Israel - even Israel agreed to give them political asylum, agreed to give them office in Tel Aviv - why has not the Government severed diplomatic relations with Israel? The minimum that the Government could have done was called the Israeli Ambassador, given him a demarche, and shown our anger saying that they are unnecessarily interfering in India's internal affairs by encouraging terrorist activities over here.

15.00 hrs.

Unfortunately, not a single word had been said by this Government to the Israeli Government. Why? It is because we are the biggest purchaser of Israeli arms. Nine billion dollars worth of arms of Israeli are purchased by India. Still, this Government claims that we remain steadfast in our support to the Palestinian cause. Israel is troubling in the country by supporting terrorist organisation and we are not able to show anger towards them.

About the UAPA Bill, at that time in this august House, the hon. Home Minister said that come February, we would review this Act. Will the Government review the UAPA Act? Come tomorrow if the NDA comes into power, which we do not want, they only think that they will only have to lose; NDA to amend that Act by saying that confession will be an admissible evidence. Who will be blamed tomorrow? I will be facing the main problem at that time.

In this Bill, there is no sun-set clause also. TADA has a sun-set clause; POTA has a sun-set clause. Even in UAPA, there is no sun-set clause in it.

About the Sachar Committee, unfortunately it shows the man-management skills of this Government in the

[Shri Asaduddin Owaisi]

House. A sitting Prime Minister formed the Sachhar Committee. We could not even discuss the Sachhar Committee. What we have done, I welcome it — which the Government has mentioned in the President's Address. What about the protection and development of Wakf properties? Not a single step has been taken? What about the report of the Fatmi Sub-Committee on Education in relation to Sachhar Committee? Nothing has been talked about that. So many recommendations of the Sachhar Committee have not been accepted by the Government. I do not know as to what is happening in the Minority Affairs Ministry.

What about the Equal Opportunity Commission? Why are you not going for the Equal Opportunity Commission? Why do you not establish it? What about the Diversity Index? There is no talk about that.

About the Central Madarsa Board, Muslims of India strongly oppose the formation of the Central Madarsa Board. We do not want you to interfere in our Madarasas. We do not want your money. Kindly keep your money for yourself. For God's sake, do not try to interfere. This is the unanimous opinion. There is a resolution passed by All India Muslim Personal Law Board.

About the Liberhan Commission, 15 years have been passed. Five years the UPA Government has been in power, where is the Liberhan Commission Report? Who stopped you? How long are you going to play vote bank politics? If the Liberhan gives the Report, what is wrong in that? Fourteen years have passed but the Liberhan Commission is still functioning. I think, Liberhan Commission should be included in the Guinness Book of Records for being the longest Commission.

CBI is deliberately delaying the Babri Masjid trial. Why cannot this Government ensure that CBI conducts the Babri Masjid trial on a day to day basis? Yesterday, I was listening to the speech of the hon. Leader of the Opposition. He talked about the local support. I agree with him certainly. I would add on his speech that the local support was given, if it was given, by the Sangh Parivar people, by Abhinav Bharat. But the people who have done in Malegaon and Modasa, a probe has to be ordered.

Lastly, Air Force and Military establishments are stopping Muslim members, who are working in Army, Air Force, from growing beard. What kind of secularism is this? If Maulana Abul Kalam Azad is alive today, would he agree to it? These were the same Muslim bearded people, who started the War of Independence in 1857. Now, the Government is passing such laws, I hope the Government would take into account the points mentioned by me.

*SHRI KIREN RIJJU (Arunachal West): Sir, I would like to thank Her excellency, the President of India for her address to the joint session of the Parliament.

But I express my deep anguish and unhappiness for not making any special announcements for the development North-Eastern Region.

Today, the security scenario of North-East is deteriorating day by day and common people are feeling more insecure about their lives and property. Underground elements are finding safe heaven in the region. Bangladeshis are increasing in the region who are coming illegally. Even the Supreme Court has indicted the Union Govt. for failing to check the infiltrations. The various security agencies are not strengthened enough to support the state machinery. The state police are not provided enough assistance to modernize and equip itself properly to fight the menace of terrorism. The higher education in North East is in shamble. There should be special package to revive the ailing educational institutions and to open up new technical institutions in the states of North-East.

Arunachal Pradesh is due to receive special financial assistance as peace and Green bonus from the union Govt. This Long pending demand must be granted by the Union Govt. immediately.

The sixth pay commission has not been implemented by the state government for its employees. The state employees are on pen down strike since 5th February. Central Government must intervene to ensure that the Govt. employees under the state services are provided relief which are due to them under the 6th Pay Commission recommendation.

The Lok-East policy needs a complete re-look and North-East must become one of the economic hub of the nation. The infrastructure needs special attention to connect North-East with the East and South Asians countries.

I appeal the union gov't. to understand the feelings and suffering of the common people and make every region of the country particularly the people of North-East and Arunachal Pradesh as an integral part of the progressive India.

[Translation]

*SHRI BHANU PRATAP SINGH VERMA (Jalaun): Sir, thanks for giving me an opportunity to speak on Motion of Thanks on President's Address.

* Speech was laid on the Table.

Sir, there has been a draught like situation in my parliamentary constituency in the last one year. My parliamentary constituency comes under Bundelkhand region. Illiterate farmers did not get the direct benefit of loan waiver scheme as for the farmers having a land holding of more than 5 acres, the loan was divided in four instalments and the farmers were supposed to deposit three instalments as per schedule. The farmers cannot deposit the instalments because of failure of their crops. Sir, the farmers could not deposit their three instalments as per schedule upto the month of March. It may be certainly beneficial for the farmers if they are asked to deposit their three instalments in March and their fourth instalment is waived off because there has been a spurt in the cases of suicides by farmers due to mounting pressure of loans and by doing so the incidents of suicide by farmers could be checked.

Sir, as per existing rules if due to non-seasonal rains or for any other reasons the crops of farmers are destroyed, then the extent of insurance amount to be paid to the farmers is decided at block or Nyaya Panchayat level. The amount of insurance should be decided at individual level so that the farmer whose crops have been destroyed could directly get the benefit from the insurance cover. Sir, there are no sufficient means of irrigation in my constituency. Sir, my Lok Sabha constituency area is confluence of five rivers and I have always raised the demand for construction of a 'Panchnanda' dam at that place so that the financial position of farmers could be improved. A dam should be constructed at river Yamuna near Itawah and Aurai in Kanpur rural so that financial position of the farmers of that area could be improved, in addition to that if 'Malanga' and Nullahas of U.P. particularly Bundelkhand area are cleaned and water is stored there, it could certainly be beneficial to the small farmers.

Sir, Central Government is constructing four and six lane roads all over the country. The companies assigned the work of construction of four lane and six lane roads from Bhognipur to Wara Mor and from Bhognipur to Jhansi area in Uttar Pradesh are undertaking no work themselves, but engaged in earning commission by awarding further contracts to the local contractors, due to which the quality of work undertaken is very poor since these firms and small contractors have no experience of doing such works and the soil is being pounding without applying water due to which potholes appeared in entire road at several places during rains and people have to completely stop the vehicle to cross the culvert on road. Several trucks and buses got stuck into soil on verge of road and overturned. This problem has arisen due to improper pounding of soil and there is a need to pay attention towards this matter.

Sir, there is no airport in Jhansi and Bundelkhand region. There is an airbase of Air Force in Jhansi and by constructing a new runway at this airbase, proper airport facilities could be provided to the people of Jhansi.

SHRIMATI RANJEET RANJAN (Saharsa): Mr. Speaker Sir, first of all I support the Motion of Thanks on President's Address. Secondly, I would like to convey my thanks to the Hon'ble Speaker for running this House for five years. A potter give shapes to his pot by at times touching it tenderly and at times hitting it hard, in the same way he has managed to keep us disciplined to run the House efficiently and during this period I have learnt a lot from you. I hope that this entire House has learnt a lot from you. You always manage to uphold the dignity of the House even during the time of pandemonium in the House and taught all of us a lesson of discipline. I again thank you for rendering your services during these five years.

I cannot forget to convey my thanks to the Chairman of UPA Smt. Sonia Gandhi to keep all the allies of UPA firmly united with affection and sympathy, during these five years. Many people had apprehension that the Government may fall.

People were having same apprehension around two years back also. Barring an exception she managed to keep all the allies of UPA united like a mother or sister or a daughter keep her family united, I am thankful to her for this also. In addition to that I would also like to thank hon'ble Prime Minister, Shri Manmohan Singh Ji for firmly maintaining the pace of development of the country and for leaving no stone unturned to take the country on top and aligning it with other countries of world.

Sir, so many people expressed their concerns but at last I am happy to see that not only the nuclear deal has been signed but several other schemes have also been implemented and I am feeling proud for this and can undoubtedly say that Singh is King. He has shown this by taking action. A person with humble nature has always got a sublime thinking. Following this ideology during the last five years he has kept all the allies united and conveyed a positive message not in India but throughout the world, I am thankful to him.

Sir, with this I would also like to thank opposition parties that meaningful debate took place in the House. I came to understand that if you are in opposition, then you are bound to point out some or the other thing in the best schemes formulated by the Government. I would like to thank you for pointing out the discrepancies in the schemes as no one is perfect and the Government is no exception but if

[Shrimati Ranjit Ranjan]

there is even ten percent lapse, you have given us an opportunity to rectify the same. I would like to thank you for showing the solidarity and integrity after the Mumbai bomb-blast and the manner in which White House stand together with unity against the evil of terrorism.

Sir, just now Suman Ji was talking about the economic crisis, recession, workers and farmers and many members have also mentioned such things. I would like to submit that global recession is not the result of UPA Government's policies during its tenure of 5 years. I am proud of the UPA Government that although recession is affecting the whole world but thanks to the UPA Government the economy of India is sound and stable. We have various schemes and we need it indeed such as 'NREGA' scheme wherein employment of 100 days was provided initially and thereafter the same has been increased and Old Age Pension Scheme was introduced and now in General Budget Widow Pension Scheme for the women aged between 18-40 is announced, which is really appreciable. There are so many such schemes. I think that today we don't need schemes, there is need to check corruption and as hon'ble Rajiv Gandhi and hon'ble Rahul Gandhi Ji said about corruption that beneficiaries get only five paise out of one rupee after passing through the various channels i.e. centre to state and state to block level. Even if we are able to ensure that at least 60 percent reaches to the common man, then no one will either think of replacing the Government nor be able to do so. There is need to check this corruption only. I accept that even we do not think of Congress's come back in Assembly election of Delhi. It was not the victory of Congress, or any individual or nor Sheila Dixit, but it is the victory of youth. They gave the message that India belongs to the young people who are 40-45 percent of the total population. Today the youth will not vote merely in the name of inflation, terrorism, unemployment, caste and religion. Today the youth is educated and intelligent and they have given a positive signal that people will vote in the name of development from today onwards. The country where youth constitutes 47 to 50 percent population, they can lay the complete foundation of their country and youth will play a new and vital role in the forthcoming election.

With these words I support the motion of thanks of President's Address. Once again I will appreciate hon'ble Speaker for allowing me time to speak. I will not appreciate him not only for supporting the beginners like us but also for supporting the truth. I have learned a lot in these five years and found that there are also honest and true leaders in the House. They are the people who will maintain the dignity of the House in future too. Here are a few people, who are standing like pillars to protect the dignity of the House.

With these words I conclude.

[English]

*SHRI J.M. AARON RASHID (Periyakulam): Sir, I support the President's address which gives a lot to people of down trodden and schedule caste/ Minorities and their welfare measures are the main aim of Government of India i.e. UPA Government.

In the field of education the H.R ministry under the leadership of honourable Shri Arjun Singh has given 38 Kendra Vidhalaya and model schools to the state of Tamil Nadu. I appreciate this fact. But Sir It is very unfortunate that not even single Kendriya Vidhalaya model school is allotted to Theni District which is my constituency. The loan waiver scheme is appreciated by one and all in the country. So far 65.800 crore has been issued. In my constituency farming is main source of income we produce paddy - cardamom, pepper, tea, coffee, orange and vegetables my constituency area covers more than 200 Km area in hilly terrains. The waiving has been fixed to one lakh upto 2 hectares. In M.S Swaminathan's Committee Report- it has to be increased to 4 hectares. So the restriction should be removed and all agriculturist should be treated equally.

Sir the agriculturists have been complaining that they are not getting further agriculture crop loans . The Government of India have to give suitable instructions to banks to take care of agriculturists. Sir on the Sri Lanka issue, the LTTE is holding the innocent tamils as human shields in the crossfire as the innocent tamils are forced to stay in war torn areas and are suffering a lot. They are losing the near and dear ones and suffering bullet injuries without proper medical treatment. They are losing their lives. Sir through you I am requesting the government of India should request Sri Lankan government to help the innocent civilians and they should be sent to peaceful zones forthwith. Another ceasefire is a must and I am requesting the government of India to take steps for another ceasefire to save innocent tamilians.

Sir some persons in the name of advocates are taking law in their hands and accusing the congress party as my leader Sonia Ji and are tearing the congress flags. They are shouting Pro LTTE slogans they should be brought the books and the action should be taken against the Pro LTTE sympathisers which is internationally banned terrorist outfit. Sir I fully welcome the president address which gives more importance to education policy also released more amount to students for educational loans.

Sir, with these words I conclude.

* Speech was laid on the Table.

[Translation]

SHRI MOHAN RAWALE (Mumbai South-Central): Mr. Speaker Sir, I may kindly be allowed to speak.

[English]

MR. SPEAKER: Your Party has no time.

[Translation]

SHRI MOHAN RAWALE: Sir, please allow me to mention a few points regarding Mumbai attack. ...*(Interruptions)*

MR. SPEAKER: All right, I will allow you to speak for just two minutes.

SHRI MOHAN RAWALE: Mr. Speaker, Sir, please allow me to speak at least for five minutes.

MR. SPEAKER: No, please conclude in two minutes.

SHRI MOHAN RAWALE: Ok, thank you for allowing me to speak.

MR. SPEAKER: You forcefully take time.

SHRI MOHAN RAWALE: Mr. Speaker, Sir, a number of police personnel died during the Mumbai attack on 26/11. You have provided them house and government have given Rs.25 lakh — it is appreciable, but I would like to say that the Government took necessary action only after they sacrificed their lives? Yesterday a question was asked about modernization of weapons wherein allotment of residential police quarters was also mentioned. I would like to know as to by when they will be provided houses. In my constituency, a police personnel named Shri Yogesh Patil died, who was living in Janta Nagar slum. I would like to submit that police personnels do not get houses even after 35 years of their service. They do not own house even after retirement after rendering service for 30-35 years. I would like to request the Government that Government may introduce law so that after retirement they may be provided house free of cost.

I would like to know from the Government as to how long you will trust Pakistan? Shri Pranab Mukherjee made a statement here earlier that all the terrorists came from Pakistan. Earlier it was said that there are 52 terrorists camps in Pakistan, but Pakistan denied. All the Pakistani terrorists came here on 'Kuber Boat'. ...*(Interruptions)* They slaughtered five fishermen. G.P.S., flour of Pakistani Brand and some clothes were recovered from the boat which they left in the boat. They left such items intentionally on the boat because they wanted to tell that we are Pakistani and if you can take some action, you may take. If Israel can attack

Gaza Strip, then why don't we? Why deal with Pakistan. ...*(Interruptions)*. We should have attacked terrorist camps immediately. If we would have taken timely action, we would have succeeded. Now terrorists camps would have vacated. ...*(Interruptions)*

I would like to submit regarding Nuclear Deal that you are interested to spend Rs. 1 lakh 80 thousand crore for the same. You want to spend Rs.9 crore per Megawatt. How will you provide electricity on cheaper rates? ...*(Interruptions)*

I would like to say about NTC mill workers. ...*(Interruptions)*. I would like to say that the NTC employees and private mill workers should be given houses free of cost at the sites of NTC. Late Shrimati Indira Gandhi had initiated this scheme and because of that she had nationalized the mills as she wanted that mill workers have the right on them. But, today those mill labourers are suffering. ...*(Interruptions)*

Thank you very much for giving me time to speak.

[English]

MR. SPEAKER: You have come in a sports jacket, that is why, I have given you time.

SHRI P.C. THOMAS (Muvattupuzha): Sir, paragraph 8 of the President's Address specifically says that agricultural economy has been revived and that the investment in this regard has been increased to three-fold. But still it is a fact that the agriculture is facing serious crisis, especially, in the light of the economic crisis which the country is facing along with the world arena.

I would just submit that four per cent interest may be thought of and implemented in the case of agricultural debt. With regard to the debt relief scheme, a big scheme has been announced but still we find that many of those who would have come under the scheme when the Parliament declaration came have been left out when the actual implementation started. For example, the scheme says that all the loans prior to 2007 will be included and the loans will be waived off. When the implementation came, it was stated that those loans which were taken prior to 1997 will not come under the purview of this scheme at all. Sir, this affects my State of Kerala very much because the farmers have taken long term loans. They are rubber farmers and farmers of all cash crops, etc. I would submit that it must be considered.

It has been submitted by the hon. Finance Minister that he will keep an open mind, but that open mind has not been shown in this statement also. The prices of many agricultural produces have gone down steeply. Rubber is one example.

[Shri P.C. Thomas]

It was Rs. 40 per kilogram but now it is Rs. 65 per kilogram. That is the real difficulty. Steps are needed to be taken urgently to redress this issue. I would also like to make a point about the senior citizens. The amount of the senior citizens fund would have to be enhanced. The issue about the para-military forces should also be considered. My last point is about the Employees Provident Fund and pensioners. My submission is that these matters should also be considered.

[Translation]

SHRIMATI RUPATAI D. PATIL (Latur): Mr. Speaker, Sir, I rise to speak on the Motion of Thanks brought by the Government on the Address delivered by Her Excellency, the President on 12th Feb, 2009.

Sir, there is no mention about many issues in this Address. India is known as pre-dominantly an agricultural country but while seeing the condition of the farmers it is revealed that the food-grain producers find it difficult to make both ends meet. The cotton growers are in miserable condition. During the last five years, the Government had only made false promises for agriculture sector but had not taken any concrete measures.

Due to this now farmers are feeling themselves cheated. I would like to speak at length about farmers but due to shortage of time I lay my speech on the table of the House.

Simultaneously, I would like to say that at the time of forming the Government, it was mentioned that 33% reservation would be provided for women in Common Minimum Programme announced by the UPA but it seems there is no political will to implement it. This has been merely proved to be an election announcement. The Government has failed to bring about a Bill even after the lapse of five years. I lay remaining part of my speech regarding farmers on the Table of the House.

"The farmers had to take loans from the money lenders as they were unable to get remunerative prices for their produce to meet their requirement. The farmers are committing suicide due to being engrossed in loans. Even after the announcement of loan waiver by the Government, the farmers are continuously committing suicides. It means the Government are getting failed to provide relief to the farmers. The cane growers of our area are also suffering from the same problem. The government is giving assistance to sugar-mills for the help of sugarcane growers. The sugar-mill management is getting benefited by it. The sugarcane

growers are not getting anything. Their condition is worsening. The Government had promised that they will be provided crop loan at the rate of 7% to farmers but it is also not being made available to the farmers. It is proved that the Government is making false announcements by pretending to be the well-wisher of the farmers.

At the time of constituting the Government there was a mention for 33% reservation for women in the Common Minimum Programme announced by the UPA but there was extreme lack of political will to implement it. It proved to be an election promise. The Government had failed to bring that Bill during these five years.

The Government said that it would create one crore employment opportunities on coming to power but increasing figures of registered unemployed people in the Employment Exchanges of the country are speaking the failure of the Government in this field. The crisis of lay off is deepening due to the impact of extreme recession on people already in the jobs. The situation can deteriorate further if no economic measure is taken by the Government to contain it. The Government needs to pay attention towards creation of new employment opportunities.

Sir, there is an atmosphere of insecurity in people after-math Pak sponsored attacks on 26th Nov. 2008 in the country. We talked decisive action to deal with Pakistan in this respect but in the first instance Pakistan was not admitting it as its own ignominious act. Now they have admitted but are not willing to hand over concerned perpetrators to us. There is an urgent need to punish perpetrators responsible for the killing of hundreds of people under the law of the nation by bringing them to India. That is the public sentiment. The government should take cognizance of it and diplomatic efforts should be made to bring perpetrators here in the country.

Today everywhere there is a talk about global recession but its impact is not seen yet in India while our growth rate has come down from 9% to around 7%. The growth rate is continuously declining as no basic steps have been taken by the Government for the industries and creation of jobs. Even the employed persons are scared of losing their jobs alongwith unemployed persons. It shows the gravity of the situation in view of such suicidal attempts by such people. In view of the gravity of the situation the Government needs to take effective steps to check it. The Government had explained all the works done by it during its five year tenure but there is no mention about the review of its implementation. The Government had implemented National Employment Guarantee Act Scheme but its implementation is not being made properly and even today

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

crores of people in the country do not have houses, safe drinking water and electricity. Grains are not being made available through the Public Distribution System in time and as per standard. The Finance Minister says that inflation has come down but the common man's domestic budget has been disturbed as a result of non-reduction in the prices of eatables. The common man is bearing the brunt of this sky rocketing price rise and the Government is in the impression that it had done the work in the interest of the common man. The Government has also proved to be failed keeping in view its failure in providing relief to common man. The dissatisfaction and resentment spread among the people in regard to the working of the Government will definitely be reflected in the ensuing elections. I, therefore, oppose this Motion of Thanks to the Address and conclude my speech.*

[English]

MR. SPEAKER: You have asked for two minutes and I am allowing that. You are my Lok Sabha TV anchor and you are doing very good programmes also.

SHRI SURESH PRABHAKAR PRABHU (Rajapur): Sir, please allow me a little more than two minutes.

Sir, the President's Address talks about a pertinent point that now there are very exacting standards that have been put to judge the performance of the Government. If one goes by this admission, then there are 82 items in 87 pages which spells out the agenda for the future. It is like a student appearing in an examination and not having to answer the questions but put questions to the examiner himself. There are very serious issues involved.

The capital expenditure as a percentage of GDP has fallen consistently. That means that we are not able to spend money for future development and Government has incurred a debt of 60 per cent of GDP. So, the FRBM, which was notified by this Government though passed by the previous Government, has put conditions that not more than 0.5 per cent of the liability of the Government can be put in continuing liability. This year the Government has incurred 0.67 per cent which means that it has again added to this already huge public debt. The balance sheet items amounts to 3 to 4 per cent of fiscal deficit and this is a huge amount and it has an impact on the future.

[Translation]

MR. SPEAKER: Please speak on budget.

[English]

SHRI SURESH PRABHAKAR PRABHU: On fertilizer, that has been talked about, many developments have taken

place since 1977 but no new capacity has been added and in future if we want to increase our food production, there is no fertilizer that is going to be available.

Employment is a key development parameter, and this again concerns the aam admi, and the Address talks about the National Rural Employment Guarantee Scheme. This is basically a livelihood support scheme and it is not an employment generation programme. Employment is something which should be available for 365 days and not just for 100 days.

Sir, I am really concerned about two issues, one is population and the other is water. Water is going to be a major challenge for the future. Only four, per cent of the water of the world is available to us. Population is growing consistently. There are no measures which have been taken towards controlling this.

Sir, my last point is about energy. The Government has claimed that it has come out with an Integrated Energy Policy. But a policy itself is not enough. We want to implement it in terms of taking concrete action to move towards energy security and energy availability which are not there.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Sir, I would like to lay my speech on the Table.

MR. SPEAKER: Yes, you are most welcome to lay it.

[Translation]

*SHRI KISHAN SINGH SANGWAN (Sonepat): Sir, the President's Address delivered by the hon'ble President in the House on 12.02.2009 is a statement of the policies and achievements of the present UPA Government. The achievements of the Government have been projected in an exaggerated manner in the President's Address. In fact the ground reality is quite the opposite to it.

The present Government have neither met the expectations of the people nor has it fulfilled the assurances given to the people. From the Address, it appears that Bharat Nirman works have been completed and the dreams of common people have been translated into reality.

However, it has been rightly mentioned in the Address that the people assess the performance of a Government on the basis of its action, not on the basis of rhetoric and not on the basis of figures but on the basis of facts. In democracy, the simple formula of assessment of the performance of Government is to see what the common people have got, however, every section of country has suffered on account of the action of the Government. The people are feeling themselves cheated by electing U.P.A Government.

*Speech was laid on the Table.

[Shri Kishan Singh Sangwan]

As far the farmers and agriculture sector are concerned, there is no improvement in the economic condition of farmers. The incidents of suicides committed by the farmers are increasing and farmers are continuously being trapped in debt. They get neither power nor do they get water, remunerative prices of their produce nor the inputs like fertilizers and seeds in time. Common farmers and common people have not been benefited on account of waiving of loans amounting to nearly Rs.65,000 crore by the Government. The loan waiver scheme has either resulted in the reduction of NPA's in the books of the banks or in bonanza for the habitual defaulters. The Government have insulted farmers by doing a paltry increase of Rs.80 per quintal in wheat price whereas the prices of agricultural inputs are skyrocketing. The Government is purchasing substandard quality of wheat from foreign countries at the rate of Rs.1500 per quintal which is not even fit for consumption by cattle. However, they are not providing remunerative price to the farmers. The present Government have not formulated any agriculture policy for the farmers in the last five years. Rather the Government is taking credit by providing more loans to farmers for repaying their previous loans.

Never did Government clarify during the last five years as to how much percentage of funds in the budget has been allocated by it for the agriculture sector. Nor is there any mention about the extent of increase in the growth rate in agriculture sector. What has only been mentioned is the target of achieving a growth rate of 4 percent which the Government have failed to achieve.

Sir, there is a very big class in the country that we call backward class which comprises Khati, Lohar, Kumhar, Jhimar, Nai, Teli, Dhobi etc. No new scheme has been formulated for this class in the last five years. Neither any loan waiver scheme has been announced for them nor any concession has been given on interest component of the loans availed by them nor any scheme has been formulated by the Government for their economic development. This is the class which has been leading a miserable life for the last several centuries and is known as rural artisans. They have been put out of business by big companies. This section of society has lost their ground on account of wrong policies of the present Government. The present Government have politically, economically and socially neglected this backward class of society.

It is on account of the wrong policies of the Government that the common people are facing difficulties in getting LPG cylinders. There is long waiting for gas cylinders.

People have to wait for months and they are forced to purchase it from black market. Time and again the attention of the Government has been drawn towards this but it has turned a deaf ear to it every time. During the regime of hon'ble Atal Bihari Vajpayee LPG was available at the door step of common people and there was no black marketing or waiting for the gas. From this it is evident that the present Government is openly encouraging black marketing and corruption. People will give befitting reply to the Government in the time to come.

The price of crude oil in the international market has declined from 147 dollar per barrel to 37/38 dollar per barrel. However, the Government have added insult to injury to farmers by reducing only Rs.5 per litre on petrol and Rs.2 per litre on diesel. I would like to request the Government that the prices of diesel and petrol should be reduced in proportion to the percentage decline in the price of crude oil in the international market. The Government have not given any priority to the Pradhan Mantri Gramin Sadak Yojana and golden quadrilateral project that was launched by hon'ble Atalji. So the pace of work of the projects is very slow. The work on National Highway No.1 from Karnal Bypass to Sonapat is going on at a snail's pace for last 3-4 years and it is on account of this that there is traffic jam on this route and people have to face inconvenience for hours. Till now, neither any bridge nor any siphon has been constructed there.

As far the issue of health is concerned, the condition of hospitals in villages is very pathetic. Neither there are doctors nor medicines are available in the hospitals. Education has become so costly that poor man cannot afford good education for their children. The schools in villages neither have own buildings nor sufficient number of teachers. In Haryana 23,000 teachers have been employed as guest teachers who are treated as daily wage workers. There is no job security for them. It is an insult to the teachers. These guest teachers are staging Dharma for last two years and have also gone to jail, however the State Government of Haryana is not paying attention to their demand. The similar is situation with Anganwadi workers and helpers who are working as full-fledged government employees, however, neither their services are regularized nor full salary is being given to them.

As far the ex-servicemen are concerned, they are also continuously fighting for one rank one pension for last several years and on many occasions. I have also raised this issue in the House. Though, the Minister of State had given assurance in Lok Sabha that the Government have accepted one rank one pension and it would be imple-

mented but it proved to be a false statement because though it has been implemented in respect of higher military officers but it has not been implemented in respect of lakhs of ex-servicemen of the rank of JCO. So, ex-servicemen are continuously sitting on dhama since 16 December in front of Parliament House in support of their demand and pension anomalies in Sixth Pay Commission report. Military men get bravery award for serving the country and these medals are very dear to them. What can be more shameful for us than this that on 9 February, 2009 nearly 300 such ex-servicemen returned their bravery medals to hon'ble President after staging protest. 'Shaurya Chakra' awarded posthumously to those jawans who laid their lives were also returned by their families. Similarly the families of those persons who sacrificed their life during attack on the Parliament also returned their medals.

Sir, today situation has become so serious that nearly 3 lakh employees of postal department who serve common man and who are called 'Gramin Dak Sewak' are sitting on dhama in front of Parliament and are determined to fight for their cause. Those who are assisting common people by providing services of post office saving bank, postal small saving certificate scheme, payment of old age pension and are assisting in employment guarantee etc. are also being exploited. Neither there are any prescribed pay scales or leave entitlement for them nor are they getting any retirement benefits etc. Their services were not included even in the Sixth Pay Commission. Injustice has been done to such a large number of people of this category on the basis of the report prepared in an arbitrary manner by a retired administrative officer. So I would like to demand that the benefit of Sixth Pay Commission should be given to Gramin Dak Sewak and a committee set up under the chairmanship of a retired judge of a High Court and all their problems should be solved.

Sir, similarly thousands of employees of defence department who are running Unit Run Centre (URC), are either ex-servicemen or their widows and children. They are also fighting for their demand and are sitting on dhama before the Parliament. Injustice is being done to them in the Sixth Pay Commission and they are forced to accept previous basic pay for the last 8 years. As per the Sixth Pay Commission revised pay scale has been given to CSD (1) Staff, whereas the duties performed by URC and C.S.D. (1) staff are the same. Both are related to the Ministry of Defence and its office, maintenance rule regulations are applicable on both these categories. However, URC staff is a neglected lot. So, I would like to demand that the Ministry of Defence should pay attention to their problems and the benefits of Sixth Pay Commission given to them. With these words, I conclude.

*SHRI HARISINH CHAVDA (Banaskantha): I support the Motion of Thanks to the President's Address to both House of Parliament, given in the Central Hall.

It is also true that as per the convention, the Address has to be supported in toto and if we want to move amendment to the Motion on President's Address, then voting has to be conducted.

As per our convention, the hon. President Address to both the House of Parliament with the speech drafted by the Government in power. This Address is the statement of policy of the ruling Government. As such, this particular Address is the statement of policy of the UPA Government comparison of the ideology of the Constituents of UPA and that of its opponents can be made on its basis. On one side, there are secular people and those believing in division on the basis of caste, creed, religion, community and work are on the other side. Similarly, on one side of fence, there are people who follow ideology of making people happy, removal of poverty and making people to overcome parochialism in the name of caste and religion and there are people obsessed with grabbing power by playing the communal card.

The people creating misunderstandings in the name of Ram Temple, and regionalism are also keen to come to power. On one side, there are people who are working to unite the people so that the country may become powerful and any kind of differences among people may not emerge and then other side the people who create tension and disintegrate the country are active in the country.

There are people sensible enough to understand this situation in the county but they are far and few between, besides being indifferent to the developments. There are large number of poors and farmers in the country. They are unable to lead a fulsome life and are helpless. Sometimes they are forced to dispose of their land and property, children and have to dispense with their ethics and values to survive and even sell their vote, which is their right. The rich and political people try to take advantage of it. Efforts are being made to reform this system and some people are proving hurdle in this regard.

Late Mahatma Gandhi, Sardar Patel, and many other leaders and youth had faced bullets, had borne many sufferings to earn freedom for their motherland. The Independence has been achieved because of sacrifices of those people. Many people had happily accepted gallows as their fate to ensure the happiness, freedom and comfort of the coming generations.

*Speech was laid on the Table.

[Shri Harisinh Chavda]

A few days back, we celebrated 26th January, the day also called as 'Republic Day'. On this day, our Constitution came into force and we celebrated this day to commemorate that historic occasion and every year it is celebrated to commemorate that day. However, is the rule of the people to be seen anywhere? The representatives of the people win the election and run the Government and these elections are fought in the name of religion, caste and by luring the people. False promises are made, the elections are won on basis of bogus voting and the poor people are misled. Can this be called true democracy?

The people mired in corruption, the people doing harm to the cause of the nation and the people who do not think about welfare of the poor people, but their own welfare win the elections? What kind of glory such people will bring to the country? How can prestige of the country be enhanced in international arena if the wades of currency notes are brazenly displayed in the Parliament. I do not consider it as independence. This is a system to elect some people to Parliament, Legislative Assembly and Panchayats.

The independence of the country is meaningless until there exists a single jhuggie jhopri in the country, even a single person is poor and if even after toiling for entire day, the person remains hungry and is not able to feed or educate his children. Independence holds no meaning till such situation exists in the country.

While spinning cotton on 26th January, a thought struck me that our national flag is hoisted with all pomp and show by the person holding the highest post at all the places. The fact of the matter is that the sovereignty rests with the people of the country. The flag should not be hoisted by the people who have won the elections, but the unknown person living in slums should hoist the flag. Then we will be able to realise, what is the actual condition of the country after so many years of Independence. Freedom of the country will be meaningful only when the Government is able to bring such a situation in the country where it makes maximum effort for the utilization of the resources at its disposal for the welfare of such people. If the Government keeps on saying something and doing something else, freedom will have no meaning.

May the God provide wisdom to everybody, give power to work for welfare of the poor, farmers etc., and the people should be inspired with true sentiments to work for the welfare and strengthening the image of the country. Praying this, I support the Motion of Thanks to President's Address.

[English]

*DR. C. KRISHNAN (Pollachi): I am speaking on behalf of Thiru. Vaiko, Leader of the World Tamils, on the resolution thanking the Respectful President of India for the Address which she made to both Houses of Parliament assembled together on February 12, 2009.

In the present juncture Tamil Nadu people and Tamilians all over the world are much worried about the Massive killing of the Tamilians and the sufferings of the Tamilians in Sri Lanka.

Sri Lankan Government is indiscriminately killing the Tamilians living there for the past about 30 years. The Indian Government instead of protecting the Tamils of Indian Origin is helping the Sinhalese Government by giving Arms and Ammunitions, and also war front intelligence persons to assist for Sri Lankan Army.

Our Indian Government has given about Rs. 2000 crore of soft loan with which the Sinhalese Government is buying Arms from Pakistan, China as well as from India to kill the Tamilians at large.

The Red Cross people who were helping them have been asked to vacate the place. The injured people are also being deprived of the hospital facility. The international Press, which was giving the actual incidents happening in the place, has also been asked to vacate the place. The Tamilians living there do not have any food or shelter.

In the Presidents address there is a mention about the war that is taking place in Sri Lanka. Government should come forward to stop the war and killing of innocent Tamilians.

My Party MDMK headed by Thiru. Vaiko is of the view that the war in Sri Lanka should be stopped immediately and killing of innocent Tamil Civilians should be stopped. A peacefully negotiated political settlement should be aimed at.

United Nations General Secretary Britain, America, Norway, have Condemned the Genocide attack on tamilians in Sri Lanka.

The UPA Government should take immediate steps to stop the war in Sri Lanka and safeguard the lives and rights of Tamils in Sri Lanka. The rights of the tamilians in the highly populated tamilian areas should be brought under the Ruling of Tamil People.

It is a clear genocide of tamils. Lakhs of Tamil people in Mullaitheevu are suffering without any food and

*Speech was laid on the Table.

medicines, due to indiscriminate shelling and aerial bombing, on hospitals and schools. Cluster bombs are being used with devastating effect against tamil civilians.

Chief Minister of Tamil Nadu convened only

1. all party meetings
2. Meetings of legislature party leaders
3. Resolution in Tamil Nadu assembly three times

But without any fruitful results

And it was only an eye wash drama show

The ruling DMK in Tamil Nadu, which is an important constituent of UPA at the Centre, did not bother to take any initiative to force the UPA Government to stop the genocide of innocent tamils in Sri Lanka.

Government of India has remained just as a passive and silent spectator, but on other hand has been actually supplying arms, providing training for the Sri Lankan army in many parts of our country.

The Red Cross people should be brought there for providing first aid and hospital facility and.

The International Press should be brought there so that the killings of tamilians living there could be brought to the light of the day.

It is very sad to note, that parts where the Tamilians are living is scrutinized by Radars given by our Indian Government.

The Indian Government helped them to renovate the Palai airports and thus facilitated them to bomb the Indian Tamilians living there.

Sir, on behalf of the Tamilians all over the world, wish to put forward our feelings that war in Sri Lanka should come to an end. Political settlement should be made fulfilling the aspirations of the Tamilians to live and rule that part of Sri Lanka where Tamilians are thickly populated.

[Translation]

*SHRI HANSRAJ G. AHIR (Chandrapur): Sir, I rise to speak on the Motion of Thanks on the President's Address moved by the Government, delivered to the joint session of Parliament. This Address has been less utilized in highlighting the policies of the government and I consider it only an election motivated speech. Government is now in the last phase of its last year and if we have a glimpse at its performance during its full tenure of five years. we will find

*Speech was laid on the Table.

nothing but despair. During the regime of that Government which promised to give relief to the common man the very common man is feeling himself cheated due to sky rocketing prices, lack of purchasing power, employment and an atmosphere of terrorism.

The status of projects announced for the common man is not upto the mark. The National Rural Employment Guarantee Act Scheme gives a guarantee to employment but is a matter of concern how employment opportunities will be provided in view of implementation of the scheme? A family has been given a guarantee of employment for only 100 days. The Government has no reply to this question whether the family will remain unemployed and face starvation for the remaining period? The Government has patted on its own back for providing houses under Indira Awas Yojana in the country. But the Government is proving itself a failure in view of delay in construction of the dwelling units and inconvenience caused in direct construction to the beneficiaries. Shortage of power supply in the entire country has become a major problem. We have failed in supplying power and even today electricity is not available in the rural areas of the country. The amount provided under Rajiv Gandhi Rural Electrification Scheme is quite inadequate. People are watching all that ostensibly claimed tall talks to check power crisis in the country after the nuclear agreement. This Government based only on assurances is a far cry from the ground realities. The Balkrishna Renke Commission was constituted by the Government for the welfare and development of the nomadic people but no action is being taken even after submission of its report. The condition of nomadic people is very bad. There is a need to chalk out welfare programmes in order to give them an identity and uplift them educationally, socially and economically. This opportunity has been frittered away by the Government and I strongly criticize it.

Similarly, I have constantly been repeating the demand to set up a Bench of the Supreme Court at Nagpur for the convenience of the litigant parties of the far-flung southern and central India in view of increasing pendency of cases in it. It may result in huge benefits to the people living in Southern and Central India. The Government should come out with a Constitution Amendment Bill. The Forest (Recognition of Rights) Act, 2006 was enacted by the Government but a complicated condition to prove the status of residence upto three generations was imposed which is coming in the way of availing benefits by the beneficiaries. The Government was expected to relax this condition in view of the difficulties being faced by the uneducated people living in tribal areas but it is being neglected by the Government. Forest dwellers conserved the forests. Claiming their

[Shri Hansraj G. Ahir]

traditional rights over water, forests and land these people conserved forests but development works are not possible here due to Forest Protection Act, 1980 and the subsequent amendment of 1982 thereto. Net existing cost is required to be deposited with the Central Government in order to get development works carried out there which amounts to three or four times of the cost of development projects. This leads to negligent and lackadaisical attitude of the State Governments towards developmental activities in these areas. Therefore, concession in the net existing costs for the development works should be provided wherever there are forest areas beyond the norm of 33% and these should be kept outside the ambit of the Protection of Forests Act. The Railways is the carrier of development. The Central Government should chalk out a special programme for laying of railway lines in the predominantly forest and tribal areas on priority basis and implement the same on war footing with the financial assistance. Malnutrition and starvation is visible in the forest areas due to backwardness. The Central Government needs to provide irrigation facilities to the farmers of these areas on priority for their upliftment. Substantial fund is required to be provided by the Central Government to make the centrally sponsored irrigation facilities by shouldering this responsibility keeping in view the difficulties being faced by the farmers there due to Forest Act. Medical Colleges should be opened in the forest areas in view of scarcity of health care facilities in the forest areas in order to make medical facilities available to the people of these areas. Doctors and Nurses are not available in the health centers of these areas. Availability of Doctors and other health facilities can be ensured if medical colleges are opened.

Sir, I have made certain submissions, This Government is against interests of the common man. Therefore, I conclude by opposing this Motion.

[English]

* SHRI NAVEEN JINDAL (Kurukshehra): Sir, I support the Motion of Thanks on the President's Address moved by my colleague Shri V. Kishore Chandra S. Deo. The President has provided us with a vast canvas depicting the achievements of the UPA Government in innumerable sectors. I am sure these achievement will make any Indian very proud of the work done by the Government.

Sir, it is agreed by all the internal security is the major concern at present. This concern has increased manifold after the 26/11 terrorist attack in Mumbai to which our

*Speech was laid on the Table.

President has made a pointed reference. This tragedy has mobilized our people against terrorism as never before. This along with the massive international support we have received has strengthened the hands of the Government. The Government, has set up a National Investigation Agency and the Parliament has amended the Unlawful Activities (Prevention) Act to deal with terrorist activities more effectively. The NSG which was earlier concentrated at one place will now have a few regional centers as well. This is a very welcome step.

Here it will not be out of place to mention what the senior officials of FBI and New York Police Department have testified before the Senate Committee on Homeland Security and Governmental Affairs. They stated that the India response to the terror attack in Mumbai was handicapped due to lack of co-ordination between different levels of the Government and the local police's inadequate training and lack of the sophisticated weapons. In their opinion, one of the reasons why the terrorists could inflict severe casualties was that for the most part, the local police did not engage them timely. Their weapons and training were not for this type of conflict.

This highlights the fact that the local policeman or security staffs are the first to face the terrorists. They are still ill-equipped to confront the heavily armed terrorists. I would take this opportunity to suggest that National Tactical, Training/Centre should be set up at a strategic place to train trainers for every police force in the country. This may be an autonomous center place fully equipped for carrying out scientific study to understand human behaviour and evaluation of whole range of tactical hardware. At NTTC we should be able to design low cost but high quality training material and infrastructure to offer alternative solutions locally.

The proposed NTTC should have specialized departments to cover the entire range of law enforcement needs. It should offer professional consultancy services in every field. Its instructors should be prepared to go, stay and work with the field operators to correctly understand their specific training needs for creating the custom-designed training programmes. The professional team of instructors will permanently remain with the organization pursuing their respective fields of specialization to improve progressively. It should have elaborate exchange programmer with several States and training institutions globally for keeping abreast with the latest and the best. Such an organization will constantly train the trainers of all other police forces, who in turn, will disseminate and percolate the expertise down to the last man. Investments are made at one place and

expertise is acquired centrally which can be subsequently shared with all concerned. In my opinion, this can be a professional and sustainable solution and would lead to excellence and perfection.

One more suggestion I would like to give. In order to beef up our internal security, it is essential to stop the entry of illegal immigrants from other countries. There is still no way to identify them although it is a known fact that a large number of them are staying here. An effort was initiated in 2002 to issue multi-purpose National Identity Cards to all bonafide citizens. I understand that only about 12 Lakh cards have been issued so far. I urge that the process of issuing these cards should be expedited in the overall interest of internal security. Sir, the world has seen a very serious and crippling economic meltdown during the last few months. The impact is still continuing. I am happy and proud that the Indian economy has withstood the slowdown with exemplary resilience and it will grow at atleast 7 percent. What is it due to? It is due to the policies pursued by the UPA Government which have made the fundamentals of the Indian economy very sound.

Smt. Sonia Gandhi in her public speech at Rae Bareilly on 27th January, 2009 very rightly said that when the world was reeling under recession it was bound to have effect on India. However, the UPA Govt. has been very alert as a result of which there has been no reduction in bank loans to small industries, agriculture, rural development and infrastructure sectors.

It is also a fact that as a result of the Government's continued efforts, inflation has come down from nearly 12% to below 5% now. An average Indian's income has gone up to Rs. 100/- per day. Now the Indians have more money to buy things at cheaper rates. The oil prices have been reduced twice in a few months. As a consequence of these healthy developments, the domestic demand will grow and sustain economic growth in the midst of global slowdown. The UPA Government deserves to be complimented by the House and the people for its economic policies.

The President has stated that the Government has drawn up an ambitious plan for investing Rs. 2,36,000 crores for upgradation of National Highways. This is very welcome. However, I want to draw the attention of the Government to NH-1. The House will agree that this is a historical and prestigious highway and requires to be maintained in a manner matching international standards so that it can serve as a role model for other roads.

Since I use this highway frequently, I want to inform the Hon. Minister of Shipping, Road Transport and Highways

about the slow progress in completion of construction work including flyover, maintenance and upkeep of NH-1 generally and in particular to the portion from Mukarba Chowk to Singhu Border in Delhi(Km 16.500 to 29.300). The stipulated date of completion of all ongoing projects on this portion was indicated as 31st March, 2009, which incidentally is also an extended date. I gather that there is no possibility of completion of these jobs as is being indicated by the National Highway Authority.

Sir, it presents a disgusting view when you travel on this sector of NH-1 from Rajghat as you find ponds of dirty and filthy water on either side of the road which are a health hazard and require immediate attention. These have become breeding ground for mosquitoes and insects causing countless diseases. Small shopkeepers and hawkers have made considerable encroachments and have constructed small shops for selling news papers and eatables. Hundreds of unauthorized trucks are parked on either side of the proposed flyover. The attendant staff of these trucks use the road for their day to day needs and make the area unclean. The local residents also dump garbage and unwanted material along the road. Heaps of garbage is dumped in a haphazard manner at the Mukarba Chowk. They present an ugly sight and spread a foul smell. There is a drain which runs parallel to the alternate road which is uncovered at many places and is unsafe for the local commuters.

I have been informed that the construction work cannot be carried on further unless NDPL poles which are in the midst of the ongoing construction work between Rajghat and Mukarba Chowk are removed immediately.

The Commonwealth Games are fast approaching and this road is a gateway to nearly 5-6 States in North and would be used by millions of commuters including foreign visitors. I therefore, urge upon the Govt. to take immediate steps to ensure that the construction and maintenance work on this sector is carried on war footing and completed within the stipulated period of time.

The next Commonwealth Games to be held in India are fast approaching but, I as a keen sportsman, feel very disturbed when I read in the newspapers about the slow progress being made in preparing for the Games. I understand that the cost is also getting escalated. Whatever information we get, we get only from the newspapers. In a meeting held in the last week of January, 2009, the Government had to pull up Commonwealth Games Organizing Committee for inordinate delays in the sanction of various plans related to the Games, as reported by the Hindustan Times dated 30 January 2009. It is unfortunate that some members of the Committee lull themselves to complacency

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by thinking that still 18 months are left. Are we going to wait till the end of 18 months?

No, we should not. The entire work must be finished at least 6 (six) months before the Games start.

I would therefore appreciate if the Government informs the House about the latest state of preparations and whether any financial crunch is slowing down the pace.

I compliment the Minister of Rural Development for the success his Ministry has achieved in the first of its kind NREGA programme which has given work to millions of people across the country. What is more they have opened their accounts in banks and post offices. The migration of labour from villages to the cities has come down. Same is true of Indira Awas Programme, the campaign to form self-helpgroups, particularly among women, and the Pradhan Mantri Grameen Sadak Yojana which has provided a vast network of rural roads.

However, the total sanitation campaign is not making the desired headway. Firstly, villagers are not enthused to make toilets in their homes due to their old mind set. Secondly there is shortage of water at many places. The result is that even those who have made toilets are not using them. The Ministry must find other reasons and try to make this programme also a great success. I am happy that a small State like Sikkim is among the first to achieve the goal of total sanitation. I compliment the people of Sikkim for this achievement and hope that others will follow suit.

Sir, there is an immediate need to provide affordable medical care and treatment to the millions throughout the length and breadth of the country. The treatment facilities are either inadequate or are available at exorbitant costs which is beyond the reach of the common man. The cost of medicines and surgical operations is becoming day by day unaffordable. This problem is more acutely felt in the remote villages and smaller towns. The facility being provided by private practitioners is very costly and mostly in the hands of quacks. As such I request that a network of medical facilities through Govt. agencies is the need of the hour. In conclusion, I would make bold to submit that as a first-time member of this august House, I have learnt a lot. About 115 crores of our people elect just about 540 MPs and send them to Lok Sabha with high hopes. It is, therefore, the greatest honour to be a member of this House. The highest honour conferred by the Government is Bharat Ratan. The highest honour bestowed by the people of India is by electing us MPs. Let us live up to this honour by using each minute of the time of

the House in the service of the people in a positive, constructive, meaningful and dignified manner. We have no right to waste that time.

Since this will be the last session of this Lok Sabha, I must thank all the Hon'ble MPs the staff of Parliament and especially the Hon'ble Speaker for the masterly conducting of the proceedings of the House and going to the extent of making great sacrifices to uphold the dignity of the high office of Speaker. For a new member like me, this was one of the greatest lesions.

With these words, I thank you for the time given to me to speak.

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Mr. Speaker Sir, at the very outset, I would like to express my gratitude to all the hon. Members including the Leader of the Opposition who have participated in this discussion on the Motion of Thanks on the President's Address. I would also like to join them to express our gratitude to the hon. President of India for her inspiring Address.

Sir, it has constitutionally become a part of our system since 1950 that every year, when the first Session of Parliament is convened, it is jointly addressed by the President. Unfortunately, in 2004, we could not have that privilege because the then Government decided to extend the winter Session of 2003 to the month of February, 2004. So, in 2004, we did not have this privilege but I am happy that with the inspiration of the UPA Government, it has been restored and I do hope that there will be no further break.

Ours, we claim and perhaps rightly, is a mature democracy. Mature democracy always provides space for divergence of views. In a democracy, there would be differences of opinion and I do also recognize that the principal job of the Opposition Party including the main Opposition Party is to oppose, to expose and if possible to depose the ruling party and nobody in a parliamentary system can criticize that and we have no intention to do so. The Party to which I belong can modestly claim that parliamentary system was strengthened in this country with the cooperation of all others even well before the formal Independence. Any student of constitutional history will find out that gradually this system was incorporated in our system.

Sir, when I was listening to the observations of our sister, Shrimati Ranjit Ranjan, I was simply overwhelmed with her observations. At the near completion of the UPA Government—only a few days are left for the Fourteenth Lok Sabha—perhaps she has very correctly identified how the

UPA Government and this coalition could function and who are the forces of strengthening this Government and carrying on this coalition. Of course, it was under the leadership of Dr. Manmohan Singh with whom I had the privilege of working not only during this period or in the earlier Government, but almost from the 1970s. He is a very quiet man but whenever I see him, I always remember the observations of Hamlet, "Beware the fury of a patient man". Keeping that in view, Sir, he has the determination and at the same time, the softness and the overwhelming respect which he claims by his own right as a scholar, as an economist and as one of the most sober person but for his leadership, it was very difficult to carry on this coalition for five years.

She has also pointed out very correctly about the untiring efforts made by the Chairperson of UPA in keeping various forces together. As I said, in democracy, divergent views are bound to be there and reconciling those divergent views clearly demonstrates where the strength lies.

I do agree with the Leader of Opposition when he says that the institutions must be strengthened. One of the strengths of our mature democracy, from the beginning itself, is that we have established institutions which have become more and more powerful. In many countries — I would not like to mention them as I do not have the privilege, as Minister of External Affairs, to name any country, where the democracy has failed, perhaps one of the reasons was that they could not build institutions. Most respectfully I would like to submit that this process began under the leadership of Congress well before the Independence. Two instances come to my mind readily and the Leader of Opposition will agree with me. We had established the Public Accounts Committee which will scrutinise the expenditure in matters of public expenditure as early as 1921. We had established the practice that hon. Speaker's Office should not be under the control of executive so that the Chair can exercise its rights and privileges freely and frankly.

If I remember correctly, through the Resolution moved by Pandit Motilal Nehru in the Central Assembly, the concept of Parliamentary Pay Committee was conceived, and is still working. Through that, a separate Pay Committee for the Parliamentary staff and Parliamentary officers who are working under the direct control and supervision of the Speaker was instituted and we are strengthening that by continuing this process till today. My colleague Shri Pawan Bansal is the Member of the Parliamentary Pay Committee. They decide the pay of the Parliamentary staff and not the Pay Commission.

MR. SPEAKER: He has very strong views on that.

SHRI PRANAB MUKHERJEE: As Finance Minister, he should have that. I do not blame him.

The short point which I am trying to make is that if certain unfortunate instances have happened, all of us have to share that.

I must express our gratitude to you the way you have handled the situation. Just sitting here, I had to discharge the most painful duty of expelling our colleagues from this House for their misdemeanour. Not one or two, but perhaps the largest number of Members, by the decision of the House, had to retire premature from the House. On the one hand, it shows that there has been moral degradation, but on the other hand it shows that in the system there is a self-correcting procedure, under your vigilant eyes. If it is adequately and properly taken care of, things can be rectified. I do feel that is our strength. In this connection, as the life of Fourteenth Lok Sabha is coming to an end, I would like to say something. Of course, I am not saying anything new.

I am also just repeating what you have pronounced on a number of times from that Chair itself that we shall have to restore the prestige and dignity of the House. The Parliament is meant for discussion, debate and decision. These three "Ds" cannot be adequately reflected if there are obstructions and disruptions. Nothing can be achieved by disruptions. Once or twice the situation maybe that it is uncontrollable, but if it is institutionalised, to my mind — I am not going to quote the figure as to how much time we have wasted even in the 14th Lok Sabha — the victim of this to some extent, are the monetary and budgetary discussions.

The other day I presented the expenditure proposals of more than Rs. 9,53,000 crore. It is Vote on Account. But even on the regular budget, how much time we devote for the money matters and how much time we devote for the legislations?

Sir, it is true that under your guidance and through the decision of the earlier Speaker, our distinguished colleague, Shri Shivraj V. Patil, Parliamentary Standing Committees have been established which are compensating, to some extent and, at least, the Parliament Standing Committees are scrutinising the expenditure proposals and examining the legislations in details. But discussions and open debate before the media take place in the House. You have introduced the system of television and if orderly debate takes place, I do feel that it will have much more impact.

Sir, I have listened to the observations of my colleagues, the hon. Members of Parliament, with greater details even if I was not physically present — sometimes from my room through television or sometimes through the notes kept by my colleagues. Some hon. Members including the

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Leader of the Opposition have expressed concern about the efficacy of the anti-terror legislations passed by the Government. I am afraid, I cannot agree with their views. The laws have been carefully crafted to ensure best possible results keeping in view the requirements of national security and, at the same time, protecting the rights of the individuals. It is too early to pass a judgment on it. Only after these laws have been judicially tested, it will be possible to make comments about their efficacy. There is no point either promulgating or using the so-called tough laws. It is only for the courts to question their very applicability during the trial. We have strengthened our Border Management System. We are committed to fully investigate the Mumbai attack. I have already made a detailed statement in this regard and my colleague, Shri P. Chidambaram, has also stated. In this connection, Mr. Speaker, Sir I would like to compliment my colleague, Shri P. Chidambaram. He is committed and at the end of the every month, he is coming to the people through the media. He did it after the completion of one month of assuming this Office on 31st December and again he did so on 31st January as to what steps he has taken to ensure and assuage the hurt feelings of others.

No doubt it takes time?

Most respectfully I would like to remind the Leader of Opposition that as Deputy Prime Minister and Home Minister it was his observation — I belonged to the other House at that point of time — that it is very difficult to handle or to counteract a weapon like suicide bomber. Death is the biggest deterrent and if a person because of his or her brain-washing or of doctrinisation for whatever be the reason he or she is determined to die — kill himself or herself, it can cause, it can inflict incalculable harm, but still we shall have to take adequate steps and those adequate steps are being taken and we are working on it.

In this connection, sometimes in our anxiety we may try to react instantly. We were advised why can we not retaliate the way some countries are doing. I would not like to mention the name of the countries. But we are opposed to that. There is a saying that if we are in difficulty, if we are in short of food, that does not mean that we shall have to start eating lizard. We, may be even under the greatest provocation but cannot forget that human rights, human liberty, human values are sacrosanct and those will have to be protected and what we are trying to do is exactly the same. Therefore, we cannot imitate certain other countries of their way of reaction to their attack as a result of which many innocent lives are lost what we are witnessing everyday.

I would just like to mention one important step which Home Minister has taken since he assumed his office. There was a complaint about various intelligence agencies not sharing the intelligence. It was not centralised. It is now being centralised, analysed and collated and thereafter disseminated and action is what it counts. It was absolutely felt needed and he has established MAC under IB by passing an executive order. He has made it compulsory that all the agencies will have to share intelligence with this multi-agency centre (MAC). He has highlighted this issue when he had interaction with the State Chief Ministers that the States must do it. Some of the States have already started doing it and it has started yielding results.

Unlawful Activities Prevention (Amendment) Act 2008 has been enacted and notified on the last day of the previous year. The Act seeks to reinforce the penal provision to combat terrorism. The Act inter alia provides for punishment for making demands of radio-active substance, nuclear devices, etc., It incorporates the provision relating to show of criminal force or attempts to do so or causes death or attempts to cause death of any public functionary and it has been incorporated in the definition of the terrorists act. Organising terrorist camps and recruitment of any person for terrorist act has also been criminalised. Further to combat financing of terrorism, the acts of raising, collecting and providing funds have all been criminalised. The bail provision has also been made stringent.

A judgement has been passed on National Investigating Agency Act, 2008. It has been enacted, everybody knows, in the month of December. Therefore, we shall have to take note of the impact of this and the various administrative mechanisms — after all, we are dealing with persons, more than one billion people as India is a vast country— within the constitutional framework, in close cooperation of the States. Therefore, these issues are to be dealt with a little patience.

Sir, criticism has been made that we have not taken adequate steps to control the inflation. Yes, we have admitted. The other day when I presented the Interim Budget, I said that in August, the rate of inflation went as high as 13 per cent, but it has come down to 4.4 per cent, not automatically, not simply because of the reduction of the fuel prices. Various fiscal and monetary policies and programmes had to be resorted to and when these were adopted, they have started yielding the results. Nobody is denying the depth and magnitude of the global impact and the financial crisis. We have admitted that there has been slow down of the growth. This morning I was ready to answer a Question on the floor of this House itself as to why the Reserve Bank

of India had to revise the growth projection in every quarterly review. Unfortunately, it did not reach within the one hour period available. It has come down and various projections are being made. It is not unique only to India; it is happening everywhere. IMF has done it; the World Bank has done it because the whole impact of this crisis – its depth, its magnitude – is not yet fully revealed. It will take some more time, however tortuous time it may be, but there is no escape of it.

In this connection, Mr. Speaker, Sir, I would also like to point out one thing which Shri Salim, my good friend, raised about the FDI. He has stated regarding FDI, while making his observations, that through backdoor, we allowed and diluted the policy so that the Indian ownership and control is diluted. He also quoted some papers circulated by certain Ministries, but I thought that he would read also the conclusions of the Group of Ministers - he also made a point about the insurance - and I would just like to quote it. It is not that a knowledgeable Member like him does not know that this was issued in para 6 of Press Note 2, 2009 Series, Press Note 3, 2009 Series issued on 13th February, 2009. I am just quoting the last paragraph of it. It reads:

"The above mentioned policy and methodology would be applicable for determining the total foreign investment in all sectors, excepting in sectors where it is governed specifically under any statute or rules thereunder."

In the Press Note itself, it was stated:

"Thus, for the present purposes, this methodology will not be applicable in the insurance sector where it will continue to be governed by the relevant regulation."

So, there is no question of diluting and taking over.

He is an honourable and a knowledgeable Member, and he should know that we have also emphasised upon ownership and control. The combination of ownership and control along with special regulation, which are there, cannot be violated by amending the guidelines and by issuing Press Notes from time to time. These two aspects are to be kept in mind.

Yes, we require Foreign Direct Investment (FDI). You may have a conceptual and ideological difference in it, and it is permissible in democracy. We require investment, and this is one of the complaints of the developing countries including India to the developed countries that for God-sake in order to bail-out your bankers; your sub-prime lenders; please do not choke the suppliers credit, so that the exports of the developing countries are affected and; please do not choke the flow of FDI, which can help the development of the developing countries.

We require resources, if we want to achieve 9 per cent GDP Growth over a reasonable period of time say by 2020, which is an absolute imperative. I mentioned in my Budget speech that before this slowdown, our rate of investment is around 39 per cent of our GDP and our rate of domestic savings is around 33 per cent. It is a very high rate of savings, and within a short span of five years we have raised it from 29 per cent to 33 per cent. At least the hon. Members of Parliament would appreciate that it is not a very small job given the size of the GDP; given the size of the population; and given also the size of the base. Therefore, we require FDI in certain sectors keeping in view our own conditions, and our own guidelines.

Another aspect about which I would like to talk and about which most of the Members have spoken is farmers and public sector. As regards public sector, my response to our colleagues would be that profit of Central Public Sector Enterprises has increased by almost 87 per cent. The number of loss-making public sector companies has come down, and the number of profit-making public sector companies has gone up from 2004-2005 till date. Does it speak of weakening the policy of the public sector? ...*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura): You do not disinvest. ...*(Interruptions)*

SHRI PRANAB MUKHERJEE: It may be a nice place to score a debating point, but that should be confined to school debate that 'privatization of the profit and nationalization of the loss'. We have overcome those days that we are too much fond of slogan and ...*(Interruptions)*

MR. SPEAKER: You are not fair to the school students.

SHRI PRANAB MUKHERJEE: No, Sir, I am submitting it most respectfully. ...*(Interruptions)* My short point is that we should not believe in any extreme doctrine. This is the short point that I am trying to drive at. The mantra in the '70s was that every economic ill can be addressed by nationalization. Similarly, I do not subscribe to the view that every economic ill can be corrected by privatization. Neither of these two extreme views are true and we shall have to find a Mean, and Mr. Speaker, Sir, we are exactly doing that.

Coming to certain specific issues which have been raised – I am not going into the details – I would surely like to point out one issue which my colleague Mr. T.R. Baalu tried to clarify but could not because of some disturbance at that time. Particularly the allegations came from Leader of the Opposition that there has been very tardy and slow

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...(Interruptions)

progress of the work of National Highways. We have never said that you did not begin this process. We admit it. The concept of constructing the Golden Quadrilateral was begun by them. But we have taken it to a further extent. ...(Interruptions) Long ago it started. I would just give you some figures which I have received from my colleague on the Golden Quadrilateral and the North-South and East-West Corridors. They were started during the earlier Government, as I mentioned.

SHRI KHARABELA SWAIN: He has been saying the same thing about 98 per cent for the last three-four years. Let the Minister say it is untrue. ...(Interruptions)

MR. SPEAKER: Mr. Baalu, please sit down.

...(Interruptions)

MR. SPEAKER: You have made your point, what is going on? What is this? Do not record.

(Interruptions)...

SHRI PRANAB MUKHERJEE: I will just read.

MR. SPEAKER: Mr. Swain, please do not do this. There is a limit. You have made your point.

...(Interruptions)

MR. SPEAKER: Do not divide this country.

...(Interruptions)

I would like to inform the House that when Golden Quadrilateral was approved in December 2000, it was to be completed by December 2003 as per the Government approval. However, when the UPA Government took over in May, 2004, only 33.4 per cent of the Golden Quadrilateral was completed by the National Highways Authority of India, excluding 847 kilometres completed by the State PWDs. And the target had already slipped by five months. What has been done during this period? We have taken various steps to expedite the work and have now completed 98 per cent of the GQ. In terms of kilometers, as against 1955 kilometres, i.e., 33.44 per cent completed during the NDA regime, we have completed 2911 kilometres. That is 1955 and 2911 kilometres. The remaining is only 133 kilometres. ...(Interruptions)

SHRI PRANAB MUKHERJEE: As regards the North-South and East-West Corridor, out of the total length of 7,142 km. four-laning, a length of 3,291 km. has already been completed and the works are in progress in a length of 3,030 kms. It may be pointed out that only 226 km. of these corridors was four-laned upto May, 2004 when the UPA Government took the responsibility. Therefore, the entire progress of 2,695 km. was done during this period. I do agree that still it will have to be faster; much more is to be done, there is no denial to the fact but just to humbly remind that we are trying to do it and we are committed to do it faster, which the President in her Address has pointed out that it is not only what has been done in the last five years, what is the vision we would like to have and what the mission we would like to achieve and perform during the remaining period, subject to the mandate of the people, we would try to do so.

SHRI KHARABELA SWAIN (Balasore): Out of which 130 kilometres are only in Orissa and that too for the last three-four years. ...(Interruptions) Mr. Chidambaram said. ...(Interruptions)

SHRI PRANAB MUKHERJEE: We will try to do that. ...(Interruptions) Do not worry. We are coming back and we will do it again. ...(Interruptions)

MR. SPEAKER: All right. You have made your point. Please take your seat. Nothing more to be recorded.

(Interruptions)...

SHRI KHARABELA SWAIN: Let the hon. Minister say that it is untrue. ...(Interruptions)

SHRI PRANAB MUKHERJEE: As regards the North-South and East-West Corridors, out of the total length of 7142 kilometres, four-laning of a length of 3291 kilometres has already been completed and the works are in progress in a length of 3030 kilometres. It may be pointed out ...(Interruptions)

MR. SPEAKER: Mr. Swain, you have made your point very forcefully. Now let him continue.

Mr. Speaker, Sir, I would not like to take much more time of the House but on certain things, for which I am directly responsible for the last three years, which has been discussed in details, in the President's Address, as is customary about the foreign policy. It has been criticized that India's foreign policy has lost its independence. What are the criteria? "We are not supporting the Non-Aligned Movement. We are not supporting the Palestinian cause. We are under the influence of a particular country." Most respectfully, I would like to submit, Mr. Speaker, Sir, on every occasion, I repeat, on every occasion, whenever there has been an attack on innocent Palestinian people at Gaza by

*Not recorded.

*Not recorded.

the Israeli armed forces, India's voice was first to launch protest. We believed that many years ago we committed that Palestinians must have their homelands within a definitive territory and there should not be any encroachment. We have supported all the peace process - four important Resolutions of the United Nations Security Council, Arab League Initiatives, Initiatives recently taken by the Kingdom of Saudi Arabia, Qatar Initiative. India has fully supported all these initiatives and India is fully committed. It is our declared policy. ...*(Interruptions)*

SHRI BASU DEB ACHARIA: Why has Israeli not been mentioned in the Address? ...*(Interruptions)*

SHRI PRANAB MUKHERJEE: That is not the point. What have you said? You said that we have not criticized, we have forgotten.

About Non-Aligned Movement, Shri Salim is present, though it was widely covered in the Indian media. ...*(Interruptions)* In the Foreign Ministers' Conference of Non-Aligned Movement at Teheran, I have made observations. I would be glad to share with Shri Salim and other friends, including Left friends.

16.00 hrs.

They should not be agitated unnecessarily because I know that they have made their own contribution; that is why, in my Budget speech I have stated that whatever we have achieved, we have never claimed that it is the achievement of Congress Party alone. We are not running the Congress Party-led Government, which we did for many years, with the support and blessings of the people of this country. We did not usurp the power. Every time we got the power, it is with the mandate of the people and when we did not get the power and when the people refused to give mandate, most respectfully I would like to submit - to remind the hon. Members - 22nd March of 1977, when Mrs. Gandhi demitted office, her observations, the last address, she said, "I am grateful to the people of this country; for 30 years, they kept us in power; today, they have changed their decision; I bow down to their decision. While demitting office, my best wishes for the new Government." She said this and this is the democratic tradition. We have seen, in contrast to that, on the eve of the No Confidence Motion, another Prime Minister is declaring that even if the sky falls on my head, I am not going to demit the office. That is the difference.

So, let us not try to find out these things. You have supported us for the major part of this tenure; you have supported us; we have admitted that in many of the important legislations, we have shared our perceptions with you; you have shared your perceptions with me in various

forums, as the Leader of the House. We have implemented them. But please, for God's sake, do not take the credit and pass on the buck to us. Please see the whole thing in totality. I would like to use a particular phrase - we have covered an extra mile, not only UPA partners, but also the UPA supporters. Yes, we had differences, but when it was not possible to diverge the differences, at that point of time, we parted company. Therefore, it is nothing new in the system and it is not correct to say so. Even on the last day I said and I am repeating it - at that point of time, we had the majority. But again, I am coming back to the institutions.

The scandal which the Leader of the Opposition mentioned and Md. Salim also referred to, is under the examination of the Parliamentary Committee. Parliamentary Committee represents us. It is the time-honoured custom, Mr. Speaker, Sir, to wait for its report. I am grateful to the Leader of the Opposition; he said that I am one year senior to him in the House. Actually it is correct. I entered in 1969 and he entered in 1970. From our experiences, we have seen these things.

We come to know, as the Member of the Public Accounts Committee, various Government documents, but do we ever use it in framing our questions and in formulating our views? We impose upon ourselves these disciplines. Similarly when a matter is under examination of the Parliamentary Committee, let us try to wait for the final report. In the process of discussion and in the course of discussion, various Members may give their views, but ultimately when the decision is made, the principle of corporate decision making where the views of the majority are accepted and normally we do; and sometimes, when we disagree, we give our note of dissent. Fine. That is acceptable. So, let us wait for that. Let us not pass the judgment now.

So, coming back to the foreign policy, it is independent. Yes, we have our interest to promote; we are interested to promote not the interest of anybody else, but our own national interest. That means, foreign policy is nothing, but the extension of the national interest and promotion of national interest in the context of the external atmosphere and external environment.

Today, exactly we are doing so. The attention which we are getting is not because of the gratitude of somebody or because some countries are favouring us. From day one, when Pandit Jawaharlal Nehru enunciated the foreign policy of this great country which is based on our civilisation and which is based on our tradition, we are pursuing the policies of non-alignment. We are pursuing the policies of friendly relations with each and every country. We are pursuing the policies of persuasion and not coercion. In the 1983-84,

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Non-Aligned Summit, late Shrimati Indiraji said that we have no interest either in exporting our ideology or we have no interest in the territory of others and the basis of our foreign policy is to protect our own interest and to protect the interest of the down-trodden all over the world. We have never deviated from that. It may be that the great leaders like Pandit Jawaharlal Nehru or Indiraji or Rajiv Gandhiji, the way they could have articulated, the way they could have listened. ...*(Interruptions)*. Today also we are listened to in our own respect. ...*(Interruptions)*. It is not past. It is the present and it will also be the future. ...*(Interruptions)*

MR. SPEAKER: This is not right. If he yields, only then you can say something. Please do not do this.

SHRI PRANAB MUKHERJEE: How much time we can give to Pakistan? Pakistan has admitted this. When we said that non-State actors are not coming from Heavens, they had to admit it. They have admitted it. Most respectfully I would say that diplomacy has played and diplomacy has not failed. At least, we know that and all the Members sitting here know that we did not mobilize a single soldier. We did not press the panic button. We did not lay mines all along the border but we said that we expect Pakistan to fulfil its commitment. We said it on 28th November when I had my telephonic conversation with Pakistan Foreign Minister, Mr. Qureshi and the following day it was sent in the form of a Speaking Note to their High Commissioner. We have not deviated and they have informed us in the month of February that they admit it. Their Home Minister said it in his Press Conference and many of you must have heard it. But that does not mean that I have to rub them on the wrong side. I understand the complexity of the Pakistan situation, as many people do. The Leader of the Opposition comes from that part of the world. He knows it much better... *(Interruptions)*. I am not yielding. I am making my observation. You may have your own views. ...*(Interruptions)*

MR. SPEAKER: Mr. Rawale, please sit down. Do not record it.

*(Interruptions)...**

SHRI PRANAB MUKHERJEE: Kindly go through what I stated in Parliament. My memory is not short. When you asked why do you not attack Pakistan, I replied that it is not the solution and that it would not solve the problem. I am repeating it. On the very first day when I made the statement I said it.

I mentioned this when this issue was debated and in response to his query, I stated this. It is on the record of Parliament. Then why is he getting unnecessarily agitated and why is he putting words into my mouth? We shall have to try and unless the perpetrators, I am repeating what I said, unless the perpetrators of this terror attack are brought to justice; unless the infrastructure available to the terror actors in Pakistan are completely dismantled which will be verifiable and credible not only to us but to the international community, we will continue to demand that from Pakistan. It is the responsibility of the incumbent Government, however compulsive it may be, to respond to it.

Infiltration of people from Bangladesh, the Leader of the Opposition mentioned about it, yes, it is true that infiltrations are taking place. There is porous border. There is a 4096 kilometres of land border and the partition was based on the Radcliff Award which the Leader of the Opposition is fully aware of this. It was so unscientific that sometimes villages were divided between two countries and over the last 60 years, there have been major demographic changes in many areas and there is no land available to make the distinction. Therefore, the fencing work is getting disturbed. But we are carrying on the fencing work. These initiatives had been taken earlier and we are taking it to its logical conclusion. Construction of border roads, floodlighting those areas, enhancing the number of border posts is some of the preventive measures that are being taken to prevent infiltration. Very recently, we have handed over about 100,000 people to the BSF, not at one go but in different phases, to send them back to Bangladesh. But sometimes it is happening. It is also a major human problem. We are pushing them back in one way and after some time they are coming back in some other way and again infiltration is taking place. But I do not minimise the importance of this problem but at the same time I would not like to just over-emphasise this issue. Some observations have been made. I would not like to repeat it. I mentioned it when I replied to the debate initiated by the Leader of the Opposition in respect of the IMDT Act. But what have we to do? It does not mean that if we amend the Constitution, if we amend the law in conformity with the observations of the Supreme Court, it is perfectly constitutional. How was the first amendment to the Indian Constitution brought about? Shri Chidambaram is a constitutional lawyer and he will bear with me, the first amendment was brought in to nullify a court judgement. The first amendment took place and again somebody challenged the validity of that amendment because even Council of

*Not recorded.

States, the Rajya Sabha was not constituted then. It was constituted, I think, either in the late 1950 or early 1951. I do not remember the exact year. These are the parts and these are the processes and are perfectly legal and constitutional. But the Election Commission, the Supreme Court, the Members of Parliament, the Comptroller and Auditor General when they are appointed, they are just Civil Servants, but the moment they assume office, they enjoy the special constitutional powers.

Similar is the case with the Election Commission. But at the same time, most respectfully, Sir, I would like to submit that Executive is also a constitutional authority. The Constitution vests certain powers on the Executive and it is one of the responsibilities of the Supreme Court from the legal angle but Executive is also to look into it that if some constitutional authority attempts to transgress its jurisdiction and enter into the jurisdiction of the other constitutional authority, then definitely the Executive will have to say something. Except that, I have nothing more to say. And more often than not, you have articulated this because you yourself are not only an eminent lawyer but also a jurist.

Once again, I express my deep gratitude to the Leader of the Opposition and to all the distinguished Members who have participated in the discussion. In my observations, if I have become offensive anywhere, I want to be pardoned for that and I do not mean them. ...*(Interruptions)*

MR. SPEAKER: A number of amendments have been moved by the Members on the Motion of Thanks. I can put all the amendments to the vote of the House together.

SHRI BASU DEB ACHARIA: No. ...*(Interruptions)*

MR. SPEAKER: If any hon. Member wants any particular amendment to be put separately, he may indicate it.

Shri Gangwar, which amendments do you want to move?

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Speaker, Sir, I would like to mention in just two minutes why I want to move amendment numbers 60, 72 and 81. I would like to highlight in the House that some main points have not been mentioned in the Address. Particularly the problem of suicides by farmers and drawbacks in the loan-waiver scheme and its real benefits are not percolating to the farmers. The House and the entire country is aware that

unemployment is consistently on the rise and the Government have themselves admitted that jobs are decreasing and retrenchment in jobs is going on and new job opportunities are not being created. Resentment is rampant in youth and the Government have not suggested any solution to this problem in the Address.

Sir, First and foremost is the point that rate of inflation is coming down but it is not so. If we look at the consumer price index, it is in double digit. No commodity is available to the Common man at fair and reasonable prices in the country. If you look at the prices of commodities in the year, 2004 and 2005, we find an increase of two, three to four times. We want that this data should have been reflected in this Address. It is unfortunate that no attention has been paid to these aspects relevant to the common man in this document drafted by the Government. I do want to express it....*(Interruptions)*

[English]

SHRI BASU DEB ACHARIA: Sir, what about my amendments?

MR. SPEAKER: Shri Acharia, I shall come to your amendments later. Let me dispose these four amendments moved by Shri Gangwar. You know the system. Would you also like to be bracketed along with him?

...*(Interruptions)*

MR. SPEAKER: You should wait for your amendments to come up. I shall now put amendment Nos. 60, 72, 78 and 81 moved by Shri Gangwar to the vote of the House.

All the amendments were put and negatived.

MR. SPEAKER: Now, Shri Acharia, which are your amendments?

SHRI BASU DEB ACHARIA: My amendment numbers are. 215 and 218. I want to say something on my amendments. Amendment No. 215 is regarding the rising prices of almost all the essential commodities. The Government has failed to control the prices of essential commodities. People are being faced with a serious situation because of the rise in prices for the last two to three years.

Eighty per cent of the people are suffering. Due to economic meltdown, lakhs of workers are losing their jobs.

Today, more than one lakh workers have assembled in Delhi. The Government has failed to address and tackle this problem. Not only is there job loss due to this economic meltdown, there are also lay offs, lockouts and wage cuts in many sectors. Unemployment is growing.

I want to press these two amendments concerning the problems of millions of people of our country. ...*(Interruptions)*

MR. SPEAKER: Silence please.

...*(Interruptions)*

MR. SPEAKER: I shall now put amendment nos. 215 and 218 moved by Shri Basu Deb Acharia to the vote of the House.

The question is:

"That at the end of the Motion, the following be added, namely:-

'but regret that there is no mention in the Address about checking the unprecedented rise in prices of essential commodities.'

'but regret that there is no mention in the Address about the disastrous impact of global slow down on millions of workers who have lost their jobs, livelihood and earnings due to closure, lay off, wage cuts, retrenchment, etc., across the sectors and also the alarming trend of sharp decline in index of industrial production.'

Those in favour may say "Aye".

SHRI BASU DEB ACHARIA: We want a Division.

MR. SPEAKER: Let the Lobbies be cleared.

The Lobbies are cleared. The question is:

"That at the end of the motion, the following be added, namely:-"

'but regret that there is no mention in the Address about checking the unprecedented rise in prices of essential commodities.' (215)

'but regret that there is no mention in the Address about the disastrous impact of global slow down on millions of workers who have lost their jobs, livelihood and earnings due to closure, lay off, wage-cuts, retrenchment, etc., across the sectors and also the alarming trend of sharp decline in index of industrial production.' (218)

The Lok Sabha divided:

16.30 hrs.

DIVISION NO. 1

AYES

Abdullakutty, Shri

Acharia, Shri Basu Deb

Appadurai, Shri M.

Barman, Prof. Basudeb

*Barman, Shri Hiten

Basu, Shri Anil

Bauri, Shrimati Susmita

Bose, Shri Subrata

Chakraborty, Dr. Sujan

Chakraborty, Shri Swadesh

Chandrappan, Shri C.K.

Chatterjee, Shri Santasri

Choudhury, Shri Bansagopal

Das, Shri Alakesh

Das, Shri Khagen

Dome, Dr. Ram Chandra

George, Shri K. Francis

Karunakaran, Shri P.

Khan, Shri Sunil

Krishnadas, Shri N.N.

Krishnan, Dr. C.

*Masood, Shri Rasheed

Mediyam, Dr. Babu Rao

Mollah, Shri Hannan

Mondal, Shri Abu Ayes

Murmu, Shri Rupchand

Nandy, Shri Amitava

Owaisi, Shri Asaduddin

Pal, Shri Rupchand

Panda, Shri Prabodh

Paul, Dr. Sebastian

Pradhan, Shri Prasanta

Radhakrishnan, Shri Varkala

* Voted through slip.

Rajendran, Shri P.
 Reddy, Shri Suravaram Sudhakar
 Riyan, Shri Baju Ban
 Salim, Md.
 Sar, Shri Nikhilananda
 Sathēēdevi, Shrimati P
 Seal, Shri Sudhangshu
 Sen, Shrimati Minati
 Seth, Shri Lakshman
 Sikdar, Shrimati Jyotirmoyee
 Sippiparai, Shri Ravichandran
 Sujatha, Shrimati C.S.
 Surendran, Shri Chengara
 Topdar, Shri Tarit Baran
NOES
 Aaron Rashid, Shri J.M.
 Agarwal, Dr. Dharendra
 Ahamed, Shri E.
 Ahmad, Dr. Shakeel
 Aiyar, Shri Mani Shankar
 Ansari, Shri Furkan
 Antulay, Shri A.R.
 Athithan, Shri Dhanuskodi R.
 Audikesavulu, Shri D.K.
 Baalu, Shri T.R.
 'Baba', Shri K.C. Singh
 Bahuguna, Shri Vijay
 Bansal, Shri Pawan Kumar
 Barku, Shri Shingada Damodar
 Chaliha, Shri Kirip
 Chander Kumar, Prof.
 Chaudhary, Dr. Tushar A.
 Chaurē, Shri Bapu Hari
 Chavda, Shri Harisinh
 Chidambaram, Shri P.
 Chinta Mohan, Dr.

Chitthan, Shri N.S.V.
 Choudhury, Shri Abu Hasem Khan
 Chowdhury, Shri Adhir
 Chowdhury, Shrimati Renuka
 Deo, Shri V. Kishore Chandra S.
 Deora, Shri Milind
 Dikshit, Shri Sandeep
 Dubey, Shri Chandra Shekhar
 Dutt, Shrimati Priya
 Elangovan, Shri E.V.K.S.
 Engti, Shri Biren Singh
 Fanthome, Shri Francis
 Gaikwad, Shri Eknath Mahadeo
 Gandhi, Shri Rahul
 Gandhi, Shrimati Sonia
 Gogoi, Shri Dip
 Govinda, Shri
 Gowda, Shrimati Tejasvini
 Goyal, Shri Surendra Prakash
 Handique, Shri B.K.
 Hooda, Shri Deepender Singh
 Hussain, Shri Anwar
 Jai Prakash, Shri
 Jaiswal, Shri Shriprakash
 *Jalappa, Shri R.L.
 Jindal, Shri Naveen
 Kader Mohideen, Prof. K.M.
 Kalmadi, Shri Suresh
 Kamat, Shri Gurudas
 Kaur, Shrimati Preneet
 *Kerketta, Shrimati Sushila
 Kharventhan, Shri S.K.
 Krishna, Shri Vijoy
 Krishnaswamy, Shri A.
 Kumar, Shrimati Meira

* Voted through slip.

Kumari Selja
 Kuppasami, Shri C.
 Kyndiah, Shri P.R.
 Lalu Prasad, Shri
 Madam, Shri Vikrambhai Arjanbhai
 Mahabir Prasad, Shri
 Meena, Shri Namoo Narain
 Mehta, Shri Alok Kumar
 Meinya, Dr. Thokchom
 Mishra, Dr. Rajesh
 Mistry, Shri Madhusudan
 Mukherjee, Shri Pranab
 Murmu, Shri Hemlal
 *Naik, Shri A. Venkatesh
 Nikhil Kumar, Shri
 Nizamuddin, Shri G.
 Ola, Shri Sis Ram
 Oraon, Dr. Rameshwar
 *Owaisi, Shri Asaduddin
 Pallani Shamy, Shri K.C.
 Panabaka Lakshmi, Shrimati
 Patel, Shri Dahyabhai Vallabhbhai
 Patel, Shri Dinsha
 Patel, Shri Jivabhai A.
 Patil, Shri Balasaheb Vikhe
 Patil, Shrimati Suryakanta
 Pilot, Shri Sachin
 Prabhu, Shri R.
 Prasada, Kunwar Jitin
 Purandeswari, Shrimati D.
 Rajenthiran, Shrimati M.S.K. Bhavani
 Raju, Shri M.M. Pallam
 Ramakrishna, Shri Badiga
 Rana, Shri Gurjeet Singh
 *Rana, Shri Rabinder Kumar
 Rani, Shrimati K.

Ranjan, Shrimati Ranjeet
 Rao, Shri D. Vittal
 Rao, Shri Rayapati Sambasiva
 Rathwa, Shri Naranbhai
 *Reddy, Shri A. Indra Karan
 Reddy, Shri K.J.S.P
 Reddy, Shri M. Raja Mohan
 Reddy, Shri M. Sreenivasulu
 Reddy, Shri S. Jaipal
 Reddy, Shri Suravaram Sudhakar
 Regupathy, Shri S.
 Sahay, Shri Subodh Kant
 Sai Prathap, Shri A.
 Sajjan Kumar, Shri
 *Sangma, Kumari Agatha K.
 Saradgi, Shri Iqbal Ahmed
 *Sardinha, Shri Francisco Cosme
 Selvi, Shrimati V. Radhika
 Shandil, Dr. Col. (Retd.) Dhani Ram
 Sharma, Dr. Arvind
 Sharma, Shri Madan Lal
 Sibal, Shri Kapil
 Singh, Chaudhary Bijendra
 Singh, Dr. Akhilesh Prasad
 Singh, Rao Inderjit
 Singh, Shri Chandra Bhushan
 Singh, Shri Devwrat
 Singh, Shri Ganesh Prasad
 Singh, Shri Manik
 Singh, Shri Marvendra
 Singh, Shri Mohan
 Singh, Shri Sita Ram
 Singh, Shrimati Kanti
 Singh, Shrimati Pratibha
 Solanki, Shri Bharatsinh Madhavsinh
 Subba, Shri M.K.

* Voted through slip.

* Voted through slip.

Sugavanam, Shri E.G.
 Suman, Shri Ramji Lal
 Sumbhui, Shri Bagun
 Suryawanshi, Shri Narsingrao H.
 Taslimuddin, Shri
 Thangkabalu, Shri K.V.
 Tirath, Shrimati Krishna
 Tytler, Shri Jagdish
 Vaghela, Shri Shankersinh
 *Vallabhaneni, Shri Balashowry
 Velu, Shri R.
 Venkatapathy, Shri K.
 Venkatswamy, Shri G.
 Venugopal, Shri D.
 Verma, Shri Beni Prasad
 Vijayan Shri A.K.S.
 Virupakshappa, Shri K.
 Vundavalli, Shri Aruna Kumar
 Yadav, Dr, Karan Singh
 Yadav, Shri Anirudh Prasad *alias* Sadhu
 Yadav, Shri Devendra Prasad
 Yadav, Shri Jay Prakash Narayan
 Yadav, Shri Mitraser
 *Yadav, Shri Rajesh Ranjan *alias* Pappu
 Yadav, Shri Ram Kripal
 Yadav, Shri Sita Ram
 Yaskhi, Shri Madhu Goud

MR. SPEAKER: Subject to correction*, the result of the Division is:

Ayes: 45

Noes: 145

The motion was negatived.

* The following Members also recorded their votes through slips

Ayes: 45+S/Shri Hiten Barman, Rasheed Masood = 47.

Noes: 145 +Shri R.L. Jalappa, Smt. Sushila Kerketta, S/Shri A. Venkatesh Naik, Asaduddin Owaisi, Rabinder Kumar Rana, A.Indra Karan Reddy, Kumari Agatha K. Sangma, S/Shri Francisco Coeme Sardinha, Balashowry Vallabhaneni, Rajesh Ranjan *Alias* Pappu Yadav also recorded their votes through slips = 155

MR. SPEAKER: Shri Rupchand Pal, do you want to press your amendment?

SHRI RUPCHAND PAL (Hooghly): Yes, Sir. I moved the following amendment:

"That at the end of the motion, the following be added, namely:-

'but regret that there is no mention in the Address about review of Indo-US Nuclear Deal which has seriously eroded the strategic autonomy of India's Nuclear Policy.' (224)

Sir, the Left Party's position with regard to this Indo-US Nuclear Deal is well known to the countrymen and to the outside world also. It is more of a strategic relation and it has little or nothing to do with the nuclear energy. So, this is seriously eroding the strategic autonomy of India's Nuclear Policy, its three-stage nuclear programme as also our independent foreign policy. So, there is a demand for a review of this Indo-US Nuclear Deal. There is no mention about it in the President's Address. So, my amendment is that there should be a review and we are pressing for this amendment. ...(*Interruptions*)

MR. SPEAKER: The lobbies are already cleared. I shall now put amendment No. 224 moved by Shri Rupchand Pal to the vote of the House.

The question is:

"That at the end of the motion, the following be added, namely:-

'but regret that there is no mention in the Address about review of Indo-US Nuclear Deal which has seriously eroded the strategic autonomy of India's Nuclear Policy.' "(224)

The Lok Sabha divided:

16.33 hrs.

DIVISION NO. 2 AYES

Abdullakutty, Shri

Acharia, Shri Basu Deb

Appadurai, Shri M.

Barman, Prof. Basudeb

*Barman, Shri Hiten

Basu, Shri Anil

* Voted through slip.

Bauri, Shrimati Susmita
 *Chakraborty, Dr. Sujan
 Chandrappan, Shri C.K.
 Chatterjee, Shri Santasri
 Choudhury, Shri Bansagopal
 Das, Shri Alakesh
 Das, Shri Khagen
 Dasgupta, Shri Gurudas
 Dome, Dr. Ram Chandra
 George, Shri K. Francis
 Khan, Shri Sunil
 Krishnadas, Shri N.N.
 Krishnan, Dr. C.
 Mediyam, Dr. Babu Rao
 Mohan, Shri P.
 Mondal, Shri Abu Ayes
 Murmu, Shri Rupchand
 Nandy, Shri Amitava
 Pal, Shri Rupchand
 Panda, Shri Prabodh
 *Paul, Dr. Sebastian
 Pradhan, Shri Prasanta
 Radhakrishnan, Shri Varkala
 Rajendran, Shri P.
 Ravindran, Shri Pannian
 Reddy, Shri Suravaram Sudhakar
 Riyan, Shri Baju Ban
 Salim, Md.
 Sar, Shri Nikhilananda
 Sathedeve, Shrimati P
 Seal, Shri Sudhangshu
 Selvi, Shrimati V. Radhika

* Voted through slip.

Sen, Shrimati Minati
 Seth, Shri Lakshman
 Sikdar, Shrimati Jyotirmoyee
 Sippiparai, Shri Ravichandran
 Sujatha, Shrimati C.S.
 Surendran, Shri Chengara
 Topdar, Shri Tarit Baran
 Yadav, Shri Akhilesh
NOES
 Aaron Rashid, Shri J.M.
 Agarwal, Dr. Dhirendra
 Ahamer, Shri E.
 Ahmad, Dr. Shakeel
 Aiyar, Shri Mani Shankar
 Ansari, Shri Furkan
 Antulay, Shri A.R.
 *Athithan, Shri Dhanuskodi R.
 Audikesavulu, Shri D.K.
 Baalu, Shri T.R.
 'Baba', Shri K.C. Singh
 Bahuguna, Shri Vijay
 Bansal, Shri Pawan Kumar
 Barku, Shri Shingada Damodar
 Botcha, Shrimati Jhansi Lakshmi
 Chaliha, Shri Kirip
 Chander Kumar, Prof.
 Chaudhary, Dr. Tushar A.
 Chaure, Shri Bapu Hari
 Chavda, Shri Harisinh
 Chidambaram, Shri P.
 Chinta Mohan, Dr.
 Chitthan, Shri N.S.V.

* Voted through slip.

Choudhury, Shri Abu Hasem Khan
 Chowdhury, Shri Adhir
 Chowdhury, Shrimati Renuka
 Deo, Shri V. Kishore Chandra S.
 Deora, Shri Milind
 *Dev, Shri Sontosh Mohan
 Dikshit, Shri Sandeep
 Dubey, Shri Chandra Shekhar
 Dutt, Shrimati Priya
 Elangovan, Shri E.V.K.S.
 Engti, Shri Biren Singh
 Fanthome, Shri Francis
 Gaikwad, Shri Eknath Mahadeo
 Gandhi, Shri Rahul
 Gandhi, Shrimati Sonia
 Gogoi, Shri Dip
 Govinda, Shri
 Gowda, Shrimati Tejasvini
 Goyal, Shri Surendra Prakash
 Handique, Shri B.K.
 Hooda, Shri Deepender Singh
 Hossain, Shri Abdul Mannan
 Hussain, Shri Anwar
 Jai Prakash, Shri
 Jaiswal, Shri Shriprakash
 Jalappa, Shri R.L.
 Jindal, Shri Naveen
 Kader Mohideen, Prof. K.M.
 Kalmadi, Shri Suresh
 Kamat, Shri Gurudas
 Kaur, Shrimati Preneet
 Kerketta, Shrimati Sushila

Kharventhan, Shri S.K.
 Krishna, Shri Vijoy
 Krishnaswamy, Shri A.
 Kumar, Shrimati Meira
 Kumari Selja
 Kuppusami, Shri C.
 Kyndiah, Shri P.R.
 Lalu Prasad, Shri
 Madam, Shri Vikrambhai Arjanbhai
 Mahabir Prasad, Shri
 Meena, Shri Namoo Narain
 Mehta, Shri Alok Kumar
 Meinya, Dr. Thokchom
 Mishra, Dr. Rajesh
 Mistry, Shri Madhusudan
 Mukherjee, Shri Pranab
 Murmu, Shri Hemlal
 *Naik, Shri A. Venkatesh
 Narbula, Shri D.
 Nikhil Kumar, Shri
 Nizamuddin, Shri G.
 Oraon, Dr. Rameshwar
 Owaisi, Shri Asaduddin
 Pallani Shamy, Shri K.C.
 Panabaka Lakshmi, Shrimati
 Patel, Shri Dinsha
 Patel, Shri Jivabhai A.
 Patil, Shri Balasaheb Vikhe
 Patil, Shrimati Suryakanta
 Pilot, Shri Sachin
 Prabhu, Shri R.
 Prasada, Kunwar Jitin

* Voted through slip.

* Voted through slip.

Purandeswari, Shrimati D.
 Rajenthiran, Shrimati M.S.K. Bhavani
 Raju, Shri M.M. Pallam
 Ramakrishna, Shri Badiga
 Rana, Shri Gurjeet Singh
 Rana, Shri Rabinder Kumar
 Rani, Shrimati K.
 Ranjan, Shrimati Ranjeet
 Rao, Shri D. Vittal
 Rao, Shri Rayapati Sambasiva
 Rathwa, Shri Naranbhai
 *Reddy, Shri A. Indra Karan
 Reddy, Shri K.J.S.P
 Reddy, Shri M. Raja Mohan
 Reddy, Shri M. Sreenivasulu
 Reddy, Shri S. Jaipal
 Regupathy, Shri S.
 Sahay, Shri Subodh Kant
 Sai Prathap, Shri A.
 Sajjan Kumar, Shri
 *Sangma, Kumari Agatha K.
 Seradgi, Shri Iqbal Ahmed
 Sardinha, Shri Francisco Cosme
 Selvi, Shrimati V. Radhika
 Shandil, Dr. Col. (Retd.) Dhani Ram
 Sharma, Dr. Arvind
 Sharma, Shri Madan Lal
 Sibal, Shri Kapil
 Singh, Chaudhary Bijendra
 Singh, Dr. Akhilesh Prasad
 Singh, Rao Inderjit
 Singh, Shri Chandra Bhushan
 Singh, Shri Ganesh Prasad
 Singh, Shri Manik
 Singh, Shri Manvendra
 Singh, Shri Mohan
 Singh, Shri Sita Ram

* Voted through slip.

Singh, Shrimati Kanti
 Singh, Shrimati Pratibha
 Solanki, Shri Bharatsinh Madhavsinh
 Subba, Shri M.K.
 Sugavanam, Shri E.G.
 Sumbri, Shri Bagun
 Suryawanshi, Shri Narsingrao H.
 Taslimuddin, Shri
 Thangkabalu, Shri K.V.
 Tirath, Shrimati Krishna
 Tytler, Shri Jagdish
 Vaghela, Shri Shankersinh
 *Vallabhaneni, Shri Balashowry
 Velu, Shri R
 Venkatapathy, Shri K.
 Venkatswamy, Shri G.
 Venugopal, Shri D.
 Verma, Shri Beni Prasad
 Vijayan Shri A.K.S.
 Virupakshappa, Shri K.
 Vundavalli, Shri Aruna Kumar
 Yadav, Dr. Karan Singh
 Yadav, Shri Anirudh Prasad *alias* Sadhu
 Yadav, Shri Devendra Prasad
 Yadav, Shri Jay Prakash Narayap
 Yadav, Shri Ram Kripal
 Yadav, Shri Sita Ram
 Yaskhi, Shri Madhu Goud

MR. SPEAKER: Subject to correction*, the result of the Division is:

Ayes : 43

Noes: 146

The motion was negatived.

* The following members also recorded their votes through slip.
 Ayes: 43+ Shri Hiten Berman, Dr. Sujan Chakraborty, Dr. Sebastian Paul = 46.
 Noes: 146+ S/Shri Dhanuskodi R. Athithan, Santosh Mohan Dev, A. Venkatesh Naik, A. Indra Karan Reddy, Kumari Agatha K. Sangma and Balashowry Vallabhaneni also recorded their votes through slips =152.

[English]

MR. SPEAKER: I shall now put all the other amendments which have been moved together to the vote of the House.

All other amendments were put and negatived.

MR. SPEAKER: I shall now put the Motion to the vote of the House.

The question is:

"That the 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 she has been pleased to deliver to both Houses of Parliament assembled together on February 12, 2009'."

The motion was adopted.

[English]

MR. SPEAKER: Now, the House will take up matters of urgent public importance.

SHRI BASU DEB ACHARIA (Bankura): Sir, today more than one lakh workers and employees belonging to Central trade unions, CITU, AITUC, employees federations and associations came to Delhi. They have demanded that the Government of India should take concrete measures against retrenchment, lay off of job cards and reducing the working hours.

More than 30 lakh workers so far have lost their jobs during the last few months. Massive job losses are taking place at a time when unemployment in the country is very high. Those who are still in jobs are facing wage cuts, reduced working days and other forms of attacks. The impact of this development on the working class and on their living conditions is very grave.

The most affected workers are from the construction industry, manufacturing industry, export related and export oriented industries, particularly garments, gems and jewellery, textiles, etc. Sir, you have seen the plight of diamond workers of Gujarat. About 71 workers so far have committed suicide and many of the workers have offered themselves for medical research in medical laboratories in the State of Gujarat.

Sir, the Government of India has announced bail out packages. The Government is allowing concession in taxes. The Government has reduced interest rate. But there is no pre-condition. Whenever the Government is announcing bail out packages or reducing interest rate or reducing taxes,

there is no precondition for the employers, the industrialists who are getting the benefit, who are being bailed out and who are being offered concession after concession.
...(Interruptions)

MR. SPEAKER: It is not a debate. You have raised your point.

SHRI BASU DEB ACHARIA: Sir, about rupees one lakh crore have been spent for the bail out and for allowing concession, but there is no precondition that the employer should not resort to retrenchment. International Labour Organisation has stated that the way this retrenchment is taking place, this figure of persons getting unemployed will reach one crore. By March 2009, one crore workers of our country will lose their jobs. Such is the serious situation in our country. Now, there is a need to take concrete measures.

Sir, the former Finance Minister, Shri P. Chidambaram, had stated that our economy would remain insulated from the global economic meltdown, but this has not happened.
...(Interruptions)

MR. SPEAKER: You have to raise the issue. You have made your point.

...(Interruptions)

SHRI BASU DEB ACHARIA: Sir, the situation is very grave. Workers are on the streets today. Unless certain measures are taken and unless these employers are told not to resort to retrenchment, lay-off or lock out, the condition of workers is not going to improve. When they are bailing out the employers, workers should also be given security of their jobs in such a situation.

Sir, I demand that the Government of India should take concrete steps to overcome, to address this situation.
...(Interruptions)

MR. SPEAKER: Shri Suravaram Sudhar Reddy, Shri Hannan Mollah, Shri Rupchand Pal and Shri C.K. Chandrapan are associating on this matter.

...(Interruptions)

DR. SUJAN CHAKRABORTY (Jadavpur): Sir, I also associate. ...(Interruptions)

MR. SPEAKER: Please send your names.

...(Interruptions)

SHRI HANNAN MOLLAH (Uluberia): Sir, I have given notice.

MR. SPEAKER: Those Members who have given notices, I have already mentioned their names. Please sit down. I have already given more than ten minutes.

...(Interruptions)

MR. SPEAKER: Shrimati Susmita Bauri, Shrimati Jyotirmoyee Sikdar, Shri Subrata Bose, Prof. Basudeb Barman, Shri P. Mohan, Shri Sunil Khan and Shri Santasri Chatterjee are also allowed to associate on this matter.

...(Interruptions)

[Translation]

MR. SPEAKER: Shri Kishan Singh Sangwan – not present. Shri Hansraj G. Ahir – Not present

DR. SATYANARAYAN JATIYA (Ujjain): Mr. Speaker, Sir, there is resentment among the people towards indifferent attitude of Union Government regarding provision made in the Constitution in respect of reservation for Scheduled Castes and Scheduled Tribes. Certain provisions have been made in the Scheduled Castes and the Scheduled Tribes (Reservation in Posts and Services) Bill, 2008 introduced to provide for reservation of appointments or posts in civil services for members of the Scheduled Castes and the Scheduled Tribes in establishments and for matters connected therewith or incidental thereto which are adversely affecting the people belonging to the Scheduled Castes. Provisions made in the Bill are contradictory to each other. It has been provided in the Bill that Government will reserve such percentage of posts for the people belonging to Scheduled Castes and the Scheduled Tribes in the appointment in Civil services through direct recruitment or promotion in such a manner as may be prescribed. To the contrary, notwithstanding anything contained in section 3, there will be no reservation against appointments.

47 institutions have been removed from the list, where they were getting reservation. In 47 such institutions which include Aligarh Muslim University, All India Institute of Medical Sciences, Allahabad University, Banaras University, these provisions are likely to be applied in higher posts. I urge the Union Government that appropriate measures may be taken to protect the interests of Scheduled Castes and Scheduled Tribes by amending the Bill immediately.

SHRI RAMJI LAL SUMAN (Firozabad): Sir, I would like to associate myself with the matter raised by Shri Jatiya.

[English]

DR. RAM CHANDRA DOME (Birbhum): Thank you, Mr. Speaker, Sir. I want to raise a very important issue regarding a renowned institute of National importance, namely, the Viswa Bharati University at Santi Niketan. We all know that this University is a reputed University, Gurudev Rabindranath Tagore had established this University. The Viswa Bharati Act, 1951 was enacted by a legislation in this Parliament, and by this amendment this University is having from the

elementary system of education up to PG system of education. This is a unique institution, but under this Act all the teachers from the elementary system of education to PG system are called the adhyapakas. This is as per the statute of the University.

This was going on since the inception of this University till date. But very recently, by an Executive Order from the Ministry of HRD and UGC, the very spirit of this University and the ideas and ideals of Gurudev Rabindranath Tagore have been diminished. The status of the teachers of the schools and the education system has been diminished, and their rights have been snatched as they have been taken at par with the other Central Schools or Kendriya Vidyalaya Sangathan. This is against the very ideals of Gurudev Rabindranath Tagore, and thereby the dignity and honour of the University has been diminished.

Therefore, I urge upon the Government, through you, not to denigrate this University, and restore the dignity and honour of this University by revoking this Executive Order. The Executive Order cannot prevail in this University without amending the principal Act. Therefore, the present status of the University should prevail, and the Government should take necessary steps in this regard. I urge upon the Government, through you, to look into this matter. Thank you very much.

MR. SPEAKER: I believe that some Cabinet Minister is here. I think that this important matter, raised by Dr. Dome just now, will be looked into.

SHRI DUSHYANT SINGH (Jhalawar): Sir, I want to raise an important issue. Basically, an IIM was announced for the State of Rajasthan in the Interim Budget – in the Budget speech made by the hon. External Affairs Minister – of 2009-2010. However, we are hearing from media reports that it was a misprint, and that the Ministry of HRD has gone into a huddle and they want to remove it. I would request the Government that the State of Rajasthan must be given an IIM along with an IIT, which has already been given to us. Therefore, I would request that the Government should give us IIM, Rajasthan. Thank you.

SHRI N.N. KRISHNADAS (Palghat): Mr. Speaker, Sir, I would like to draw the attention of the Government to the following matter of urgent public importance. Tens of thousands of our NRIs are returning to India after losing their jobs abroad due to global economic recession. They have contributed crores of rupees to our foreign exchange reserves all these years but are returning home now empty handed. About 38 lakh people from our State Kerala are working abroad and contributing to the foreign exchange reserves of the country. The Government of India has been benefiting from their contribution to the country's foreign exchange reserves. So, the Government of India should

immediately prepare a total rehabilitation project for these NRIs returning home due to global recession. It is a very grave matter, Sir.

[Translation]

DR. LAXMINARAYAN PANDEY (Mandsaur): Sir, cultivation of opium is done under the licence issued by Narcotics Department of Ministry of Finance. Cultivation of opium is done on the basis of licence predominately in Ratlam, Mandsaur and Neemach districts of Madhya Pradesh, certain districts of Rajasthan such as Jhalawad, Chhittor and Pratapgarh and some districts of Uttar Pradesh, their crop has been eaten up by worms whereas they have to give fixed share of their crop to the Government. If they don't give fixed share, their licence is cancelled and they cannot produce opium the next year. There is a no remedy for such natural problem. I would like to request that the share which is given to the Union Government may be reduced because thousands of farmers are engaged in its cultivation. In Madhya Pradesh alone 50,000 farmers are engaged in its cultivation. Lakhs of families in Rajasthan and Uttar Pradesh are engaged in its cultivation. These families should not suffer in any case. They may get the licence for the next year and hence subsist their families, otherwise a situation will arise under which they will be forced to commit suicide. Narcotics department of the Ministry of Finance should pay attention to this problem.

SHRI RAMJI LAL SUMAN: Mr. Speaker, Sir, amendment has been made in section 41 and 309 of the Criminal Procedure Code (Amendment) Act, 2008 Act No. 5 of 2008. This Act has been opposed by the advocates throughout the country and a strike was called on 3 February for the same. Today advocates from all over the country staged a demonstration at Jantar-Mantar. As per the amendment made in section 309, if a client files an application in the court for adjournment of case stating that his advocate is busy in the court, adjournment can not be given, whether the reason is genuine or not. It is a serious matter because any statement of the client could be registered in the absence of his advocate. It was prescribed in section 41 that after registration of FIR criminal could be arrested without warrant. But now criminal could not be arrested even after registration of FIR which encourage the people with criminal mindset and ultimately crime will increase. Crimes with a maximum imprisonment of seven years are exempted. It is an encroachment in the judicial process. This amendment is against the interest of society as well as judicial process. Advocates are on strike all over the country and today, they have staged a demonstration at Jantar-Mantar. Government should respect the sentiments of advocates. Today, The Hazaar Co-ordination Committee, Bar

Association of Delhi and various organizations have staged a joint demonstration at Jantar-Mantar. I urge the Government to take cognizance of the matter and hold dialogue with organization of advocates, consider their resentment and intervene to solve the problem immediately.

16.49 hrs.

(Dr. LAXMINARAYAN PANDEY in the Chair)

[English]

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Mr. Chairman, Sir, I wish to raise this issue of urgent public importance regarding allotment of captive mines to the Visakhapatnam Steel Plant.

I would request the Government to take immediate steps to allocate captive iron ore mines to the Visakhapatnam Steel Plant. Otherwise, the future of the plant will be bleak. As per reliable reports, the steel plant is losing Rs.3,000 crore due to lack of captive mines.

Some private steel plants have been allotted captive mines, but the public sector steel plant does not have any. The steel plant is a national asset in the public sector. I would request the Government to allocate captive mines to the steel plant on a priority basis to make the plant more competitive.

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Chairman, Sir, I am raising a very sensitive and important matter. Deposits Insurance And Credit Guarantee Corporation (D.I.C.G.C.) is an insurance company promoted by R.B.I. The company regularly takes premium from the Bank to protect the depositors who deposit money upto Rs. One lakh. There is Maharashtra Sangh Brahaman Co-operative Bank in Indore. Maharashtra Sangh Brahaman Co-operative Bank was closed in 2004 due to the increase in N.P.A. A liquidator was appointed there in the year 2005. Since the Bank had regularly paid the premium, therefore, liquidator immediately after appointment submitted the claim worth Rs.41 crore to provide upto Rs. One lakh each to the depositors before the D.I.C.G.C. D.I.C.G.C. had provided Rs. 28.6 crore and said that you contribute the rest of the amount of Rs. 8.72 crore. After receiving the amount, various depositors have been returned money upto Rs. One lakh. Since then Liquidator has recovered the loan worth Rs.14 crore. Now the money actually belongs to the depositors. Remaining depositors still have an amount of Rs. 1.50 lakh, Rs. 3 lakh and Rs. 5 lakh. All of them are pensioners and they depend on the interest for their livelihood. Some of them have deposited their whole pension. But now, the problem is that this amount

of Rs. 14 crore should be provided to depositors, but D.I.C.G.C. had put restriction and stopped payment on the pretext that we should be given first priority and such and such amount should be returned, whereas my submission is that in such a case first priority should be given to depositors not to the Insurance Company.

So, I want to request hon. Minister of Finance that Government should pay attention toward this and issue specific instruction to the company through R.B.I. that its first claim should be turned into the last claim. Presently, recovered amount should be distributed among depositors only. I think Government should immediately help these people in this manner.

[English]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Thank you very much for giving me this opportunity. I want to draw the attention of the Government that in Sabarkantha District of Gujarat, which is also my constituency, is suffering from a severe Hepatitis B epidemic. In the last fortnight, 19 people have died and there are many more who have been admitted in the hospital. There is only one hospital, which is run by the NGOs. The affected people have not been admitted in the Government hospital nor the Government has so far taken adequate measures, although it was reported in the newspapers.

The Government of Gujarat has requested the Government of India to send a team and they are awaiting the report. Nonetheless, the fact is that it is spreading everywhere and I have seen in the hospital that it is such a severe situation. The Government should take immediate steps not only from Gujarat alone but from here too to send a medical team to see to it that the spread gets stopped. Not only that, those who have lost should be compensated either from the Chief Minister's Fund or from the Prime Minister's Fund or if it is not possible, they should even be compensated through the Calamity Relief Fund, which can be raised, as the natural calamity or man-made calamity. Hence, I would request the Government of India and the Health Ministry to take immediate steps to see to it that its spread get stopped, people get relief and adequate measures are taken.

SHRI P.S. GADHAVI (Kutch): I associate with the issue raised by the hon. Member.

MR. CHAIRMAN: All right.

SHRI B. MAHTAB (Cuttack): Recently, a study was conducted by the Centre for Science and Environment has

dropped a bombshell when it reported that most of the edible oil available in the market contains more trans-fats than permissible. Higher level of trans-fats, 5-12 times higher than the internationally accepted standards, were found in seven vanaspati brands.

The fact remains that Indian consumers remain oblivious to the health hazards of the majority of the food products. Today, India which is threatening to become the diabetic capital of the world is not eating right food and as many as 50 percent of the women are malnourished and 51 per cent of the children are stunted because they are not eating the right food.

According to the Centre for Chronic Diseases Control, New Delhi, trans-fats, not only raise bad cholesterol and cause heart ailments, but also can lead to many diseases like cancer and diabetes. Though the Health Ministry's Oils and Fats Sub-Committee forwarded the recommendation to the Central Committee of Food for Standards, it has no clear guidelines on trans-fats.

Therefore, I urge upon the Government to impress upon the Health Ministry to make nutritional labeling compulsory for all processed foods at the earliest; and secondly, awareness is only one part of healthy eating. Health awareness campaign must complement healthy food choices. Harmful food products need to be taken off the shelf. Food standards and permissible limits must be clearly defined, disseminated to the public and implemented rigorously.

[Translation]

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, through you, I want to apprise Central Government regarding drought affected Maharashtra and especially Vidharbha region and seek assistance from it.

MR. Chairman, number of farmers committed suicide is all time high as Kharif crop ruined this year. Crops have been ruined in the district of Chandrapur, Garhchirauli, Yavatmal due to various diseases. I had made a complaint to Central Government regarding this. Central Government, after sending a team of officers, has conducted a survey for it's enquiry, but after this, Central Government has not given any financial assistance to the farmers in lieu of damaged crops. Despite various hurdles, farmers have sowed Rabi crops here, but they could not irrigate crops as there was no water in ponds, rivers and wells and therefore, Rabi crops has also been ruined.

Mr. Chairman, Sir, through you, I request Central Government that wherever more farmers have committed

suicide or have faced the problems, a survey should be conducted to enquire into the matter and to give financial assistance to those farmers so that they may get monetary support.

[English]

SHRI S.K. KHARVENTHAN (Palani): The Government of India has recently amended the Code of Criminal Procedure 1973 through an Amendment Bill on 23.12.2008 in a hurried manner without any discussion in the Lok Sabha. Most of the amendments could be welcome, except certain amendments in Section 41 and Section 309 Cr.P.C.

The amended Section 41 (1) (a) permits the police to arrest any person who committed any cognizable offence in the presence of police officer. This power will be misused by some police personnel and will lead to violation of human rights. This amendment was opposed by various Chief Ministers during their meeting with the Home Minister on 6.1.2009, at New Delhi.

As per the amended Section 41 A, instead of arresting the accused, the police will now be obliged to issue him 'notice of appearance' for any offence punishable with imprisonment up to seven years like robbery, voluntarily causing grievous hurt, cheating, outraging a woman's modesty, and death caused by negligence. This may adversely affect the present system prevailing where police is arresting the accused in all cognizable cases at the earliest opportunity before giving them any chance to abscond from the process of law. Hence, the amendments in Section 41 (1), (a), (b) and Section 41A are highly objectionable. In the same manner, the amendments carried out under Section 309 (2) (b) and (c) provisions violate the constitutional rights of the citizen to be defended by a lawyer of his choice and it amounts to violation of principles of natural justice and fairness.

17.00 hrs.

In fact, now the existing provisions and with the prevailing bar and bench relations, courts are giving the reasonable opportunity to advocates appearing in cases and through this amendment rejecting their requests for adjournment are not genuine or bona fide.

For the past 15 days, the lawyers of the country are on the warpath and boycotting the court. Bar Council of India, State Bar Councils and various Bar Associations have already passed resolution requesting the Government to stop the notification of amended provisions. Therefore, in the interest of the Bar and clients of this country, I urge upon the

Union Government not to notify the amended provisions in Section 41, Section 309 Cr.P.C.

SHRI SARBANANDA SONOWAL (Dibrugarh): Sir, the Brahmaputra Valley Fertilizers Corporation Limited of Assam is moving through a very difficult period of production. This has been reported to the House time and again since 2004 but unfortunately the Central Government, particularly the Ministry of Fertilizer is not paying adequate attention to find out permanent solution for continuation of production of fertilizer to meet the demands of the Tea Planters' (small & big) and also the common farmers of Assam and North East. ...*(Interruptions)*

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Madhepura): Sir, I have also given notice, my North-East matter is very important.

[English]

MR. CHAIRMAN: Hon. Speaker has not allowed. I am giving time as per the instructions of the hon. Speaker.

SHRI SARBANANDA SONOWAL: I would also like to draw the attention of the Central Government that this is the only major industry set up by the Congress regime in the last five decades of their rule in my Lok Sabha Constituency, because the other major existing industries like tea, coal, timber, refinery, exploration of oil and natural gas were set up by the British India before Independence. On the other hand, Dibrugarh Lok Sabha Constituency being one of the highest revenue paid zone of the country is not getting due weightage in terms of the modern infrastructural growth in the national policy making decisions. This is the sheer example of deprivations of the area. The Namrup II and III are mostly irregular in production because of the aging machineries. The experts also view that these two existing production units are no more in a position for sustainable productivity. So, considering the demands of fertilizer market in Assam & North east the proposed new grassroots plant (fourth plant), as promised by the hon. Minister of Fertilizer & Chemical, Shri Ram Bilas Paswan during his maiden visit to Namrup on 26 June, 2006, to make the plant more productive, the salary structure of the employees must be revised and also to make the involvement of the professional expert of the country.

I strongly urge upon the Central Government to immediately give priority attention with adequate budgetary support to set up the fourth plant immediately to meet the demands of the fertilizer market of Assam and North East.

17.02 hrs.

INTERIM BUDGET (RAILWAYS) – 2009-10
*DEMANDS FOR GRANTS ON ACCOUNTS –
(RAILWAYS) – 2009-10

* SUPPLEMENTARY DEMANDS FOR
GRANTS – (RAILWAYS) – 2008-09

*DEMANDS FOR EXCESS GRANTS
(RAILWAYS) – 2006-07

[English]

MR. CHAIRMAN: The House will now take up General Discussion on Interim Railway Budget for the year 2009-2010, discussion and voting on Demands for Grants on Account (Railways) for the year 2009-2010, discussion and voting on Supplementary Demands for Grants (Railways) for the year 2008-2009 and discussion and voting on Demands for Excess Grants (Railways) for the year 2006-2007.

Hon. Members present in the House whose cut motions have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly thereafter. In case any Member finds any discrepancy in the list, he may kindly bring it to the notice of the Officer at the Table immediately.

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, 2010 in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

Demands for Grants on Account (Railways) for 2009-10 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the vote of the House (Rs.)
1	2	3
1	Railway Board	75,99,49,000
2	Miscellaneous Expenditure (General)	233,25,49,000
3	General Superintendence and Services on Railways	1962,60,37,000
4	Repairs and Maintenance of Permanent Way and Works	2983,97,92,000
5	Repairs and Maintenance of Motive Power	1317,55,54,000
6	Repairs and Maintenance of Carriages and Wagons	3044,48,49,000
7	Repairs and Maintenance of Plant and Equipment	1741,93,40,000
8	Operating Expenses-Rolling Stock and Equipment	2243,41,67,000
9	Operating Expenses - Traffic	5861,11,11,000
10	Operating Expenses - Fuel	4977,06,17,000
11	Staff Welfare and Amenities	1265,96,65,000
12	Miscellaneous Working Expenses	1297,88,19,000
13	Provident Fund, Pension and Other Retirement Benefits	6555,09,80,000
14	Appropriation to Funds	8757,42,00,000
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	8,56,23,000

* Moved with the recommendation of President.

1	2	3
16	Assets-Acquisition, Construction and Replacement	
	Revenue	20,00,00,000
	Other Expenditure	
	Capital	14758,98,40,000
	Railway Funds	6668.04.46.000
	Railway Safety Fund	566,59,67,000
	Total	64339.95.05,000

MR. 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, 2009, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1, 3 to 13, 15 and 16."

Supplementary Demands for Grants (Railways) for 2008-09 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Supplementary Demand for Grants submitted to the vote of the House
1	Railway Board	15,00,00,000
3	General Superintendence and Services on Railways	427,25,77,000
4	Repairs & Maintenance of Permanent Way and Works.	432,51,11,000
5	Repairs and Maintenance of Motive Power	258,62,14,000
6	Repairs and Maintenance of Carriages and Wagons	845,19,03,000
7	Repairs and Maintenance of Plant and Equipment	371,08,19,000
8	Operating Expenses - Rolling Stock & Equipment	540,27,88,000
9	Operating Expenses-Traffic	1205,17,90,000
10	Operating Expenses - Fuel	567,36,50,000
11	Staff Welfare and Amenities	281,01,04,000
12	Miscellaneous Working Expenses	353,57,32,000
13	Provident Fund, Pension and Other Retirement Benefits	3065,35,87,000
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	75,08,00,000
16	Assets- Acquisition, Construction & Replacement	
	Other Expenditure	
	Capital	2280,00,00,000
	Railway Funds	10,000
	Total	10717,50,85,000

MR. CHAIRMAN: Motion moved:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the

Consolidated Fund of India, to make good the excess on the respective grants during the year ended on the 31st day of March, 2007, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1, 10, 15 and 16."

Demands for Excess Grants (Railways) for 2006-07 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Excess Grants submitted to the vote of the House
1	Railway Board	1,34,075
10	Operating Expenses - Fuel	23,47,96,342
15	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortisation of Over-Capitalisation	4,54,77,535
16	Assets-Acquisition, Construction & Replacement- Railway Funds	121,32,89,008
	Total	149,36,96,960

MR. CHAIRMAN: Those who want to lay their written speeches, they can do so. Those will be treated as part of the proceedings.

...(Interruptions)

SHRI E. PONNUSWAMY (Chidambaram): Sir, yesterday also there was no "Zero Hour" and I did not get any chance. Today also I gave notice on an important issue. *...(Interruptions)* Only leaders of parties are getting an opportunity to speak during the 'Zero Hour'. *...(Interruptions)*

MR. CHAIRMAN: Nothing is going on record.

*(Interruptions)...**

MR. CHAIRMAN: It was fixed by the hon. Speaker that the discussion on the Railway Budget would be taken up at 5 p.m.

...(Interruptions)

SHRI K. FRANCIS GEORGE (Idukki): Sir, what is the harm in extending the time by another five minutes. *...(Interruptions)*

SHRI E. PONNUSWAMY: Sir, what is the solution? *...(Interruptions)*

SHRI K. FRANCIS GEORGE: This is very unfortunate.

MR. CHAIRMAN: Nothing is going on record.

*(Interruptions)...**

SHRI E. PONNUSWAMY: Only the leaders are getting a chance to speak. You are being partial on giving chance to speak. *...(Interruptions)*

* Not recorded.

SHRI K. FRANCIS GEORGE: We also are Members of the House. *...(Interruptions)*

MR. CHAIRMAN: We have taken up the next item on the agenda. Now, your issue cannot be taken up. It is against the rules.

...(Interruptions)

SHRI K. FRANCIS GEORGE: What do you mean by rules? *...(Interruptions)*

MR. CHAIRMAN: We have already started the discussion on Railway Budget.

...(Interruptions)

SHRI E. PONNUSWAMY: Sir, this is the right of the Members. *...(Interruptions)*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): Mr. Chairman, Sir, I want to congratulate the hon. Minister of Railways as he is the first Railway Minister in the history of the country who has presented Rail Budget for six times. When Budget was presented, it was meant for the supplementary grants. But when he presented the Budget, it does not appear that the Budget is for four months, on the contrary it appeared that he had presented Budget for the whole year. His announcements had sparked hope among the people that Pranab Da will also make some favourable announcements at the time of presenting the Budget. But both of his Budgets do not serve the purpose.

MR. CHAIRMAN: I want to tell that we are including item number 33 to 36.

SHRI SYED SHAHNAWAZ HUSSAIN: It's all right, Sir. But I am sorry to note that two railway accidents took place on the very day, when he presented the Budget. In the morning he was happy for the presentation of Budget, whereas in the evening he was in tension. The tension surrounds Minister of Railways most in case of rail accident. I want to start my discussion with this point only. I am elected M.P. of Bhagalpur. Laluji has done a lot for me but he will not give credit to me by mentioning my name. In the year of election our relationships are not so bad but if it is not year of election, he should have looked at me and said that Shah Nawaz, I received your letters and the request made by you when you met personally, has been done. I brought the letter with me which I wrote on. I am younger in age but have more experience. I have been Civil Aviation Minister. ...*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Whatever you said, is right but not relevant.

SHRI SYED SHAHNAWAZ HUSSAIN: That is why I told you, I am not standing here for self praise. Hon. Minister of Railways might be knowing that Commissioner, Railway Safety works under Ministry of Civil Aviation. When I was Minister of Civil Aviation, I had to reply the question of railway safety on the floor of the House, therefore I have some knowledge about it. In fact, this is the last session of entire term. A few days have passed, even yesterday I noticed that there was no bitterness in discussion between leader of opposition and leader of ruling party. It is my nature that even I do not use harsh words in my discussion but in a democracy, in Parliament everybody has a right to express his views and I will also utilize this right of mine.

Mr. Chairman, Sir, Urdu is the second language in Bihar. Laluji used many poetic lines from Urdu poetry in his speech last time, but this time he read out good poems. I also want to state my point with an inference that Laluji has talked about profit in his speech. He said that he had earned a huge profit, but he has not come here to earn profit in democracy when a Government is formed, it does not represent corporate sector that a CMD of corporate sector shows profit in balance sheet, but a Minister has to say that he has added such and such facilities. So a Urdu poet has said "Zamburiat ek tarje huqumat hai, ki jisme bandon ko gina karte hain, tola nahi karte." (Democracy is such form of government, where heads are counted not their work) what facilities have been provided to the common man. When Lalujji was delivering his first speech as Minister of Railways. I was not a Member of this House. Mr. Chairman, Sir, with your blessing I have been elected from Bhagalpur, I had heard the first budget speech of hon. Minister of Railways on

T.V. Anyway, our party members had not listened to the speech of Railway Minister at that time, but I had listened his speech on T.V. Set aside the party politics, but when a person of any state is in government and holds an important post, who says something, we being political workers, listen him carefully.

Mr. Chairman, Sir, today, we are discussing the first welcome address of hon. Minister of Railways for the last time. I believe that it is public who decide our political fate. But I remember that earthen pot (Kulhar) was much discussed in the speech of hon. Minister of Railways and in last speech earthen pot (Kulhar) was much discussed in the speech of hon. Minister of Railways and in last speech we reached from earthen pot (Kulhar) to bullet train. In the Rail Budget of the year 2004-2005, we had discussed about earthen pot (Kulhar) Chhachh (buttermilk) khadi and perhaps hon. Minister of Railways may recall that it was also discussed that vegetables will directly be transported from Bihar to Delhi. In Chhapra good quality of vegetables are grown in huge quantity and soil of Bhagalpur is more fertile. Vegetables are grown in huge quantity. We had expected and people of that place had also hoped that they may get fresh vegetables and farmers hoped that they will get better prices but five years have passed but no progress has been made in this regard. I feel that when other government will come to power, we will have to fulfil the promises made by Lalujji.

Sir, while presenting the third Budget, he had announced to extend a route between Gujarat and Rajasthan. In the fourth Budget, three-storey and double storey containers were proposed to be operated on diesel and electric routes respectively. This proposal is yet to be implemented. Railways had promised to give supply of vegetables to the urban population, but this promise has also not been fulfilled so far.

Sir, an announcement regarding providing discharge-free green toilets in 36 thousand coaches has also been made recently. This announcement was made in the last year's Budget. Now, at the fag end of his tenure, the hon. Minister of Railways is showing us a dream of running the bullet train. We hope that. ...*(Interruptions)*

SHRI SURENDRA PRAKASH GOYAL (Hapur): We want to make him the Prime Minister.

SHRI SYED SHAHNAWAZ HUSSAIN: Do you want to make Lalujji the Minister of Railways once again? Oh! it is Goyal Saheb speaking. If you want to make Shri Lalujji the Prime Minister, then, what about Dr. Manmohan Singh ji? You are speaking like this, mind you, action will be taken against you.

MR. CHAIRMAN: Please keep quiet. Don't make a running commentary. Let him speak.

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Chairman, Sir, when the hon. Minister of Railways was delivering his speech here, the whole country was listening to it with rapt attention. In his speech, he has said that he will provide lots of facilities. As far as the facilities are concerned, through you, I would like to draw his attention towards his statement saying that the freight charges had been decreased. I want to say that the freight charges had never been slashed but it was for the first-time in the history of Railways that the freight was increased by 1.3 per cent by changing classification before the Budget. The scheme of Railway freight corridor was in the offing for the last many years, but nothing had been done except laying the foundation stone. Today, the Railways have huge funds and the Minister of Railways can get further work done after laying of foundation stone. As far as the freight is concerned on which a lot of discussion is going on that the freight has not been increased, the fact remains that the freight classification has been changed, particularly with regard to items, the freight rate whereof was Rs.100 per 1000 kilometre on 01.04.2004 and this was increased by Shri Laluji Rs. 120 on 01.04.2008 due to which the freight charge of one sack was Rs.578 a tonne for 1000 kilometre on 01.04.2004 and this was increased to Rs.810 on 01.04.2008.

Sir, the present figures that I have are very authentic. That is why, I am reading out it quite carefully in order to avoid misinterpretation. With regard to the carrying capacity of the goods train, I would like to say that the Railways are increasing their earnings without increasing the track capacity. He has slapped a separate 7 per cent busy season surcharge on freight and added another 2 per cent to the freight in the form of development surcharge. Thus, they have increased freight indirectly by levying additional 9 per cent surcharge in all on goods carriage. Earlier Rs.10 were charged per tonne as terminal surcharge while carrying goods from one terminal to another terminal. Now this surcharge has been made double increasing it up to Rs. 20 a tonne. Not only this, Rs.20 each will be charged on both the loading and unloading terminals. Thus, if a goods train has the carrying capacity of 25 thousand tonnes, one will have to pay Rs.50,000 for loading and the same amount for unloading i.e. Rs.1 lakh in addition to freightage per goods trains. That is to say that the present price rise can be tracked to levying tax on edible items when the House is in Session and he has said that he will impose no tax on food items, but before the commencement of the session he has increased taxes like this. It is the carrying capacity of the goods train with which the Railways are getting their revenues without

enhancing the track capacity, but no attention is paid on the safety.

Mr. Chairman, Sir, you might be aware that a lot of train accidents used to take place in this country. When Lal Bahadur Shastri was the Minister of Railways, a train accident took place and he tendered his resignation. When Nitish Kumar ji was the Minister of Railways, a train accident occurred in Gaysal and he also gave his resignation, because a train accident exerts extreme pressure on the Minister of Railways. You might remember when the NDA Government was in power, it was for the first time that the Railway track. ...*(Interruptions)*.

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): You speak on Godhara as well.

SHRI SYED SHAHNAWAZ HUSSAIN: Godhara? I am speaking what I have to speak, if you interrupt, I will speak in a very well manner. You are the Minister, you better keep quiet. ...*(Interruptions)*

SHRI JAY PRAKASH NARAYAN YADAV: Had Nitish Kumar ji gone there or not?

SHRI SYED SHAHNAWAZ HUSSAIN: I am speaking very well. Do not spoil the atmosphere; you are addicted to make a running commentary in between. This is the speech of the Minister of Railways and I am giving the reply; who are you to comment? You are the Minister of State. ...*(Interruptions)*

SHRI JAY PRAKASH NARAYAN YADAV: I am reminding you. ...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: You are not able to do justice to the Department entrusted to you and you are making running commentary every now and then. Laluji does not need any help from Jay Prakash Ji, but the latter is thrusting his help on him. Take your seat. ...*(Interruptions)*

SHRI JAY PRAKASH NARAYAN YADAV: Everybody has a right to speak in the House.*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: No, you have no right. You are a Minister, and you do not have any right to interrupt in between. You are a new Minister, go through the rules, you do not know. This is not the matter related to your department. You are speaking in between without any reason. ...*(Interruptions)*

SHRI LALU PRASAD: Jay Prakash ji is rather helping you. Nitish ji did not go to the spot where the train caught fire. He is telling you and, thus, is helping you. ...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: Hon'ble Minister of Railways, discussion is going on in a very good atmosphere and after undue interruption I also feel encouraged. Earlier I was going on the right track and I said nothing otherwise about Lalu ji. However, Jay Prakash Ji is my neighbour in Monghyr but I do not know if he will contest election next time from there, as the rumours are somewhat different there, but he interrupted in between. He is not playing the role of a neighbour, how shall I convince him. ...*(Interruptions)*

SHRI JAY PRAKASH NARAYAN YADAV: I am only doing my duty, you please continue. ...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: I have submitted that today there is a need to pay much attention to the security and safety of the railways. During the NDA regime, Vajpayee ji's Government had provided Rs. 17 thousand crore for the safety and security of the railway track. Then, hon'ble Nitish Kumar ji was the Minister of Railways. However, today no attention is being paid in this direction. Today, the railways has become a soft target. If there is any soft target for terrorists of the world it is the railways. Straight away, they target the railway stations. The terrorist attack on Hotel Taj in Mumbai is being discussed immensely, however, the number of persons killed at the railway stations far exceeded the number of persons killed inside Taj. CCTV cameras installed there captured the scene and the personnel of railway protection force did their job well. I congratulate them. However, there is a need to further improve security. As a responsible opposition, it is our duty to remind them about this and those who are in power should carefully listen to the opposition. Hon'ble Lalu ji is listening carefully, however, some Members from behind are interrupting, other wise discussion is going on quite smoothly.

The UPA Government should install CCTV cameras, smart video cameras and metal detectors at all the railway stations, however, till now, it has not been done. One thousand posts are lying vacant in the Railway Protection Force. Through you, I would like to submit to the hon'ble Minister of Railway that whenever any crime takes place in the railways, GRP and RPF blame each other. Every time people say that GRP is responsible for this or RPF is responsible for this. I feel that full powers should be given to the protection force of the railways. Responsibility should be fixed in this regard. The hon'ble Minister of Railways had said in his speech that he would keep it in mind. I distinctly remember that the hon'ble Minister of Railways had gone to Kashmir to attend the programme of the Minister of Civil Aviation. I am fortunate that during hon'ble Atal Bihari

Vajpayee ji's regime I had laid the foundation stone of the airport that they had gone to inaugurate. This work was completed. While on the one hand I had laid the foundation stone for the airport, on the other the Minister of Railways and the Minister of Civil Aviation had gone there to inaugurate it. The projects related to the Railways, Civil Aviation and Surface Transport Ministries take four to five years for completion. When they had gone to inaugurate the airport in Kashmir they mentioned the name of the Chairperson of UPA, however, they did not mention about hon'ble Atal Bihari Vajpayee and Nitish Kumar ji who had started the projects.

Sir, I would like to submit that anti-collision devices are installed to check train accidents. I can recall that anti-collision system was installed in Kishanganj when hon'ble Nitish Kumar ji was the Minister of Railways. When Nitish Kumar ji had gone to Kishanganj to install anti-collision device I was also present there in that programme as a Member of Parliament and hon'ble Taslim Saheb was also there as a Member of Legislative Assembly. ...*(Interruptions)*. The MLA was also there.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI TASLIMUDDIN): While being in BJP his memory has become weak. He should improve his memory power. ...*(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: I said that he was the MLA of that area. Lalu ji is the Minister of Railways, however, he is also the M.P. of Chhapra. It is not that he will be angry if any one calls him the MP of Chhapra. However, if I say that he was MLA and also the Minister then he may not say that my memory is weak. I had mentioned his name just for reference otherwise I would not have referred to him. However, I have mentioned his name with respect. But he stood up. I knew that he would rise and make some unsavoury comment. He cannot speak anything good. ...*(Interruptions)*

SHRI TASLIMUDDIN: You should feel blessed for having mentioned my name, otherwise you would go to hell. ...*(Interruptions)*

MR. CHAIRMAN: Shah Nawaz ji, please continue.

SHRI SYED SHAHNAWAZ HUSSAIN: After installation of anti-collision device there, the incidents of Railway accidents are not taking place today. Gaisail like incidents are not occurring because Nitish Kumar ji has done a commendable work in this regard. He did not get credit of his work because he is not the Minister of Railways today. Hon'ble

Laly Prasad ji, the present Minister of Railways got the maximum credit for all such works. The projects were launched by Nitish ji and he is cutting ribbons and breaking coconuts. He is taking the credit of all these works that were infact done by his predecessor. *...(Interruptions)* and our Government will get the credit of whatever will be done by the present Government. Thus the credit of the work that will be started by the present Government will go to the next government.

Sir, now I come to the railway fare. It is being widely propagated that the railway fare has not been increased, rather it has been reduced. This is being extensively discussed in the country. How the fare was increased during the regime? He said that fare has been reduced by Re.1, or reduction is 2 percent. The rate of diesel in the country has decreased by more than 70 percent and the reduction in fare is only 2 percent. *...(Interruptions)*

SHRI SURENDRA PRAKASH GOYAL: What was the rate of diesel three years back. *...(Interruptions)*

MR. CHAIRMAN: It will not go on record.

*...(Interruptions)**

SHRI SYED SAHNAWAZ HUSSAIN: Sir, he is using very unparliamentary expression. I can be more rude to him. *...(Interruptions)*

MR. CHAIRMAN: Taslimuddinji, please don't disturb him.

...(Interruptions)

SHRI SANTOSH GANGWAR (Bareilly): Sir, it is quite unfortunate. The hon. Minister should not interrupt like that. *...(Interruptions)*

SHRI LALU PRAAD: One should not take it too seriously. He may continue. *...(Interruptions)*

SHRI SANTOSH GANGWAR: The hon. Minister should not have spoken like that. *...(Interruptions)*. You already enjoy a good reputation, this will not add to your reputation. *...(Interruptions)*

SHRI LALU PRASAD: All right, please continue. *...(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: There was a tatkal quota during the N.D.A. regime which was meant to facilitate immediate reservation. It's like the tickets booked

under tatkal facility at the airport cost less whereas the tickets booked in advance are available at a defined rate. However, things are taking place to the contrary in the Railways. He did not increase the fare. Earlier the number of seats used to be increased and an extra boggy used to be provided. However, Laluji has converted the 30 percent of the train quota into tatkal quota. If two hundred cinema tickets out of the five hundred are sold in black then who is going to check. Today, there are long waiting lists in the railways and it is manipulation of figures that 30 percent seats are reserved under tatkal and that too five days before. And Rs. 150/- to Rs.300/- are being charged on it. On the one hand he is claiming that there is no increase in fares and on the other crores of rupees are being extracted from the people's pockets.

The rates of platform tickets have been increased from Rs.2 to Rs.5. If one has to travel to Agra under 'tatkal' then he will have to buy ticket upto Kolkata. It is gross injustice to the people. He is in office as a Minister to provide relief to the people but he has devised such policies which are pinching the pockets of the people. Without increasing the distance and speed of the trains, they are upgraded as superfast trains. The fares were cut by Rs.2/- and thereafter, fares of superfast trains were charged from the people.

Mr. Chairman, Sir, through you, I would like to tell the hon. Minister of Railways that there has been a heavy dearth of railway facilities and passengers trains are being changed to superfast trains. *...(Interruptions)*

There has been no improvement in the railways. There are dirty beddings in the trains. Toilets are not clean. No proper catering facilities are available. *...(Interruptions)*

MR. CHAIRMAN: Please do not disturb.

...(Interruptions)

MR. CHAIRMAN: Please sit down.

...(Interruptions)

SHRI SURENDRA PRAKASH GOYAL: Mr Chairman, Sir, he is lying. *...(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSIAN: Rajnathji is contesting elections from his constituency, so he is nervous. *...(Interruptions)*

MR. CHAIRMAN: You can give him a reply when it is your turn.

...(Interruptions)

SHRI SURENRA PRAKASH GOYAL: Mr. Chairman, Sir. *...(Interruptions)*

MR. CHAIRMAN: You may carry on, nothing is going on record.

...(Interruptions)*

MR. CHAIRMAN: Shahnawaz ji, please don't pay him any attention, please continue.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, through you, I would like to remind the hon. Minister of Railways that he had given an assurance in regard to providing good quality Khadi sheets in the railway bogies. Not to talk of Khadi sheets, they are providing torn sheets and our colleagues, the Members of Parliament also travel by train, that facilities have not been improved over the years rather they have decreased. It is an irony that in this age of providing services and facilities to the consumers/passengers in every sphere of life, the Railway seems to have remained untouched. No new assurances have been made in the railway budget. A poet has said that there is nothing great in repeating off quoted cliches, giving expression to dead words calls for one's caliber. However, he is repeating the same old rhetorics that a new train has been introduced or the route of a train has been changed and shows magnanimity whenever Member demands for a train on his route by sanctioning the same, however, nothing has actually been done on ground. ...*(Interruptions)*

MR. CHAIRMAN: Goyalji, why are you getting up time and again? Nothing of what you say is going on record. Please keep quiet.

...(Interruptions)*

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, in Bihar it is being hotly discussed, many hon. Members and my own party members also say that Bihar has got a fair deal in the current budget. Rajdhani train is proposed to be introduced in Bhagalpur. The goods train on Jamalpur-Howrah track is plying very slow. It was requested that the railway bridges in that area are very weak and it was necessary to repair these first. The announcement made by him to this effect is welcome. I know it will not be introduced soon. This job will have to be done by our Government. I had made this request to you when NDA Government came to power, a stoppage was provided for Rajdhani in Kishanganj. I had requested the hon. Minister of Railways to provide a stoppage in Naugacchiya. He could have done it immediately, even one-two minutes stoppage is enough. The bridge between Naogachhalya and Bhagalpur was constructed during his

term; if stoppage could be provided there it would have been beneficial for the people of that area. At my request he has announced about DRM office. ...*(Interruptions)* Much is required to be done for railway track, however, it has not been done. I would like to submit that he has painted a rosy picture. Recently he had gone to Japan. ...*(Interruptions)*

SHRI TASLIMUDDIN: Now the train has been extended upto Bhagalpur. ...*(Interruptions)*

MR. CHAIRMAN: Why do you speak again and again.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: Please do not disturb like this. ...*(Interruptions)*

[English]

MR. CHAIRMAN: It will not be recorded.

...(Interruptions)*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Sir the hon'ble Member is using unparliamentary words. ...*(Interruptions)*

MR. CHAIRMAN: Shahnawaz Hussain Saheb unparliamentary words will be expunged.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, hon'ble Minister is speaking wrong things*.

MR. CHAIRMAN: Shahnawaz ji, that will not go on record.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: He should observe decorum while speaking.*

MR. CHAIRMAN: Shahnawaz Hussain ji, objectionable content will be expunged from the record.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: Once I had defeated him in election, so he is envious of me and saying such things. ...*(Interruptions)* I have exercised much restraint.

MR. CHAIRMAN: Taslimuddin ji, it does not behove you to interrupt him time and again. You are wasting the time of the House by disturbing him again and again.

SHRI TASLIMUDDIN: Since my name was mentioned, so I said so.

*Not recorded.

*Not recorded.

SHRI SYED SHAHNAWAZ HUSSAIN: I had mentioned his name in good sense. Calling him honourable. I had said that he was present there.

MR. CHAIRMAN: Unparliamentary words will be expunged from the record.

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Chairman Sir, I have been a Member of Parliament for a long time and usually speak in the House. All my colleagues in opposition know that I restrain my speech and respect the elders and speak with due respect. I have never lost my control. With due respect I had started my speech and had not said anything that was insulting to the hon'ble Minister. I said that hon'ble Minister was also present there. Except this, I had said nothing else. Thereafter, whatever was discussed and transpired is not part of my nature. You please forgive me. The Parliament has never witnessed me in such a posture. However, it was due to tit for tat approach that I had to adopt this posture.

MR. CHAIRMAN: Objectionable words will be expunged from the proceedings. Now you please continue your speech and conclude it.

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Chairman, Sir, I was submitting that Lalu ji had gone to Japan. Several hon'ble Members had also accompanied him. Lalu ji said that after taking over the charge of the Ministry of Railways he has made it a profit making entity. However, when Pranab Da was giving his interim Budget speech in this House, he said that even today Railways need budgetary support. That means Railway is not in profit. I have Danik Bhaskar newspaper with me. On the front page of the paper there is mention about this speech delivered on 17th of the month by hon'ble Pranab Da. It is due to paucity of time that I do not want to read it out, however, I would like to submit that the hon'ble Minister of Railways has said about the manufacturing of 30,000 goods train bogies and 4620 passenger train bogies but after the implementation of recommendations of Sixth Pay Commission, railway needs more funds for all these things. Today Railways do not have surplus funds and it needs more funds from the Government of India.

17.44 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

I would like to submit that the Minister of Railways had to say about the experience of travelling in India, however, instead he described about his journey to Japan. What should be the India of his dream? He had shown the dream of bullet train. The hon'ble Minister of Railways in his railway

budget speech has said about the bullet train. Whether he remains the Minister of Railways or somebody else becomes the Minister of Railways, but it will take at least five years to implement the Railway budget of one year. He has presented the interim rail budget for four months only. He has painted a very rosy picture. I know that the people of the country will decide the course of the realization of these dreams. The people of the country will decide whether to approve or disapprove the agenda fixed by them. It will be decided in the coming Lok Sabha elections.

I would like to submit to the hon'ble Minister of Railways that the people of the country had great expectations from the present Government, however, he has presented a rosy picture in the railway budget, but in few days time code of conduct will be enforced. As a leader of the party I have presented my views in the Lok Sabha and as an MP of Bhagalpur I also express my gratitude to you. With these words I conclude and request the Government to implement whatever they have promised. Only then the people of the country will be thankful to you.

*SHRI RAM SINGH KASWAN (Churu): The Hon'ble Minister of Railways has tried to give relief to the common man in the Interim Rail Budget, 2009-10. Relief has been provided, in passenger fare, however, industrial sector is disappointed as no relief has been given in freight. The Hon'ble Minister has not given any assurance in regard to rail safety. The construction of manned crossings in the rural areas has found no mention in this Railway Budget. The gauge conversion work from Sadalpur to Rewari has been completed long ago, but till today no express train has been introduced from Sadalpur to Delhi. The people of the area and the social organizations have been demanding introduction of the said train since long. An assurance to introduce a train from Sadalpur to Delhi after gauge conversion was given in the last year's Budget, but no action has been taken in this regard so far and this train has not even found any mention in this year's Budget. At present, passenger trains run from Sadalpur to Rewari and Sadalpur to Hissar only which is inadequate. The timings of these trains are also not suitable for the common people. In addition to it, there is a long standing demand to extend Ludhiana-Hissar train to Sadalpur. Therefore, trains to connect Howrah and Patna via Sadalpur-Patna should be introduced without any delay and an express train should be introduced on Sadalpur-Hissar-Ludhiana route.

The gauge conversion work from Sadalpur to Bikaner and Ratangarh to Degana and rest of the route should be started without delay. A demand for gauge conversion of

* Speech was laid on the Table.

Ratangarh-Sardarshahar rail line is being made for a long time now it should also be sanctioned and started without any delay.

An announcement in regard to gauge conversion of the railway line from Sriganganagar to Jaipur was made in the last Budget, but so far no action has been taken in this regard nor any work has been started. The gauge conversion of the said important line is very essential.

Demand for sanctioning a new railway line on Churu-Taranagar-Nohar, Sardarshahar Hanumangarh and Seekar-Salasar-Nokha, section is being made for a long time now but it has not found any mention in the Budget. Sanction for laying of the said line should be given in the current financial year.

The people are facing a lot of difficulties in the absence of manned crossings. The rural folk have also staged demonstrations many a time, but they do not get any relief.

URBs can be constructed over the Loharu-Sadulpur-Ratangarh railway line across Rampura-Gulgara road, Bewad-Bhojan road, Kandhran-Radwa road, on the western side of Dokawa station, on Damar road going from Hadiyal village (NH-65) to Tamkor and near Payali Halt Station, which is an exit point of the entire village.

URBs can also be constructed at Seetalnagar on Ratangarh-Bikaner railway line, Bigawas Ramsara, Hemasar, near Benisar village near Bhojasar village on Ratangarh to Deedwana railway line on the north side of Padihara village where an unmanned railway crossing was closed, central kettle crossing no. 46D from Balasmand to Sanwarand, near Pahadsar Gram on Sadulpur junction to Hanumangarh railway line on the Chubkia Tal to Thigarala section on the Narwasi-Thayali road, near Dhani Chhoti on Sindhmukh-Bhadra road, on Sadulpur-Hissar section on Pradhanmantri Gram Sadak route leading from NH-65 to Lutana Sadamukh, on NH-65 to Lutana Poorna and on way from Lasedi to Mithi Reduwan.

On Chura-Sikar rail route: near Khasoli village.

In addition to it:- The stoppage time of train no. 2307/2308, Howrah-Jodhpur train should be increased from 2 minutes to 5 minutes and the train no. 5631/5632 should be provided stoppage at Degana.

New Halt Station: In view of public interest it is very essential to sanction Anandwasi Halt Station on Ratnagarh-Sardarshahar route, Jaisalsar Halt station in the centre of Bigga and Shri Dungargarh station, and on Benisar Halt Station between Shri Dungargarh and Sudsar.

Computerised Reservation Centre: Even today there is no computerized reservation facility at Ladanu and Shri Dungargarh stations. These are very important stations. Therefore, in public interest CRS facility should be made available at both the stations. Even after grant of sanction, Computerized Reservation Centre has not been made operational at Ladanu. It should be made operational as early as possible.

*SHRI HARIKEWAL PRASAD (Salempur): Sir, the interim Railway Budget for the year 2009-10 that has been presented by the hon'ble Minister of Railways may be a good budget for the popularity of the UPA Government but it is not a good sign for the betterment of Indian Railways and rail passengers. The present budget has also been prepared on the lines of previous five budgets having no commitment towards basic changes except the populist announcements and false assurances. Emphasis has not been given on any thing except reduction in train fares and increasing the number of trains. Very less attention has been paid on the passenger facilities, basic infrastructure, security and safety of passengers which is evident from the provisions made in the Budget. The hon'ble Minister of Railways, every year, in his budget speech generously increase the number of new trains, however, he deliberately ignores this fact that it is equally essential to carry out doubling, electrification and gauge conversion of railway lines? and speedy construction of new railway lines in the same proportion. It is due to increase in the number of trains and neglect of basic infrastructure and pending railway projects that important trains are running late by hours. The security and safety norms have been thrown to the winds. When the hon'ble Minister of Railways was making claims about decline in the number of rail accidents, exactly after few hours of that, a train got derailed near Jajpur station in Orissa and in that accident more than two dozens people were killed and more than hundred persons were injured. After eight hours from that accident, there was another collision between engine and a train at Sugawali railway station in Bihar in which more than three dozen passengers were seriously injured. Then exactly after two days, four persons were killed when an under construction railway over bridge collapsed on them. It appears that the present interim railway budget has been caught between figures of three and thirteen because after the introduction of rail budget on 13th February incidents of rail accidents continue to occur for three days. Similarly, assurance about safety and security of railway passengers is given in every rail budget but, it is not translated into action. The incidents of throwing out of weak railway passengers from running trains by ruffians, looting,

* Speech was laid on the Table.

[Shri Hanikewal Prasad]

drugging and rape are rising. The railway protection force that was constituted to check such incidents has become a force to robbers because in most of the cases they are found involved. Most of the terrorist incidents in the country have occurred on railway station, however, despite repeated announcements, no permanent arrangement could be made for the safety of railway passengers.

As far the question of passenger amenities in interim railway Budget are concerned, these are negligible. The hon'ble Minister of Railways has been giving assurance to increase railway facilities since its first rail budget, however, he does not fulfil those promises. In his Budget speech for the year 2004-05, he had promised to introduce Kulhar at railway stations and trains in place of plastic cup and glass to provide employment to rural artisans. Similarly, he had announced to serve 'mattha' in place of tea and use of Khadi curtains and bedsheets. Not only this he had also promised to transport vegetables from villages to towns and cities in refrigerated bogies, however, till date nothing has been done. The hon'ble Minister of Railways has certainly made arrangements for the employment of 25 lakh small vendors by way of implementing catering policy 2005. Most of them were physically challenged, widows, from minorities, freedom fighters, ex-servicemen etc. The licence fee for the small vendors who support their families by selling food items have been increased by 40 to 95 times so that they are forced to leave their business and big companies and corporate houses take over that business. It is on account of levying of higher fees by IRCTC that vendors have increased the prices of food items and the quality of food items is also deteriorating day by day.

Sir, in current interim railway budget it has been announced to introduce 43 new trains, increase the frequency of 14 trains, extension of route of 15 trains and construction of some new railway lines. In this case too the assurances given by the Minister of Railways could be fulfilled partially. For example, two years back, the hon'ble Minister had announced to introduce a new train under Northeastern Railways between Gorakhpur and Chhapra, however, despite announcement of its time table the train could not be introduced till today. Similarly, in his second budget speech he had announced to conduct survey for new railway line from Barhaj Bazar to Faizabad via Dohrihat under the same railway division. Though the survey work has taken many years, to complete, but, the construction of the said line is not being started on the plea that it is unprofitable route whereas the fact is this that the said line links several religious and tourist places. Contrary to this, the

hon'ble Minister of Railways is getting the new railway line from Bhatni junction to Hathua that connects his in-laws village constructed on war footing though it is of no use. While discriminating with Uttar Pradesh in his new announcement he has given so many gifts to Bihar. It has been announced to introduce one dozen new trains, constituting two new divisions and setting up of two rail factories in Bihar.

The hon'ble Minister of Railways in his budget speech has not mentioned any thing about checking corruption in railways. Very often the incidents of black marketing of rail tickets in Indian railway come to light. The incidents of leakage of question papers in Railway Recruitment Board examination have become a common phenomenon. Last year heavy bribes were taken from the candidates for the direct recruitment of two thousand grade four staff in North Eastern Railway and I had also sent written complaints along with the proof to the Railway Board and the Prime Minister, however, till now no action has been taken in this regard. Last year, a sex scandal come to light and several railway staff members and officers were sent to jail for their involvement. The name of a senior railway officer also figured in connection with that scandal, however, under political pressure this matter was hushed up. The CBI had detected serious case of corruption in the construction department of North-Eastern Railway, however, no departmental action was taken against guilty persons.

I would like to demand that the hon'ble Minister of Railways should, in accordance with the announcement, made and assurance given, start the construction of new railway line from Barhaj Bazar to Faizabad via Dohari Dhar and also start construction of the proposed overbridges at Salempur Junction of Varanasi-Bhatani railway division and Vilthara Tod Station in public interest. Computerized railway reservation facility should be provided at Bhatani and Bhatpar Rani Railway Stations of North Eastern Railway. Beautification of Bhatpar Rani Railway Station should also be carried out. Proposed intercity express train should be introduced between Chhapra and Gorakhpur. Rajdhani Express should be introduced from New Delhi to Barauni via Lucknow, Gorakhpur and Kaihat Express running between Delhi and Azamgarh should be extended upto Manjh. Stoppage of Bihar Sampark Kranti and Garib Rath should be provided at Deoria Sadar station. Stoppage of Durg Express should be provided at Salempur junction, Lichchhvi Express at Kar Road, Jansewa Express at Bharpar Rani and intercity express at Diharapur. Similarly, stoppage of the train running between Bhatani of Varanasi division and Barhaj Bazar should be restored at Bhati Deoraha Baba halt and Sisai Gulabrai halt. Effective steps should be taken to allot railway

land to such persons who have shops on railway land at Salempur junction. With these words I support the Interim Railway Budget.

*SHRI MAHAVIR BHAGORA (Salumber): Through you, I would like to draw the attention of the hon'ble Minister of Railways towards the neglect of Udaipur rural (tribal) dominated area under Udaipur Division of Rajasthan. The entire region is very backward because it is a tribal dominated area and is deprived of means of transportation. I would like to make the following submissions to the hon'ble Minister or Railways:-

270 k.m. long Udaipur-Ahmedabad metregauge line should be converted into broad gauge.

New train should be introduced between Udaipur and Indore via Ratlam. New railway line should be constructed from Dungarpur to Abu road via Khairwada or Rishavdev road, Jhadol, Kotda and a new train should be introduced on this route.

A new railway line from Badi Sadri to Pratappgarh, Banswada Dohod via Kushalgarh should be sanctioned and a new train introduced.

A new railway line should be laid from Khairwada to Dungarpur, Sajwada Ratlam via Banswada and a train should be introduced.

The gauge conversion work of 400 k.m. long Ajmer-Ratlam via Chittaur rail line, a 200 k.m. long Chittaur-Kota line, 120 k.m. long Udaipur-Chittaur line, 80 k.m. long Mavali-Badi Sadri line and 200 k.m. long Mavali Marvad rail section should be carried out.

Express train running between Indore and Udaipur should be extended upto Bhopal, Mewad Express running between Udaipur and Delhi should be extended upto Haridwar- Udaipur to Bandra Express train should be run daily.

I would like to request the hon'ble Minister of Railways that he should pay special attention to the said demands of the tribal dominated rural area of Udaipur under my Parliamentary constituency.

SHRI NAVEEN JINDAL (Kurukshetra): Sir, I am thankful to you for, like previous years this year too, you gave me time to speak on the Railway Budget. I strongly support the Railway Budget (2009-10) and congratulate the hon'ble Minister of Railways because like previous years this year too, he has presented a historical Budget and has given concessions in fare to every railway passenger in this Budget.

* Speech was laid on the Table.

Through you, I would like to draw the attention of the honorable Minister of Railways to some problems of my Parliamentary Constituency, Kurukshetra, towards which I have been continuously drawing his attention for nearly last five years.

Regarding making Kurukshetra a modern station

Kurukshetra is a historical and religious city where people come not only from India but every nook and corner of the world for doing 'pinddan' of their forefathers and take a holy dip at the time of solar eclipse. Though the hon'ble Minister of Railways had announced that Kurukshetra would be made a model station, however, till now no work has been done in this regard. So the Government should take steps to start work at the earliest so that people of this area may feel that something has been done in this regard.

Provision of lift and escalators

The decision of the Railways to provide lift and escalators at certain stations is commendable since aged people, women folk, sick and handicapped persons face a lot of inconvenience for want of lifts and escalators at big stations. It is requested that a lift and escalator should be provided at Kurukshetra station in wake of the decision to modernize this station so that the pilgrims coming from across the country to this place particularly aged persons, women, children and handicapped persons on the occasion of solar eclipse and other religious festivals could be benefited by it.

A ticket window was started in sector-13 of Kurukshetra, it is, however, lying closed. Some time back when General Manager of Northern Railway visited Kurukshetra, the residents there had lodged their complaint with him. So it is requested that this ticket counter should be opened according to the departure time of trains.

Train facility from Kaithal to Delhi via Kurukshetra

I have been raising this issue approximately for the last five years. When General Manager Northern Railway visited that place then all the social organizations, business institutions and students requested introduction of a train on this route. The people of Kurukshetra, Kaithal and nearby areas would have been very happy if a train had been started at the time when the hon. Minister of Railways had given an assurance to the House to start 43 new trains in the year 2009-10. So, the hon. Minister is requested to give an assurance in his reply to run this train.

Construction of ROB/RUB

Construction of ROB and RUB is undertaken on the basis of 50:50 partnership with the State Governments. In

[Shri Naveen Jindal]

this regard I would like to draw the attention of the hon. Minister of Railways towards three ROB proposed in my constituency.

1. The construction of roads around ROB at Level Crossing No. 32 near Anaj Mandi, Kaithal was allotted on 8th January 2008. The work of ROB was to be completed by the end of February 2009, which has not been completed so far. It should be completed as soon as possible so as to provide relief to the people.
2. The revised profile sketch of ROB at Level Crossing No. 98B2 on Old Radaur-Yamuna Nagar Road has been sanctioned. So, work on this ROB should be started as soon as possible.
3. The work of ROB at Level Crossing No. 98 AC crossing Shahabad-Thol (Toll) Road in Kurukshetra District is pending as the Railways is mulling whether the ROB can be constructed on two instead of three pillars and whether it could be constructed on Railways' land. This case is pending with the Chief Engineer (Bridges) of Northern Railways for the last two years. So, immediate decision should be taken in this regard.

Construction of New railway line

The construction of 155 k.m. new line was completed in the year 2007-08 and the 350 k.m. long new line was proposed to be laid in the year 2008-09. In this connection I had requested the hon. Minister of Railways to construct Yamuna Nagar-Patiala railway line, whose engineering cum traffic survey was completed in December 2005. As per my information the total length of this railway line from Jagadhari to Kurukshetra is 58.61 k.m. and from Pehowa Road to Daunkalan is 82.80 k.m. however, its rate of return is reported to be (-) 10.11 percent. In my opinion, although the rate of return is negligible but several industries in this sector would pop up after the construction of railway line and rate of return of this line would turn positive. If the Railways is not in favour of completing this line then it should at least construct Jagadhari-Kurukshetra line. It would facilitate the transportation of goods going to and fro from Rohtak and Jind to U.P.

Diversion of Railway line at Kurukshetra

Generally, a lot of time is taken in the land acquisition process for railway projects under the Land Acquisition Act 1894. Thus, an amendment has been made in the 1989 Act on the lines of National Highways Authority Act of India to ensure immediate land acquisition for crucial railway projects. In this regard, I would like to say that the Kuruk-

shetra-Narwana Railway line passes through densely populated areas in Kurukshetra and people living on the either side of this line face a lot of inconvenience. In this populated area there are three level crossings on this line which keep on lying closed for hours due to which there is a heavy traffic jam on both sides of these level crossings. On the occasions like solar eclipse and other festivals the situation worsens. I, therefore, request you to shift this railway line outside Kurukshetra City. It would not be an exaggeration to say that the railways could get more earnings from the commercial use of the old land than the fund likely to be spent on shifting of this rail line.

Electrification of Kurukshetra-Narwana Rail Sector

I want to draw the attention of the hon'ble Minister of Railways that Kurukshetra-Narwana rail line was proposed to be electrified with a cost of Rs. 17.09 crore in the year 2006-07, but due to some reasons this work could not be started so far. My request is that electrification of this line should certainly be done in the year 2009-10.

Discharge-free green toilets

It becomes very difficult for the passengers to move on railway station, particularly during morning time when human excreta could be found littered around the station area. To resolve this problem, the Railways propose to provide facility of discharge-free green toilets in all the 36 thousand coaches with a cost of Rs.4000 crore by the end of 11th Fifth-Year Plan. I request the hon'ble Minister to expedite the said process.

On-board sanitation facility has been introduced in some Rajdhani and Shatabdi trains with the help of some professional agencies. So my request is that this facility may be extended in all the trains.

Railway Crossing

Out of 37,800 railway crossings, there are about 18000 unmanned level crossings in Indian Railways due to which rail accidents continue to rise day-by-day. I, therefore, request the hon'ble Minister of Railways to convert all these unmanned level crossings into manned level crossings soon and this job will now become very easy because licensed coolies can be deployed at these unmanned level crossing as it has been decided to give them jobs as gangmen and other fourth-grade employees. My request is that at Dhirpur-Adhoni Road the unmanned railway crossing in Kurukshetra district be converted into manned level crossing at the earliest.

At the same time, I urge the Minister of railways that the operation of all the manned level crossings should be made

automatic like those of in the foreign countries so that the people do not face any unwarranted inconvenience while crossing these level crossings, as it has come to notice that these manned crossings remain lying closed for long.

Some other important issues

The latest design water booths and trendy refreshment room should be set up at the railway stations of Kurukshetra, Kaithal and Jagadhri.

Sanitary system on Kurukshetra-Yamunanagar and Kaithal railway stations is in a very bad shape. Benches on Kurukshetra and Yamunanagar stations are also in a dilapidated condition. So, these should be repaired and these stations should also be renovated.

Keeping in view the demand of the daily commuters, EMU trains should be introduced from Kurukshetra to Chandigarh in the morning at 6 O'clock and from Chandigarh to Kurukshetra in the evening at 6 O'clock. Similarly, an EMU train should also be introduced from Delhi in the evening at 5.30 p.m.

Kurukshetra has already been declared as a model station and lakhs of tourists come to visit here, so all the trains passing through this station should be given stoppage here.

At last, I would like to extend my thanks to UPA Chairperson, Shrimati Sonia Gandhi and Dr. Manmohan Singh under the leadership of whom such a Railway budget has been presented. I once again support this Railway budget.

[English]

*SHRI RUPCHAND PAL (Hooghly): Sir, while broadly supporting the Interim Railway Budget presented on 13 February, 2009, I would like to submit that the following issues need to be properly and adequately addressed at the earliest by the Railway authorities.

Many of them are very burning issues pending for several years. The concerned people expect and hope that this present Government will pay attention to the said burning problems affecting thousands of daily commuters and other people and solve the problems at the earliest.

I am citing below some of the burning issue affecting the people:

Urgent need to have a satisfactory solution to the long-pending problem of water logging at Bandel Railway Station in the Howrah Division of Eastern Railway-a) at the Bazarpara point and b) at the Platform area (a compre-

hensive suggestion has already been made by myself to Railway Authorities).

Need to increase the number of Suburban Trains in the Howrah and Bandel; Howrah-Burdwan, Sealdah-Naihati; Sealdah-Krishnanagar; Sealdah-Bandel; Sealdah-Bongaon in the Eastern Railway; Sheoraphuly-Tarakeshwar; Bandel-Katwa and similarly in the suburban sections of the South-Eastern Railway.

Urgent need to increase the number of rakes in the Suburban Trains from 9 to 12 coaches.

Need to ensure punctuality in the Suburban Service as also other services.

Need to urgently take up the project of construction of freight corridor up to Kolkata Port and to Haldia Port in the Eastern Freight Corridor.

Urgent need for completion of the doubling of Railway lines in – a) Bandel-Katwa Section and b) Seoraphuly-Tarkeshwar Section.

To continue Nalikul Railway Station in the Sheoraphuly-Tarakeshwar section of Howrah Division as a regular station and not to convert it into a halting station.

To undertake the construction of road from Chandanpur Railway Station to Durgapur Express Way Crossing Railway line at Chandanpur in Howrah-Burdwan chord line (as per request of the Railways, the MP Hooghly has provided Rs.15,23,000/- (Rupees Fifteen lakhs and twenty-three thousand only) as per the estimate made by the DRM, Howrah Office but subsequently not pursued by the Railways and the money was returned back to Collector, Hooghly. The scheme is to be taken up afresh by the Railways.

Urgent need to increase the passenger amenities including provision of drinking water, effective public address system, clean waiting hall for the passengers, particularly for the aged, disabled persons, women and children and availability of telephone facilities at Railway platform.

Widening of the sub-way at Bhadreswar Railway Station in the Howrah-Bandel line. Meanwhile in Howrah Division of Eastern Railway as per estimate of the Railways two MPs -MP from Hooghly and MP from Srirampur have contributed from MPLADS for construction of this sub-way.

Urgent need for a Rehabilitation plan for the oustees and persons evicted resulting from Railway Development work. The Railways need to provide suitable land for construction of their dwelling places and vending outlets.

[Shri Rupchand Pal]

Urgent need to use vacant Railway lands for cultivation of biodiesel (like *Jatropha* etc.).

Urgent need to improve Railway management in different areas instead of taking privatization route which will be ultimately harmful for the people of the country.

Need for connecting Nalikul in the Sheoraphuly-Tarakeshwar Section of Howrah Division with the Howrah-Burdwan Railway chord line so that the Tarakeshwar branch line can be connected to Sealdah.

Urgent need to make available Railway land to Haripal Panchayat Samiti for construction of a public stand in the interest of the Railway passengers.

To provide Railway land for Singur in the Sheoraphuly-Tarakeshwar railway line for construction of an approach road by Singur Panchayat Samiti in the interest of the Railway passengers.

Urgent need to provide suitable Railway land at Bandel and at Chinsurah Railway areas to the evicted hawkers/vendors who have formed cooperatives to continue their livelihood sources as promised by the Railway Ministry. The prayer of the cooperatives like 'Pragati Cooperative' and 'Sarat Chandra Cooperative' as also 'Chinsurah Hawkers Cooperatives' pending with the Railways for quite some time.

Urgent need to provide workmen at newly constructed Ticket Counters at Hooghlyghat Railway Station in Bandel-Naihati Branch line of Eastern Railway.

Need to declare presentation and repair of the existing Hooghly Jubilee Bridge on the Ganges between Garifa (24 Parganas North) and Hooghlyghat (Hooghly) where a new Railway Bridge is under construction just adjacent to the old existing one.

To name the new Railway Bridge between Hooghlyghat and Garifa after the name of great philanthropist and educationist Haji Mohammad Mohia as the Bridge is near the famous Hooghly Imambara and the sacred tomb of Haji Mohammad Mohia.

*SHRIMATI MINATI SEN (Jaipauri): Thank you Sir! I stand to express my support to the budget as a matter of routine. It would have been a pleasure on my part if I could express a whole hearted support to the budget as a parting gift to Lalu ji. But I am really sorry.

* Speech was laid on the Table.

In his opening speech, Lalu ji has said (I quote) " I can proudly say that Indian railways scaled a new pinnacle every year and now stand at the zenith of success from where, without imposing any burden on the common man" (Unquote). Is it a fact that during last five years, no burden on the common man has been imposed?

Lalu ji! During last 5 years, how many trains have been renamed as "Express Train" and thus imposing Rupees 20/- extra on each ticket? Before 5 years, what were the number of Tatkal Berths and how much was the charges to reserve a Berth in Tatkal Quota? In your time, the upper quota has been fixed at 30 per cent of all reserved seats. Tatkal charges have gone up from Rupees 50/- to Rupees 250/- and even if any passenger book his ticket for a midway station or board the train from a midway station, he or she is to pay for the train's entire run.

Lalu ji! On the other day you have hiked the freight charges for rice, foodgrains, pulses and fertilisers with effect from 1st February, 2009. As such, prices of all essential commodities have not gone down to the deserving stage. Still the people are to believe that Railways have not imposed any burden on the common man!

Hon'ble Minister for Railways has claimed that Railways have earned a profit of Seventy-thousand crores. It sounds good. But the question remains how the money is being invested. Can the Ministry of Railway deny that there are 245 pending schemes and extension of Railway network during the last five years is very negligible?

In your speech, you have said (I quote) " While private companies resort to anti-people measures like increase in prices, retrenchment of employees and lockouts. Railways have kept the human aspect as the central focus and achieved an extraordinary feat without putting any extra burden on the common man or the employees" (unquote).

Lalu ji! It is nice to know that you have not forgotten that private companies resort to anti-people measures like increase in prices, retrenchment of employees and lockouts. But, will you please tell us, how many services of the Railways have been outsourced to Private companies during your tenure? Right from ticketing to cleaning to catering and even maintenance of lines and bridges have been outsourced to private companies. In your reply to question number 224 dated 14.03.2008, raised in Rajya Sabha, you have admitted that between 2001-02 to 2005-06 number of 'C' category employees have come down to 8,86,454 from 8,92,890 and number of 'D' category employees have come down to 5,14,250 from 6,07,493. You have also admitted that during 2001-02 to 2005-06, Railway

has surrendered 1,12,664 posts. As a result of the outsourcing, Coromondal Express met a serious accident on the very day the Railway Interim Budget has been placed. Howrah - Tarakeswar local just some how manage to avoid another accident on 15th February for alertness of the Driver, who detected missing fish-plate in time. Contrary to the claim of Minister of railways 10,000 posts of Railway Police Force have also been surrendered. Thus, by way of outsourcing, lowering down the number of employees and surrendering the posts, the Railway is avoiding its statutory responsibilities like payment of wages and allowances, Provident Fund, Gratuity, Pension etc. This is no doubt tricky. But is there any difference between your Ministry and any Corporate House in the matter of employees relations, who cares for Profit, on any cost?

In every year's budget, you have declared a number of new trains, new lines and so on. In this years' budget too, you have said that 2187/2188 Jabalpur- Mumbai Garbi rath express will be extended up to Allahabad. Perhaps you have forgotten to mention that Mumbai- Jabalpur - Mumbai Garib Rath does not exist. However, having realizing this, the Railways quickly posted a note on 13th February saying the train will be flagged off from Jabalpur on February 20th, Regular runs of the train are likely to begin from February 21 from Chhatrapati Shivaji Terminus. The train will be extended up to Allahabad only once the new timetable comes into force.

Hon'ble Minister for Railways has declared that Railway is going to introduce Bullet Train. But is it not a fact that even after 60 years of independence, the average speed of trains in India is 36 kms.? In one hand, the Ministry of Railway is claiming credit for introduction of Internet booking of tickets. But what are the present states of affairs in the matters of Passengers, amenities.

Let me put an example. This is from North Bengal. The Delhi bound train from Radhikapur has started before a month. But passengers are still waiting for the waiting room, rest room, lavatory and even drinking water.

I hope that in your reply to this debate, you will provide us a comprehensive report showing year wise details of the new trains and lines declared and completed during these five years of your tenure.

Earlier, number of wagon manufacturing P.S.Us was referred to BIFR. Railway had decided to take over the Mokama and Muzaffarpur units of Bharat wagon Limited. But still the Railways ideas of placement of orders for wagons on private companies have not been abandoned. Chittaranjan Locomotive and Benaras Rail factory are not

getting sufficient borders. Hon'ble Minister for Railways has declared that Railway is going to introduce Dedicated Freight Corridors, it is a welcoming announcement. But the demand of wagon will definitely go up as soon as the dedicated freight corridors will be operational.

It is a fact that for years we were demanding taking over of wagon manufacturing units of Burn standard and Braithwaite. But only the Burn Standard is being taken over.

Sir! We demand that the Braithwaite wagon producing unit be also taken over by Railways. In these days of Global Meltdown, taking over of the wagon manufacturing P.S.Us and placement of sufficient orders on them will act as stimulus financial package.

Sir! During the N.D.A period Railways took a decision to form State Based Railway Zones. We objected to that proposal. Railway is a symbol of unity of the country. As such no planning should be made on the regional basis. But unfortunately, Hon'ble Minister for Railways has declared creation of Bhagalpur Division carving the existing small Malda Division. This means, expenditure of Railways will increase to the extent of 100 crores more. I do not find any justification for such expenditure.

I expect that in his reply, honourable Lalu ji will reply to the questions I raised.

Before concluding the speech, I would request Hon'ble Minister for Railways to consider:

Resumption of Train Service from Haldibari to Sealdah through Bangladesh, Development of Jalpaiguri Station, Completion of New Moinaguri-Jogikhopa Rail Line, Introduction of Passenger Train between Jalpaiguri Town and Alipurduar.

Introduction of another pair of passenger Train between Alipurduar and Siliguri via Mal.

Daily services of Kanchankanya and Uttarbanga Express, Speedy completion of New Jalpaiguri to New Coochbehar Railway line.

Construction new terminal on Jalpaiguri side at New Jalpaiguri station.

Construction of Fly-Over at Jaipaiguri no 3 Goomti and Alipurduar Assam Level Crossing gate, Computerised Ticket Counter at Falakata and Dhupguri Station, Extra vendor coach in Long distance trains, Controlled Rail Speed through the Jungle area to save the lives of the animals

MR. DEPUTY SPEAKER: Hon. Members, I have with me a list of 61 Members who would like to speak in this

[Shrimati Minati Sen]

debate. My request to the hon. Members that those Members, who would like to lay their written speeches, can do so and that will form part of the proceedings.

[Translation]

Second request is that the hon'ble Members may finish their speeches within 5 to 10 minutes and those hon'ble Members, who would like to lay their written speeches, can do so

[English]

and that will form part of the proceedings.

Now Dr. Col. (Retd.) Dhani Ram Shandil.

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla):
Mr. Deputy-Speaker, Sir, I rise to speak in support of the Railway Budget presented by Shri Lalu Prasad Yadav, our hon. Railway Minister on 13th February, 2009 in this august House.

Sir, I have listened very carefully to the speech of our hon. Member and our former Civil Aviation Minister, Shri Shahnawaz Hussain ji. I feel that he was very appreciative. But I feel that when something good happens on a national front, we must appreciate it. The work done by our hon. Railway Minister is really appreciated. I would like to place on record my deep appreciation for the praiseworthy achievement of 14 lakh Railway Employees under the able leadership of Shri Lalu Prasad Yadav and his Ministers Shri Narainbhai Rathwa ji and Shri R. Velu ji.

Under the able leadership of Dr. Manmohan Singh ji, hon. Prime Minister, and dynamic guidance of Shrimati Sonia Gandhi ji, UPA Chairperson, this is the sixth Railway Budget in the row, where there has not been a single rupee increase in the fare. On the contrary, the hon. Railway Minister has given Rs. 90,000 cash surplus to the national exchequer which is very praiseworthy, and I feel that it will go down in golden letters of the Railway history.

Sir, by managing freight business, keeping his farsighted and innovative approach, as his guiding principle, he has been able to achieve astonishing results, and he has turned Indian Railways into a Unique Mega Enterprise, a profit-making organization, in these tough days of recession, and not only the country but the whole world is proud of this achievement.

Sir, while this Budget is pro-poor and for the Aam Admi, this Budget also caters to all sections of the society. Introduction of fully air-conditioned 'Garib Rath's and free

passenger upgrade facility which has been given are pro-poor.

It can be said that overall the Budget presented is a welcome Budget. I am grateful to the hon. Railway Minister that he has listened to our continuous request from Himachal Pradesh, and the Railway authorities have decided to undertake the survey of the strategically important Himachal's Pathankot-Joginder Nagar-Mandi-Manali-Keylong-Leh Railway Project. A sum of Rs. 81 lakh has been sanctioned for its reconnaissance, engineering-cum-traffic surveys for construction of new broad gauge rail lines from Bilaspur to Leh via Kullu and Manali, and Joginder Nagar to Mandi.

Similarly, a sum of Rs. 23 lakh has also been sanctioned for updating the survey of gauge conversion of 189 kilometres Pathankot-Joginder nagar railway line.

Sir, with the implementation of the project, the Union Government would be saving adequately over the transportation cost of men and material to our national borders, besides saving the environment and ecology of that area. Sir, I had served in Leh, and I know that if this railway line is given, then I would say that it would be an achievement not only by Shri Lalu Prasad Yadav ji but by the nation as such, and our Armed Forces will be proud of this railway line.

In addition, I would also like to mention that this time Kalka-Shimla railway line has been declared as a world heritage site by UNESCO, and I feel that it will also receive the hon. Minister's attention for its upkeep and care.

Sir, I wish to emphasise that there is a need to pay more focused attention towards rail connectivity in the northern part of our country, keeping in view its geo-strategic location, as also to exploit its hydro-electric and tourism potential and to meet horticulture and agriculture market needs of its population. Now, I would like to give a few suggestions regarding issues concerning my constituency.

[Translation]

Sir, I would like to remind Lalu Prasad ji that when he visited Shimla with former Chief Minister Shrimati Rabri Devi, I personally attended him there for two days. Hon'ble Deputy Speaker, also knows that this is a religious place. I used to visit the place. I would like to submit that as you directed your officers to conduct the survey of the place that time and the same was conducted but I would like to request that the survey may be conducted again. As you have connected Nanded Sahib to Anandpur Sahib in

Punjab, similarly, if you connect Ponta Sahib, then not only people but whole Himachal Pradesh will be grateful to you. It is my request that when you give reply at the end, kindly mention the point that survey may be conducted. Hon'ble Prime Minister has himself said so and I request the Hon'ble Deputy Speaker to kindly support my point. Each year more than 20 lakh pilgrims visit this place. They proceed to Hemkund Saheb or Kedarnath or Badrinath from here and this is a holy place.

[English]

It is a very real cultural-religious tourism centre. I appeal to you, Sir, to please order the survey of this important line either from Jagadhari side, because there is already a railway line existing between Jagadhari and Ambala, or from Dehradun side, depending on technical considerations.

Secondly, this region is an industrial hub. If you improve Shivalik Range and take it to Dawla Ghat, where Ambuja Cement's factory is also there, it would be better. It was previously agreed to, but I think it got held up somewhere. If you could kindly get these two surveys done, I shall be grateful.

Finally, I would request the hon. Railway Minister to order implementation of already planned or approved rail projects. I would even suggest that for speedy implementation, a 'Rail Board' may be constituted to have a constant eye on such projects, in the public interest. It will be very kind of you.

With these words, I once again support this Interim Railway Budget, which is innovative, pro-poor and forward-looking. Thank you.

*SHRI B. MAHTAB (Cuttack): I stand here to deliberate on Interim Railway Budget Demands for Grants on Accounts for 2009-10. Railways which are the most preferred mode of transport for the masses in India, running 9 thousand trains, reaching 8 thousand stations and handling approximately 1.4 crore passengers per day has a number of commitments in its "Citizen's Charter on Passenger Services on Indian Railways" to provide safe and dependable train services to the passengers and ensure adequate passenger amenities in trains and at railway stations. This includes provision of clean and hygienic surroundings both at railway stations and in trains. But, I am sorry to mention that Indian Railways are the most dirtiest rail services ever found in this world. Once "Operation Cleanliness" was launched and a Task Force

*Speech was laid on the Table.

was constituted to address the issues but nothing much has happened. Inadequacy of standards, action plan and norms on cleanliness, absence of an unified department responsible for cleanliness and involvement of multiple departments, insufficient expenditure on cleanliness and inadequacy of policy on waste management has contributed to this dismal state. Even today, in this 21st century, cleanliness is largely viewed as a secondary activity, subservient to other activities such as maintenance. Why can't a coach be certified fit for next journey as is being done by maintenance for cleanliness activities also. Once this is done responsibility can also be fixed. Similarly maintenance of cleanliness in the circulating area outside the station building and on platforms, in the course, waiting rooms, retiring rooms, toilets, tracks adjacent to platforms, foot over bridge and drains and sewers, inside the station premises is urgent as well as necessary. But everywhere it is found wanting. It is because there is no systematic mechanism in place to monitor it. Deficiencies in waste collection and disposal, inadequacies in the provision of infrastructure, passenger amenities, inadequate training, all have compounded to make the situation even worse. Multiple departments are involved in cleanliness activities leading to lack of coordination among them. There is no accountability, there is no responsibility. Failure to prevent unauthorized persons from entering station premises have compounded the problem. Railways have no mechanism to assess or control the level of expenditure on maintenance of cleanliness in stations and in trains nor there is any policy on waste management. Railways have neither developed any standards as benchmarks nor formulated any norms at zonal level for ensuring cleanliness and sanitation in railway stations, trains and tracks. Why can't you rope in reputed NGOs for the job of cleanliness and sanitation on Indian Railways? The system and practices followed in Delhi Metro have been appreciated by passengers in Delhi. Can't you incorporate some of these tried and tested methods? As there is no resource crunch with respect to maintaining and monitoring of cleanliness and sanitation, do you expect increase in allocation or need to prioritize the expenses on Railway sanitation? The Ministry had earlier proposed to take up five stations per division and turn them into model stations. What is the progress?

Earlier I had raised the issue of installing CCTV cameras in big stations. How many stations have been equipped with CCTV cameras? What is the current status? Are they effective in promoting sanitation on the railway premises? Do you have any effective mechanism in place for regulation of crowd in railway stations?

[Shri B. Mahtab]

Now I come to the second aspect. It relates to safety. We have been repeatedly told that the Railways share of the total transport share has come down from 53 per cent in the 4th Five Year Plan to 37 per cent in the 9th Five Year plan. In 2004-05, Railways carried around 600 million tonne of freight comprising 64 per cent of the total revenues earned by the Railways. This proves that freight operations needs to be strengthened for profitability of Railways. A sound, safe and efficient modern infrastructure is required for smooth passenger as well as freight operations. This can only be done by upgrading the existing infrastructure which may improve the passenger and freight operations. The other is providing facilities which are specifically aimed at creating infrastructure for improved freight operations. Proper upkeep, renewal of rails, strengthening of bridges fall in the first category whereas acquisition of more wagons and locos, acquiring new rolling stock suitable for hauling heavier loads etc. fall in the second category. Dedicated freight corridors and their feeder routes are also required to be strengthened and improved.

When the expenditure under major plan heads is an investment aimed at creating infrastructure for improved freight and passenger services, I fail to understand why it does not commensurate with the level of Railway earnings. Why the amount provided through various funds created by Indian Railways for infrastructure development has not been utilized in full over the past years? In this scenario, how does the Railways plan to provide a sound, safe and efficient modern infrastructure for smooth freight operations?

Increase in the axle load is an area of concern. This increase was permitted with the objective to carry more tonnes per wagon thereby reduce the unit cost of operations by saving on locomotives and additional wagons. These were to be done duly ensuring safety in train operations. Prior to November, 2004 wagons were allowed to be loaded up to (carrying capacity) CC+2 tonne where the permissible axle load was taken as 20.32 tonne. From November onwards, the loading was permitted upto CC+4+2 tonne. In March and May, 2005 you permitted running of these wagons loaded upto CC+8+2 tonne on 16 identified iron-ore routes. The extra loading was to be restricted to the maximum axle load of 22.82 tonnes. This was done without any study by any specialized agency on the technical feasibility. You say that this decision was taken on the basis of field experience. But are you aware about the cost implication involved in running the freight trains with increased load. Have you made any study on the effect of costs and earnings? There has been substantial

growth in loading no doubt but have you reviewed the adverse impact on track, rolling stock and bridges? We are told all BG routes of Indian Railways have been notified as CC+6 routes. Iron-ore routes have been strengthened. But how many distressed routes you have? As on 1.4.2007, 75 number of distressed bridges were reported by your zonal Railways out of which 55 were targeted to be rebuilt during 2007-08 and balance bridges were to be taken up subsequently. What is the progress? This is gross callousness.

It has also been found that wagons were loaded to the extent of 24.49 tonne per axle as against the permitted axle load of 22.82 tonne. This has occurred in rail fractures and weld fractures on Central and South Eastern Railway. What steps you have taken? Have you fixed any responsibility? Have you taken the erring staff into task? There is not a single instance? Yet you say you would take care of safety. Have you made assessment of the extra expenditure required for the repair and maintenance of rolling stock and also the impact of extra time required for such repairs? As per instructions issued by Railway Board in March and May, 2005, the enhanced loading on specified routes was to be permitted subject to fulfilment of certain conditions. One was installations of adequate number Wheel Impact Load Detectors called WILD on the Zonal railways. Why installation of WILD been delayed? All this clearly shows that adequate steps have not been taken to provide safe and dependable train services.

Just within 8 hours after the Railway Minister read out his Interim Budget speech Coromondol Superfast Express met with an accident near Jajpur Road of Orissa which claimed 9 lives and left scores injured. Train accidents and safety measures were not in the Minister's mind when he presented the Rail Budget. What is more alarming is that due to lack of communication between the railway control room at Khurdha Road station and the Jajpur Road station master, coupled with poor maintenance of railway track, Coromandol Express derailed. Khurdha Control Room had asked the Jajpur station Master to alert the train driver to reduce its speed because a semi-automatic track changing junction was not in a position to take the entire load of the train, which was running at a high speed of more than 100 km/hour. I am informed that the Station Master was also asked to keep the signal on red till the train reduced its speed to cross the junction. But the linesman was not properly informed about the instructions. As a result, the signal was kept green and the track was also aligned, which was not supposed to be done for a train coming at a high speed. How could this happen? If this is not human error, what else is?

Third aspect is the high interest rates have begun taking a toll on key infrastructure projects. The Government accepted that there will be a massive 50 per cent increase in the financial estimate for modernization of new stations which are to be built of high world standard. Bhubaneswar station was identified along with New Delhi and Bangalore. But what is the progress? Modernisation programme is mired in controversy. Nobody knows when these projects will be completed. Fourthly, the unmanned level crossings are known to have taken a heavy toll almost every year. Isn't the Government aware that technology has been developed under which gates can be closed automatically when a train approaches. The pedestrians can be warned through an audio system. If the gate is not closed then train will be stopped. Has any attempt been made by the Government to procure the technology to operate a selected gates as a part of the pilot project? I would suggest, identify certain unmanned gates where such trial can be launched. Accidents have decreased from 72 in 2006-07 to 65 in 2007-08 no doubt but it is still a cause of worry when out of 34 thousand 152 level crossings in the country only 16 thousand 775 are manned. Since most of the unmanned level crossing accidents are caused due to negligence of road users, public awareness is necessary no doubt but attempt should be made to go in for faceless gates at the earliest through new technology.

The interim railway budget for 2009-10 is cleverly packaged to tom-tom the scoreboards of the Railway Minister but as the economy grinds to a slowdown noticeable from October, 2008 which impacted the loading and freight earnings in October and November, the Minister's claim that "the situation has shown some improvement" appears to be an adroit gambit that might not pay off. His announcement of new lines, introduction of new trains, extension of trains and increase in frequency of extant trains been done keeping the ensuing election in view but the cut in passenger fares upto 2 per cent will drain the system of massive Rs.700 crore in a full year if implemented from the next financial year.

I would expect an answer from the Railway Minister whether, Railway have subsumed the safety surcharge in the passenger tariff for part-funding the Dedicated Freight Corridor and other infrastructure projects? Why does not the Railways review this safety surcharge and replace it with development charge? As it is, passenger fares were cross-subsidised by the freight rate with the later being patterned after a dynamic model of pricing. The loss borne by the Railways in running suburban services, every year is around Rs.900 crore which gets sucked up in the black hole of freight earnings revenue.

How much the Railways spend on its employees?

With an existing employee scroll of 14 lakh and 11 lakh pensioners, I am told the total wage bill of staff in 2007-08, excluding pensionary benefits totalled Rs.18,565 crore or 45 per cent of ordinary working expenses. Fuel cost account for close to 30 per cent and other materials and services another 25 per cent. With costs and expenses pre-empting so dominantly, what is the system left with for maintenance of rolling stocks, modernization or track renewals to keep the wheel of the system running without bump or blip is an open secret. At the end of the day the system continues to be dogged by lack of functional autonomy at zonal level or board level.

Although the Minister has consistently maintained that he has filled railway coffer "without putting any extra burden on the common man", the cumulative impact of the rise-by whatever name, reclassification, rationalization, busy season and superfast surcharge, talkal etc. - has been an average increase of about 30% in freight rates alone, from 75.5 paise/+Km in 2004-05 to 97.9p/+km in 2008-09. Iron-ore for export attracts the highest increase of 223% from 81.7 to 264 paise/+km; foodgrain is 54%, from 47.4 to 72.9p/+km; so also fertilizers 43%, cement 17%, coal 13% and inputs for steel manufacture 11%.

Indian Railways need for resources is enormous. Today some 20% of the projected plan outlay is expected to come through PPP. Railways management structure and organisation has endured over 150 years. The organisation needs far fewer tiers of management than the traditional command and control model. In 2005, China among other reforms streamlined the traditional 4 tiered "railway department", railway office, railway branch, railway station into 3-tiered by removing the railway branch. Our Railway needs to like-wise streamline its structure and professionalise its cadres.

Now I came to an oft repeated project of my constituency that is construction of second bridge over river KATHAJODI in Cuttack which comes under East Coast Railways. I am informed that Indonesian company which was doing the job has fled and now there is some engineering problem for which the bridge construction is delayed. It was supposed to be completed by this year end but now more than one year is required. Can the Minister assure us, the exact date and time by which the second bridge over river KATHAJODI will be made available for operation.

The second opening of Cuttack Railway station is inoperational because there is no direct connectivity to the main road. How could this happen? I urge upon the

[Shri B. Mahtab]

Railways to provide adequate funds to acquire the land for the approach road at the earliest so that the investment that is made for the second opening to Cuttack Railway stations is operational.

Before I conclude, I must mention about the recent freight hike. At a time when the economy is in deep crisis, the Rail Minister decides to hike the freight charges for carrying essential commodities like food grains, pulses and fertilizers by a whopping 8.3 per cent. This simply defies understanding. There are no pressing economic reasons for the hike. Today, Railways have a substantial corpus in their kitty. As of end-December 2008, freight revenues grew nearly 14 per cent to over Rs.39,000 crore. This at a time when the economy as a whole has only grown at around 7 per cent or so. What's more, the cost of diesel, a key input, has been reduced three times in the last few months. Logically, the Railways should have cut rates. This would have not only provided a booster shot to the economy, but would have helped the Railways move towards its stated objectives of increasing its share of freight traffic to 60 per cent as well as gradually reduce the quantum of cross-subsidy burden on freight. The timing of the move, just a few months ahead of the peak pre-monsoon season, is bound to make matter worse.

But logic and Rail Minister do not appear to be well acquainted. Does the Minister wants to demit office with a surplus? But that surplus might include avoidable pain.

[Translation]

*SHRI KISHAN SINGH SANGWAN (Sonapat): Sir, this debate is going on on the Rail Budget, 2009-10 presented by Hon'ble Minister of Railways. I am saying this with great concern that state of Haryana has been fully neglected in the Rail Budgets presented by the UPA Government. Hon'ble Minister of Railways is present here, I would like to challenge Lalu ji that if name of the State of Haryana appear even in a single project in the entire budget speech, I will withdraw my words. There is no announcement of new train, new railway station, electrification work, doubling project, new model station for Haryana. So there is nothing for Haryana in the entire Budget speech. How can the people of Haryana tolerate it. It is not for the first time, the same has been done for the last five years.

Delhi is the capital of the country. Delhi is surrounded by Haryana from three sides. Population of Delhi is increasing rapidly and National Capital Region was created with the objective to reduce the pressure of population on Delhi by providing facilities in the adjoining areas of Delhi.

*Speech was laid on the Table.

About 80 percent Delhi bound trains pass through Haryana but ironically, people of Haryana do not have any such facility. There is no stoppage of Mail or express trains passing through Haryana and you are not introducing new passenger trains for Haryana.

Sir, Minister of Railways is present in the House. He may tell the House as to how much load percentage is reduced due to road transport. Earlier, 70 percent goods were carried through trains. Only 30 percent goods was carried through road but now the scenario has reversed. Today, maximum load is carried through road, Railways' percentage has reduced as compared to road transport. But the public is not aware of such data.

In this budget, provisions have not been made for security. Time will come when people of the country would be aware of the whole situation. This is Rail Budget, how could I support this budget? State of Haryana has been fully neglected in this budget. There are lakhs of employees in the Railways. I would like to know from the Minister about the staff welfare plan. Nothing has been mentioned about the measures taken by the Government towards the welfare of the Railway employees.

I would like to mention a few points about my constituency. Today, common man thinks about Railways - "Lalu ki rail bilkul hai fail, Na chalti hai samay par chalti hai late". It is irony that people think this way but they are praising themselves.

There are several points about my state which I would like to mention briefly. I am not raising any new point. This is my third term. I raise these very issues in each rail budget, but due attention is not paid towards issues. Through you, I would like to submit that 16 members of Parliamentary Standing Committee on Railways and representatives of Railways namely G.M., Northern Railway, D.R.M., Delhi Division and other concerned officers have inspected Sonapat, Gannaur and Panipat Station on Delhi-Panipat section on 04-10-2007. Most of the announcements were not fulfilled.

Through you, I demand that some of the problems of my constituency may be solved. The ENS train which runs between Delhi and Sonapat, should be extended upto Panipat, there is no passenger train in the morning from 10.20 to 3.00 p.m. at Gannaur railway station, a train should be started to fill the gap. Shan-e-Punjab 2497/2498 and Delhi-Pathankot UP should be given a halt at Sonapat railway station, Jammu Mail 4034 Down and Sahid Express 4673/4674, 4649/4650 Up and Down at Gannaur railway Station and Himalayan Queen 4095/4096 Up and Down

and 4673/4674, 4649/4650 Up and Down Shahid Express be halted at Narela Station. A reservation counter should be opened at Gannaur railway station and strength of booking staff should be increased. The number of compartments should be increased from 16 to 20 in all the passenger trains, halt should be given to Jaipur. Chandigarh Express at Gohana station on Rohtak-Panipat Section. At present, there are only two trains running on Jind-Safeedon-Panipat section. The number of trains should be increased on this section. Besides, Gorakhdham Express 2555/2556 at Saanpla Station and Kalindi Express 4723/24 and Dholadhar Express 4035/36 should be halted at Nangloi Station on Delhi-Rohtak section. 4 compartments each should be added to all these trains running on this route. Mussourie Express should be extended upto Rohtak, Jind/Rohtak-Bhiwani giving it halts at Nangloi, Bahadurgarh, Saanpla stations.

I demand a road over bridge. The traffic in Gohana on Jind-Gohana Road is so thick that it takes more than an hour to pass. I demand a road over bridge at that place. Jind, Sonapat, Gannaur stations should be enlisted as model stations, and an Intercity train should be introduced at Delhi-Rohtak-Gohana-Panipat route. All these are old issues, I am saying nothing new. But it is regretting that these are not being taken care of. I, therefore, request the hon. Minister of Railways to consider these problems sympathetically and make some provisions in the budget for the people of Haryana.

With these words, I conclude. I thank you for the opportunity you have given me to speak.

*SHRI BHUVANESHWAR PRASAD MEHTA (Hazaribagh): I congratulate hon. Minister for the Railway Budget he has presented now and earlier since 2004-05 he has taken charge of the Ministry of Railway because he did not increase passenger fare, he has rather decreased it. I also congratulate him for earning a revenue of Rs.90,000 crore during the last five years. The biggest achievement of the Ministry of Railways and hon. Minister is that he has appointed railway coolies as gangmen.

Sir, the irony is that hon. Minister has always discriminated against the state of Jharkhand since he has taken the charge. I have been raising the problems of Hazaribagh and Jharkhand and have submitted a representation along with all the Members of Parliament from Jharkhand. A large portion of the railways revenue is generated in Jharkhand. Though works of rail line from Kodarma to Hazaribagh and Hazaribagh to Badkaakaana

has sped up during last one year, yet it should be pushed up more so that the work may be completed by the year 2009 and long standing demands of the people of Hazaribagh may be fulfilled.

Hazaribagh is also a division of northern Chhota Nagpur and it is unfortunate that it has not been linked with railway line as yet. From Ramgarh, which is a newly set up district, Ranchi Rajdhani Express runs once a week for Delhi and twice via Kodarma. Besides, the Ministry of Railways has introduced Garib Rath also from Ranchi to Delhi. This train also runs twice a week via Badkaakaana Junction. But it is sad to say that neither Ranchi Rajdhani Express nor Garib Rath halts at Badkaakaana Junction. I would like to draw the attention of the hon. Minister of Railways towards it that the concerned area has around 50,000 coal miners. There is Cantonment Council of Sikh Regiment in Ramgarh. There are dozens of industries including BTPS and Glass factory. Gross injustice is being meted out to the people of Hazaribagh and Ramgarh by not providing stoppage and reservation of seats in both the trains at the said station.

Hence it is my demand from hon'ble Minister to ply Ranchi Rajdhani through Kodarma for four days and through Barkakana Junction for three days in a week and quota of few seats may be allotted to Barkakana Junction also. In addition, 'Garib Rath' may be plied through Barkakana Junction and through Kodarma for three days in a week and reservation and stoppage should be provided Barkakana Junction.

The people of village Dighwar which falls within the stretch of Chainpur and Ranchi Road in Ramgarh District have been demanding for a railway halt there since 1998. Recently, more than 10 thousand people blocked the Railway line for five hours on 29th January, 09 in support of their demand and blockage was removed in my presence, after getting assurance from ADRM and District administration, that proper action will be taken in this regard. A discussion was held between DRM, Dhanbad and 'Railway Sangharsh Samiti', Dighwar halt on 10th February, 2009 in ADRM, Barkakana Junction Office, in my presence, and the DRM stated that that they had already sent a proposal to the General Manager, Hazipur in this regard. They said that they would try to get the matter referred to the Railway Board also. I would like to apprise Hon'ble Minister that this area belongs to farmers and vegetables are grown here on a large scale. The farmers are not able to get remunerative price of their produces due to non-availability of transportation facilities and they have to suffer loss of millions of rupees every year. Hence

[Shri Bhuvaneshwar Prasad Mehta]

I urge the Minister to immediately make provisions for a Railway halt at Dighwar.

There is a station namely 'Rai' between Barkakana Junction and Khilari station. This station holds eighth position in the country in terms of income to the Railways. But, it is a matter of regret that barring one or two passenger trains, no express train halts at this station. I have been raising this matter in Parliament for last five years and have sent reminders also. But, no action has been taken so far. Therefore, it is requested that all the express trains which pass through Barkakana Junction should be given stoppage at Rai station.

More than 50 thousand people of several villages including Manma Phulsarai through which the railway line passes use the railway crossing between Ranchi Road and Barkakana Junction. There is an urgent need of a manned railway crossing there. This work should be done immediately.

N.H.-33 passes through Ranchi Road Station. Thousands of vehicles pass through Ranchi Road and Ramgarh everyday. There is bridge there in a dilapidated condition which was constructed hundreds of years ago. Ranchi Road station is located on one side of this bridge and on the other side, merely 50 yards away there is a storehouse of Bharat Petroleum. There always remains an apprehension of Mishap taking place there. I have written a letter to hon'ble Minister also in this regard. No action has been taken so far in this regard. There is an urgent need to pay attention to this matter also.

People have been agitating continuously to introduce EMU train from Asansol to Barkakana Junction via Chandrapura, Bokaro, Thermal, Gomia and Railways had also approved the project and schedule of trains was also published in the newspapers but due to some unknown reasons the trains could not be introduced. Hence, an EMU train may be introduced between Asansol to Barkakana junction in public interest.

I urge the Hon'ble Minister to consider the following points along with resolving the above mentioned problems.

- Along with improving the cater facilities. Ranchi Rajdhani Train may be run daily and its old coaches be replaced with new coaches.
- Saldah Rajdhani train should be given stoppage at Kodarma Station.
- Route of Mahabodhi train should be extended from Gaya to Dhanbad.

- There is a Chainpur Station between Ranchi Road and Gomia, where Railway sidings of Tata and C.C.L. are situated on either sides of the station and due to loading of dozens of racks daily the traffic remains disrupted for hours at Chainpur Railway Crossing. So an over bridge may be constructed at Chainpur Railway Crossing for the convenience of the public.
- Dhanbad division of Jharkhand state falls in Hajipur zone while Ranchi and Chakradharpur areas fall under South-East Railway, Kolkata.

So, it is my demand that a separate zone should be set up by uniting these three divisions with headquarters at Ranchi. Besides, Bokaro station should be removed from Adra Division and included in Ranchi division.

- A train should be introduced upto Raipur via Bokaro-Ranchi-Durg. Howrah-Bhopal train should be given a stoppage at Bokaro thermal station.
- New mail train should be introduced from Surat to Dhanbad.

*SHRIMATI KALPNA RAMESH NARHIRE (Osmanabad): I am putting certain demands in the interim Railways Budget. I hope the hon. Minister would fulfil these demands after seriously deliberating on them.

- New train from Hyderabad to Delhi having a stoppage in Osmanabad, Kurduvadi, even in Latur.
- The number of coaches should be increased in Osmanabad Mumbai train.
- A new train between Osmanabad and Pune.
- Work should be immediately started on Tuljapur railway line after conducting a survey so that the pilgrims do not have to face any difficulty.
- No provision has been made for Marathwada region while new trains should be introduced from here by promoting railways and all the narrow gauge links should be converted into broad-gauge. There is no provision for drinking water, shed, toilets, canteen, clock room at the Osmanabad railway station. Chief Regional Manager or Commerce Manager should be provided.
- Reservation counter at Osmanabad railway station opens for 4 hours in the morning and 4 hours in the evening, it should be opened for the entire day i.e. for 12 hours.

*Speech was laid on the Table.

[English]

SHRI P. KARUNAKARAN (Kasargod): Sir, our Railway Minister, Shri Lalu Prasad, has introduced Interim Railway Budget for the year 2009-2010 in this House. Indian Railways are the biggest public undertaking in our country having about 14 lakh workers. It is seen in the Budget that passenger as well as freight earnings have increased substantially. The freight loading has increased by 9 per cent while passenger traffic has increased by 19 per cent. ...*(Interruptions)* It is seen that within the span of five years, Railways have earned profit of Rs. 90,000 crore. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Devendra Prasad Yadav, you are a responsible hon. Member.

...*(Interruptions)*

SHRI P. KARUNAKARAN: Within these five years, it is seen that there is a profit of Rs. 90,000 crore. It is really a good progress that we can see under the leadership of Shri Lalu Prasad and his team. I really appreciate this because though it is a public undertaking, it is running with profits. Generally, there is a criticism that public undertakings cannot be governed along with earning profits. So, as far as this aspect is concerned, Railways is an exception.

Indian Railways is the symbol of national integration.

Every day, lakhs and lakhs of people travel in the Railways irrespective of religion, caste or creed. Therefore, it shows the unity, safety and integration of the Railways itself. Hence, this aspect has to be borne in mind when we speak about the Railway Budget.

We were really very happy the last time around when we participated in the discussion on the Railway Budget, but this time around I do not know why many of the projects or many of the suggestions given by the Government of Kerala or given by the MPs from Kerala are not included in it. I think that the Ministry of Railways should take note of this issue. I do understand that this is an Interim Budget and that it has got its own limitations, but there may be dissatisfaction among the people in the States also when they see that there are large numbers of trains, new lines, etc., for some States and on the other hand no such facilities extended to some other States. Therefore, there should be a balanced approach towards all the States when we think about the Railways. Railways are a prerequisite for the development of each sector in each State, and that has to be taken into account when we speak about the Railway proposals. It is sad to see - when we go

into the details of the Railway Budget of 2009-2010 – that such a balanced approach is not seen in this Budget. Therefore, this aspect should be taken into account by the Minister of Railways, and it should be given due importance.

It is a fact that many of the long-route trains are lacking sufficient number of coaches and other facilities. It is said by all that the coaches sent to Kerala are old and outdated. This issue has already been pointed out by MPs from Kerala in this House. I believe that new coaches are an essential part of the trains that run on long-distance routes.

It is true that the number of accidents have reduced compared to last year, that is, from 194 to 117. Of course, the Railways have taken a number of steps including more police force to give protection to the passengers. At the same time, it is surprising to note that a major incident took place on 25 January 2009 at Nagpur in which the passengers of the Kerala Express were looted. But more surprising is the fact that the Railway authorities say that they are unaware of this incident. Many of the passengers who travel on long-distance routes, especially, the passengers from Kerala have to travel a long distance, and they have become victims of this, especially, women. Therefore, more attention has to be given with regard to protection of passengers in these trains.

The service of Railways has to be considered not only for commercial purpose, but it should have a social-obligation angle also. The prime motto of the Railways should be to give better facilities to the passengers. Therefore, the Government of Kerala and the MPs from Kerala have given a large number of suggestions. Shri Lalu and Shri Velu know about it very well as we met them a number of times for the same.

I would like to mention some of the most important issues. A large number of Keralites are residing and working in different parts of the country. There is no mention of a long distance train in this Budget as far as Kerala is concerned. As we go through the pages of the Budget speech we find that there are 14 surveys; three gauge conversions; eight doubling works; 43 new trains; extension of 15 trains; and frequency of 14 trains has been increased. But we do not see mention of the State of Kerala anywhere. I do not know as to what has happened there.

18.00 hrs.

You say that this is just an Interim Budget and at the same time there are trains, lines, and doubling work sanctioned in other States. ...*(Interruptions)* We have given

[Shri P. Karunakaran]

representations to the Government. As far as the number of trains, number of new lines, doubling of lines is concerned, Kerala is neglected. I would request that there should be at least one train from Delhi to Trivandrum because thousands and thousands of Keralites are residing here.

Frequency of Sampark Kranti and Rajdhani Express has to be increased. Otherwise, there will be no satisfaction among the people of Kerala. A large number of people from Kerala, especially from Malabar area are working in Bangalore. Currently the means of travel for them are Kannur-Yashwantpur Express and the Kochuveli-Bangalore Express. Our demand is that frequency of these two trains be increased to at least two or three days. There is no train provided for the passengers of the State alone. There are two trains - Tirunelveli-Trivandrum-Mumbai, and Tiruchirapalli-Bilaspur. But there is no train for the State alone.

The traffic density in Kerala is very high, everybody knows it. It is even higher than that in many of the bigger States. So, you have to sanction some more trains and some more facilities. You can extend the existing trains, or increase the frequency of some trains, or introduce new trains. You have not done any such thing.

[Translation]

MR. DEPUTY SPEAKER: Karunakaranji, please wait a minute. As I said earlier there are more than 60 Members who wish to speak. It's six O'clock, what is the sense of the House?

SHRI RAMJI LAL SUMAN (Firozabad): Sir, please extend the time by one hour.

MR. DEPUTY SPEAKER: Four hours have been allotted and only one hour has been exhausted.

SHRI SANTOSH GANGWAR (Bareilly): Sir, four hours have been allotted, however, one should be allowed to speak as long as one wants.

MR. DEPUTY SPEAKER: This is not possible. Would you wait?

SHRI SANTOSH GANGWAR: Why not?

SEVERAL HON. MEMBERS: All right, please extend by two hours.

MR. DEPUTY SPEAKER: Let us extend it by two hours. We have decided to extend the already allotted

time of four hours by two hours. This is the sense of the House. This is my opinion, as well, if the Members restrict their speeches to only suggestions and requirement instead of long speeches it would be fine.

[English]

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): Before the Parliamentary Affairs Minister left, he told me that there was an understanding to extend the sitting up to 8 o'clock.

MR. DEPUTY SPEAKER: Extension by two hours makes it 8 o'clock.

SHRI P. KARUNAKARAN: Traffic density is very high in Kerala compared to many other bigger States. This point has to be taken into consideration. It may come as news to the Ministry of Railways that there is no train between 9 a.m. and 3 p.m. between Calicut to Mangalore. These two are metropolitan cities. We have given representations many times. Our request is that an inter-city express should be introduced between Calicut and Mangalore. Otherwise, there is no facility at all for the passengers to travel.

Veluji may remember that when he came to Kasargod to inaugurate extension of train to Mangalore, assessing the need of more trains he himself had announced that the Calicut-Kannur passenger train would be extended to Mangalore. But that has not materialised. The Minister made a promise to the public. I think this is the last chance for him, if he has to keep his promise.

Trivandrum-Ernakulam Janmashatabdi Express can be extended to Shoranur. There is no difficulty for Railways in doing this. That train remains there for eight to nine hours. At present, EMUs are operated at Palakkad and Coimbatore. Considering the huge population that travels in that train, suburban trains may be operated connecting major cities. In the beginning it can be operated from Ernakulam to Shoranur and from Ernakulam to Alleppey. This also can be considered by the Government.

In the last Budget, we remember that there were heated discussions with regard to Salem. We, Kerala MPs, have taken a conscious and patient stand on this. The Government has decided that a coach factory should be established in Palakkad in Kanjigod. But no action has been taken and nothing is provided in the Budget. I would request the Government to provide a token provision in the Budget itself.

There is a fabrication unit in the Joint Venture in Cherthala in Alleppey but no work has been started in

spite of the promise given by the Government. These two things should be taken up without any delay.

The Government of Kerala has already requested for a Dedicated High Speed Corridor - this has already been taken up during the discussion on 2007 Railway Budget. We have a number of Dedicated Corridors - from Delhi to Mumbai and many other destinations. India's major international transshipment terminal is coming up at Vishizham. So, Cochin is going to become a major city. Considering this, I would request the Government to sanction a Dedicated Freight Corridor connecting Trivandrum and other cities, which is also essential. In this regard, the Government has also made a proposal.

There is no survey included in this Budget. We have given a number of suggestions - surveys of Kallangod-Thrissure, Edapelly-Guruvaur, Sabarimal-Chegannur should be taken up. In the earlier Budget, new survey of lines were announced such as Guruvayoor, Thanur, Thalassery, Mysore, Nilambur, Nangengode, Angamali, Azhutha, Angadipuram, Calicut and Kanjangad, Panathur but sufficient funds were not allotted and speedy action is not seen there. So, I would request that at least announcement made regarding earlier surveys has to be given due important.

There are 19 model stations in Kerala. We appreciate the Government for the same. But at the same time, construction work of many of the railway stations is not completed. They have to be taken with serious importance.

MR. DEPUTY SPEAKER: There are seven speakers of your own party. Please conclude now.

SHRI P. KARUNAKARAN: Doubling and electrification are the most important aspects. In the last Budget also, the Government has stated that Shornor-Mangalore line would be taken up for electrification. But no work has been started. Just like that, electrification in other parts is also not in a progressive way.

With regard to doubling, in Shornor-Mangalore portion, a 16 or 17 kms. remain to be doubled. Cochin to Kottayam also electrification remain to be done. ...(*Interruptions*)

MR. DEPUTY SPEAKER: You are speaking on behalf of all Members of your party!

SHRI P. KARUNAKARAN: Sir, the Sixth Pay Commission has given better salaries to many of the Central Government employees. At the same time, the pay scale of Station Masters is very very low. So, that anomaly has to be attended to seriously.

The people of Kerala always admire especially the presentation and initiative taken by Lalu ji, particularly when it became a profitable one. But in this Budget, we are really sorry. At least some of the proposals would be given to satisfy the people of Kerala, irrespective of different political parties and MPs. I would request the Government to consider some of these proposals.

*PROF. BASUDEB BARMAN (Mathurapur): Sir, I would like to request the Hon'ble Railway Minister, through you, to include the following projects in the interest of the general public in the District South 24 Parganas, West Bengal, which are long pending, at the earliest.

Construction of a new rail line from Jaynagar to Raidighi;

Construction of new rail lines from Canning to Jamtala and Jaynagar to Dhamakhali;

Construction of a new rail line from Park Circus to Dhamakhali;

Doubling of Baruipur-Diamond Harbour Section;

Doubling of Baruipur-Namkhana Section;

Installing of a Halt Station at Madhavnagar Road between Nischindapur and Kashinagar stations in the Lakshmikantapur-Namkhana Section;

For the whole of India, introduction of environment-friendly coach toilet system, as proposed by the Hon'ble Railway Minister in his Budget Speech of 2004-05, without any further delay.

[Translation]

*SHRI KASHIRAM RANA (Surat): I rise to speak on the Railway Budget 2008-09 presented by the hon. Minister of Railways Shri Lalu Prasadji in Lok Sabha. After going through the nuances of the budget, I found that the hon. Minister of Railways has broken the conventions of the interim budget, he has disregarded this convention to allure his voters in view of the defeat of UPA in the elections and this act is tantamount to contempt of the House. However, the voters are intelligent enough to well understand these gimmicks, so they are not going to gain in elections.

Sir, this budget has been prepared keeping in mind the forthcoming elections. However, when NDA will form the Government there will be improvement in the Budget. Bihar stands to gain a lot from this budget. Bihar has been

* Speech was laid on the Table

[Shri Kashiram Rana]

the far bigger beneficiary than of Railway Budget than any other state during the last five years. However, being the Minister of Railways, it is his responsibility to ensure the equitable development of all parts of the country. Owing to ample job opportunities, lakhs of people from states like U.P., Andhra Pradesh, Orissa etc. have moved across to other states, similarly railway facilities should also be provided to the people living in Gujarat, Maharashtra, however, it is regretted that the hon. Minister of Railways has never provided complete railway connectivity from Surat to these states. They have done injustice not only to Gujarat-Surat but also to the people of other States residing here. Shri Lalu Prasad wants to hamper the development of Gujarat like Bihar by not providing it proper railway facility.

Sir, I praise Minister of Railways for declaring decrease in rail fare but it is difficult to forgive him for his favourable attitude towards some States in providing railway facilities to them. Minister of Railway has announced to start 43 new trains, out of which only two trains have been allotted to Gujarat Minister of Railways had announced to start Gandhinagar-Delhi-Amritsar Garib Rath in the last budget but still there is no provision for it in this budget. Not only this, several trains announced in the last rail budget have still not started. In view of population of people of other States living in Surat and industrialization, I demanded new trains from Surat to Patna, Surat to Chapaiya, Surat to Delhi and Varanasi, Surat to Bhubaneswar, Surat to Sikandrabad but Minister of Railways has given nothing except assurance. Similarly, I demanded to start morning train from Surat to Mumbai and Surat to Mehsana - Palanpur and train from Surat to Raigarh, Surat to Trivendram but the proposal was turned down on the pretext of lack of platforms. Minister of Railways has announced to convert Surat as AI model station but the progress of work in it is very slow. If this work is completed speedily then the number of platform could be increased and new trains can also be started. In addition if Udhana station should be converted into satellite station, then better rail facilities could be availed. If locoshed, yard will be constructed at stations near Surat then Surat can get all the rail facilities, but it is shameful for the Ministry of Railways as they are not able to do that because the differential policies of Shri Lalu Prasad, doesn't allow the complete development of Surat-Gujarat. Still I would like to request Shri Lalu Prasad to make some efforts for providing facility to lakhs of people.

Sir, at last, I feel it is my duty to present the needs of

the people of my parliamentary constituency - Shatabdi, Karnavati Express trains should be provided essential stoppage in Navrasi, which is a big city at the earliest, Trivendram-Nijamuddin-Rajdhani and Sampark Kranti should be given a stoppage at Surat for the convenience of the passengers traveling to Delhi. The work of converting Surat in AI model station should be completed at the earliest. The space at platform no. 3 at Surat station demanded by Shri Dada Bhagwan Sanstha for the bookstall should be provided to them. There is no concession for disabled persons in Garibrath train, which should be provided and there is no pantry-car also in this train, that should be started. The announcement of extension of Manmad-Madurai Express (6733-6734) till Orba and Rameshwar should immediately be materialized. Passengers have to face difficulties as Jamnagar-Surat and Surat-Bandra trains has been connected, so the schedule of both these trains should be restored as of earlier.

I hope that Minister of Railways would provide proper facilities to the passengers by fulfilling all these demands as early as possible. I thank you for giving me this opportunity to speak.

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Deputy Speaker, Sir, Ministry of Railways has done a good job but still there is lot to be done. The rail budget for the year 2009-10 presented by honourable Lalu ji has a total income of Rs. 93 thousand, one hundred fifty nine crore and an estimated expenditure of Rs. 80 thousand and six hundred crores. The annual plan of railway for the year 2009-10 is of rupees 37 thousand nine hundred and five crore and budgetary assistance is Rs. nine thousand six hundred crore. Sir, it means that Railways will have to create additional sources to perform better.

Mr. Deputy Speaker, Sir, it has been said that even in this year's budget increase in fare has not been announced as was done in previous years. I know that the percentage of haulage was constantly increased from the year 2005-2006 to 2007-08 but freight charges were also increased. The increase in freight charges during the years 2005-06, 2006-07 and 2007-08 was 10.91 percent, 9.3 percent and 8.9 percent respectively.

Mr. Deputy Speaker, Sir, I would like to give one more example that in para 12 of page no. 4 in present budget speech, it is mentioned that there was 9 per cent increase in loading of goods in the month of September in year 2008-2009 and the income was 19 percent. It means that income has increased despite the reduction in loading of goods. It reflects clearly that rail fare has increased somewhere.

Mr. Deputy Speaker, Sir, I would like to present three four points before honourable Lalu ji. Lalu ji, the most important thing is that whatever project is initiated by railways, it should have a time schedule. Several announcements are made, but the matter of completing the project is not taken seriously. The rail project of laying 90 kilometer rail track from Katra to Banihal in Kashmir valley was postponed on 25 July and till then Rs. 750 crore were spent on this project. The original cost of this project was Rs. three thousand-crore, which became thirteen thousand crore rupees due to delay. The reason stated for postponement of this project was that no geographical survey of Himalayan region was conducted before starting this project.

Mr. Deputy Speaker, Sir, it is a very serious matter. It is a big project and Rs. 750 crore is not a meager amount. It was not taken seriously and the project has been postponed in the absence of geographical survey of Himalayan region. Therefore, I would request Minister of Railways to look into this matter and take action.

Mr. Deputy Speaker, Sir, Government has 552 projects of various nature in the entire country and out of which 138 projects of Railways are pending. The cost of 138 pending projects of Railways was Rs.37 thousand eight hundred crores and now it has increased to Rs.72 thousand seven hundred crores. Delay causes cost over run. Sir, I would like to say that Firozabad was my old Parliamentary constituency. Hon. Atal Bihari Vajapayee had sanctioned for a railway line there from Agra Bhaoui to Etawa via Bateshwar in the year 1998. Rs. two hundred fourteen crores were sanctioned for the same. Sir, Rs. 99 crores have been released so far in eleven years. Laluji, Rs. 99 crore have been released from the year 1998 till date for the project of railway line from Agra to Bateshwar which I mentioned. I request you to pay attention towards this project and get it completed soon.

Mr. Deputy Speaker, Sir, 17.5 kilometer long railway track from Hathuwa i.e. Laluji's village to Phuleria i.e. village of Laluji's wife was announced in the Budget of 2007.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): That is complete.

SHRI RAMJI LAL SUMAN: I am also saying that it has been completed. Your department will certainly be the best if you are as prompted in executing works all over the country as you have been connecting the place of your wife, Shrimati Rabri Devi to your place. I urge you to show same promptness in connecting other places of the country, only then people will have good perception about Railways. Mr. Deputy Speaker, Sir, I would like to discuss

yesterday's incident. It has been published in the newspapers. A goods train carrying Naptha caught fire in Agra cantt yesterday. It was fortunate that the staff of the train or the other track and stall vendors acted quickly and controlled the fire with the help of fire extinguishers. This is very serious issue. An employee present on the spot said that some ragtrickers were filling the oil leaking from goods train in empty bottles. This news has been highlighted by the newspaper of Agra. Investigation should be done in this matter and the persons who are found guilty in the matter should be brought to book. If pilferage takes place there, then how can the officials of Railway wash their hands off the whole affair? So, after unearthing all the facts we should pay attention towards the whole issue and take action accordingly in order to avoid such incidents in future.

Mr. Deputy Speaker, Sir, I would like to draw your attention towards some points. Firstly, announcement regarding change of platforms of the trains is made right on time of arrival of the trains which causes inconvenience to elderly and handicapped persons. Therefore, I urge that it will be a great convenience for the passengers if they are informed about change of platform an hour before the arrival of the train.

Secondly, there is a railway crossing adjacent to the platform on Aitmadpur railway station on the way towards Kuberpur Railway station in the North Central Railway. Goods trains stand there for four to six hours. Because of this people from more than fifty villages falling under Tundla, Firozabad, Aitmadpur and Agra on other side of the railway track have to wait long to cross the gate or have to make a long round through highway to reach Tundla. This causes accidents. My request is that this problem can be solved by setting this railway crossing up on Garapur village in the direction of Kuberpur. There is no platform on the stations of Aitmadpur, Jalesar and Kuberpur on the side where ticket window opens which is the cause of frequent accidents there. Village Ranpai which falls in Tehsil Aitmadpur, is located on the side of Yamuna near the other line. Several accidents have occurred there due to absence of railway crossing there. It is necessary to set up a railway crossing there. Hon. Minister of Railways has announced to turn Agra Cantt Railway station into a world class station but so far, no work has started. Ticket counters should also be opened at Raja ki Mandi. There was a halt at Raja Rampur village in distt. Etah which was convenient for children and labourers. This halt has been discontinued which causes lot of inconvenience to the people. Hence this halt should be restored.

[Shri Ramji Lal Suman]

In the end, I want to say that Railway should follow a time-bound programme because a number of projects are lying incomplete which increases the cost and causes inconvenience to people. It would be good if the hon. Minister would adopt a realistic approach.

MR. DEPUTY SPEAKER: Shri Rajesh Ranjan alias Pappu Yadav – not present.

SHRI RAMESH DUBE (Mirzapur): Mr. Deputy Speaker, Sir, first of all, I would like to thank hon. Minister of Railways as in the last Budget, I had made certain demands, which have been fulfilled.

Sir, I would like to put some points before you instead of making a speech. Mirzapur Railway station is an important station between Allahabad and Mughalsarai where temple of 'Maa Vindhyavasini' is located. Thousands of people visit this place. But trains like Rajdhani or Sampark Kranti do not stop there. It is my request that these important trains should be given stoppage.

Sir, I would again like to thank hon. Minister of Railways for announcing a superfast train from Mumbai to Varanasi. I want to say that it should be like Rajdhani so that people boarding from Mumbai in the evening may reach Banaras and Allahabad in morning. By this, businessmen from East UP could return to Mumbai after finishing their work. This will promote business there. Shivganga Express has no stoppage between Varanasi to Allahabad. Several requests have been made for its stoppage at Madhav Singh Railway Station. There are direct links for Jaunpur, Mirzapur and other districts from there.

Sir, so far as the facility of information about arrival/ departure of trains on phone number 139 is concerned, I have found that sometimes the train is late by half-an-hour, whereas, if we enquire it on 139 they say that the train has arrived. It has happened many a times. On many occasions I have made a complaint to the officer on 139. It is very good that a provision has been made, whereby, if the seats are vacant, a general ticket holder can be allotted sleeper class, AC-II/III as the availability may be. But unavailability of complete information about it on the platform itself causes inconvenience. It should be sorted out.

Sir, I would also like to dwell on the catering service. I often travel by Shivganga Express. Whenever I enquire about the kind of vegetable available, they always say, 'Aaloo-Matar'. Serving of good quality of food should be ensured.

Sir, the railway is utilizing the space near level crossing number 23 C near Kataka Railway Station under North-Eastern Railways for dumping gitti. The goods trains remain stationed here for 3-4 hours when the level crossing remains closed. It creates lot of difficulties for the public, especially more so when dead bodies get stranded near the crossing. I have requested the railway authorities to shift the level crossing either side so that the people can move without any inconvenience.

Sir, Bihar, is my state too. The hon. Minister has undertaken development works for Bihar and thus the state has progressed. My submission is that if a fraction of funds is spent on development in Mirzapur, Robertsganj or other backward districts such as Chandoli it will be highly appreciable.

I conclude with these words.

*SHRI BHANWAR SINGH DANGAWAS (Nagaur): Right since constitution of Fourteenth Lok Sabha I have been making written requests and also raised the matter in the House for laying a railway line from Puskar to Merta City under my constituency.

I was assured in the House that it will be done. I met the hon. Minister in Rail Bhawan in this regard. At that time, the hon. Minister had called his officers and asked them to find out if it was feasible.

As per the directions of the hon. Minister I met the officers of the railways and requested them also. They took the initiative and tried to find out if it was feasible.

Prior to the Rail Budget 2008-09 I again requested the hon. Minister in this regard. He again gave an assurance. Sir, the said work is still incomplete as the line was required to be laid from Ajmer to Merta city. But initially the work was sanctioned for Ajmer-Puskar line only. Puskar-Merta still remains a missing link. The approval was sought for this line also.

My submission is that the said line may be sanctioned in Supplementary Grants for the year 2008-09.

* SHRI GHURAN RAM (Palamu): Sir, 630DN/737 UP Barbadih-Dehri-on-Son passenger train runs once a day. My submission is that frequency of this train may please be increased to thrice a day for the convenience of passengers.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Madhepura): Mr. Deputy Speaker, Sir, I rise to speak in

support of Rail Budget. Hon. Laluji needs no introduction. Lalu ji's supporters or detractors may say anything, but I understand that right since Karpuri Thakur or Choudhary Charan Singh ji's time this person has been making history, be it in the field of social engineering, social justice or empowerment of the weaker sections and poor. It is none other than Lalu ji, who had brought 80 per cent of Bihar's population, which was earlier sidelined, to the mainstream, socially and politically and helped them come in front line.

Mr. Deputy Speaker, Sir, the people who are in power today should be grateful to Laluji. Had Lalu ji not created a history by unseating those 60 per cent, who had been at the helm of affairs since independence, the people who are in power in Bihar would not have been able to be there. Therefore, it will not be proper if I say something about Lalu Prasad ji.

Mr. Deputy Speaker, Sir, I now come to the railway budget.

SHRI KHARABELA SWAIN (Balasore): No, no, you should say something more.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I will tell you one thing, you also know that I do not speak to appease. I have been with you also.

MR. DEPUTY SPEAKER: Please, address the Chair.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: When I was with you even then I did not say anything just to please someone and I don't do it today also. But, whenever there was something to say about him, I used to say it. I have spoken about social-justice, socio engineering and poor. I used to say yesterday also, I will say today also and even if I do not say, the history will be related to him. I am also a part of that history.

Mr. Deputy Speaker, Sir, through you, I wanted to know whether they are the students of IIM, Ahmedabad or students living in South, they all want to know from Lalu Prasad ji as to how he managed the Ministry of Railways that it has created its own history in the UPA Govt.

Sir, everyone is calling him a Management Guru. Had there been more higher Guru than him, I would have bestowed this honour on him. Everyone is speaking about Management Guru, whole world is speaking including Japan and many other countries too. That is why I have already said that it is not worthy of me to speak anything about Lalu Prasadji. It is a universal fact that the Ministry of Railways has earned profits of Rs. 90,000 crore. I do

not want to repeat all this. Whether it is corridor project or any other project, such a historical feat was never achieved before under any other Government. He has created history by bringing dedicated corridor project between Mumbai and Delhi and Ludhiana and Kolkata.

Sir, hon. Minister has also created history by introducing Garib Rath trains. I was watching an interview on TV where a very simple man, wearing torn clothes and travelling in a Garib Rath train was saying that he had not imagined even in dreams that he would be able to travel by sitting on a cushion seat. Leave aside cushion seat. I am travelling in AC. It was a dream for me which has been fulfilled by Lalu Prasad ji. It is the biggest achievement of Lalu ji in the country. The social justice provided by him by linking the society, village and the poor through introduction of Garib Rath trains was not possible before. This is definitely the great work done by Lalu Prasad ji.

Sir, our opposition friend Shri Shahnawaz Hussain was speaking just a while ago. He is like my younger brother and I know him. I do not know why he has used objectionable words today. But, I would say that a person's status rises by accepting his mistakes and seeking apology. You also know that I, too, have had ideological differences with all of them but, definitely, the kind of words he has used are objectionable. They have hurt me. I would like to tell him, though I do not want to delve into it, that I have been hurt.

It is all right that being in opposition you should say those things. But, you also know that you will also appreciate Lalu Prasad outside the House that he has done a remarkable job. You may say anything keeping in view the party restrictions but once the party barrier is crossed, you will have to appreciate Lalu Prasad ji.
...(Interruptions)

MR. DEPUTY SPEAKER: Speak on the budget, please.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Secondly, I would like to tell you that Taslimuddin Saheb is an old man and is like as good as father to me. He is an old man for him also and he has respected Taslimuddin ji till now but I do not understand what took place today. He will definitely make progress by showing respect because he is the senior most. I was a child when I used to hear Taslimuddin Saheb's name. Even today, he has his own distinct identity in that area and Shahnawaz Saheb also knows it.

As far as railway ministry is concerned, first of all, I would like to thank Lalu Prasad ji. Bihar has produced

[Shri Rajesh Ranjan alias Pappu Yadav]

many Railway Ministers since Lalit Narayan Mishra ji – be it Kedar Pandey ji, Jagjivan Ram Saheb, George Fernandes ji, Ram Vilas Paswan ji or Nitish ji. The backward areas of Bihar are on the border of Nepal and Bangladesh. My present constituency is surrounded by Kosi, Kamla, Mahananda, Balan and other rivers. Except for 5-6 districts in North Bihar, all the districts in Bihar remain submerged in water for 6 months.

Railway remains the only prop when roads and bridges are damaged. Yesterday also, I had told how the great flood was brought about there and how the only way out was the railways when everything else including the Government machinery had failed there. The Railways played an invaluable role in tackling the Kosi tragedy. It is difficult to say how many more people would have died of starvation, thirst and from lack of medicines had the railways not taken over the relief work. Even with its efforts, five to ten thousand people are reported to have died. This relief work is the greatest achievement of the railways. I would like to say that Lalu Prasad Yadavji has looked after Bihar too while taking care of the country. He has worked for the country as a whole, be it Jammu and Kashmir, Kanyakumari, Assam, Manipur or Tripura. He has also worked for Punjab. He established a factory in Punjab first. He worked to strengthen and develop Punjab. Bihar is a backward State. Ram Vilas Paswan, who is in the UPA, started many schemes that he was, however, not able to complete. But Lalu Prasad Yadavji brought entire Bihar under coverage of developmental schemes in a way that, in the forthcoming five years there would be nothing left to be done. For the first time, someone has tried to dispense justice, for the first time someone has tried to give Bihar a definite. *...(Interruptions)*

MR. DEPUTY SPEAKER: Do you have any demand at all.

...(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Caste and religion. *...(Interruptions)* I have talked of India. *...(Interruptions)* he was not there when the Orissa incidents were discussed. *...(Interruptions)**

[English]

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Listen to me for a moment. I would like to tell you one thing. *...(Interruptions).*

* Not recorded.

MR. DEPUTY SPEAKER: I have expunged that, it has not been recorded.

*...(Interruptions)**

[English]

MR. DEPUTY SPEAKER: Whosoever speaks without my permission will not go in the record.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Sir, Lalu Yadavji has done a lot for Orissa. If not, then in support of my friends, I would request Lalu Yadavji that Orissa is a very backward area and he should work to develop it in whatever areas it is lacking. This is my request to Lalu Yadavji but it is no use passing remarks. *...(Interruptions)* I have said that Bihar has got justice. *...(Interruptions)**

[English]

MR. DEPUTY SPEAKER: Whosoever speaks without my permission will not go in the record.

*...(Interruptions)**

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Justice was never given in India

*...(Interruptions)**

[English]

MR. DEPUTY SPEAKER: Only the speech of Shri Rajiv Ranjan alias Pappu Yadav will go in the record.

...(Interruptions)

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I said that no one did justice to Bihar the way Lalu Yadavji did. I did not say that. *...(Interruptions)**

MR. DEPUTY SPEAKER: This will not go on record.

*...(Interruptions)**

[English]

MR. DEPUTY SPEAKER: Please conclude now.

*...(Interruptions)**

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Mr. Deputy Speaker, Sir, he is my friend. *...(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please conclude now.

...(Interruptions)

* Not recorded.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I would request the hon. Minister to respect his feelings.

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Sir, when any of the hon. Members speaks in the House without your permission does it go into the proceedings?

MR. DEPUTY SPEAKER: No, it does not go on record. It is not being recorded.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: I have already said that whosoever speaks without my permission will not go in the record.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Mr. Deputy Speaker, Sir, I would like to inform him of two things. Whether Laluji established a factory in Kerala or not, whether he set up a factory in Uttar Pradesh or not. ... (Interruptions) These things should be known. ... (Interruptions)* Didn't Laluji respect the feelings of Bengal, didn't he dispense justice to Jammu and Kashmir which has remained the most neglected area after independence and where 80 per cent of the backward minorities lived, didn't he provide linkages in Manipur, Nagaland. He brought North-East into the mainstream. ... (Interruptions)

MR. DEPUTY SPEAKER: You have taken much time. Please conclude now.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I have to make some requests to Laluji which I would like to read out. ... (Interruptions)

MR. DEPUTY SPEAKER: It will be much better if you submit them in writing.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I would like to say to Laluji that there are three divisional offices in Samastipur, Hajipur and Khatihar. Hajipur is the headquarters. Samastipur and Katihar are divisional offices. There are many stations in between, covering a long distance. Hence, it is my request that Saharsa being near Nepal, it would send a positive message to poor and backward areas if a divisional office is set up there. I have

* Not recorded.

already said that, it does not behove me to say that, still I would like to put this demand that if it is possible for him then he should facilitate setting up of a divisional office in Saharsa. ... (Interruptions) The frequency of Saharsa-Amritsar Garib Rath should be increased from two to four days. The new Saharsa-New Delhi train announced by you should have a frequency of at least three days a week. You have increased the frequency of Seemanchal Express 2488/2487 from five days to six days, which is a welcome step. But there is just one train from Jogbani to Delhi due to which it gets a heavy rush of passengers.

I request to introduce a Garib rath from Jagbani to New Delhi. He has introduced a Garib rath from Saharsa but not from that area. Jagbani is situated on Indo-Nepal border and Viratnagar is another city of Nepal. If a Garib rath is introduced from Jagbani via Katihar, Purnia then it would be a great gift for that area. I request to introduce a daily train from Jagbani to Patna via Purnia, Katihar. A mail train should be introduced from Jagbani in place of Katihar-Danapur intercity express. A survey of Bihariganj to Naugachhia via Uda Kishunganj, Putaini, Chausa line has been announced which is a good initiative. But my request is that it will certainly be a great achievement if a bridge is constructed on the Ganges at Naugachhia to connect it with Bhagalpur. A survey for new rail line from Bihariganj to Farbisganj via Muraliganj, Kumarkhand, Chhatapur has been carried out recently. ... (Interruptions)

MR. DEPUTY SPEAKER: He has supported.

...(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I would like to request that Bihariganj-Farbisganj rail line should be laid via Muraliganj, Khurda, Kumarkhand, Jadia, Chhatapur.

Mr. Minister, you may recall that you have fulfilled the demands of Renuji. It is now part of history of that area. I have two to three suggestions. ... (Interruptions)

MR. DEPUTY SPEAKER: You give in writing,

...(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I want to state my last point. Shri Mandan Mishra was born where Chankya and Chandragupta got their education. What to speak of Shri Mandan Mishra ji? I would request to name Saharsa station after Shri Mandan Mishra. We know that Supaul station is the 'Karmbhoomi' of Veer Lorik. It would be good if Supaul station is named as Lorik station. It would be good if Madhepura station is named after Shri V.P. Mandal, Ex. Chief Minister whom the entire country knows

[Shri Rajesh Ranjan alias Pappu Yadav]

in the name of Mandal commission. Kirti Anand Nagar is a place on Madhepura-Purnia route. It is the hometown of Shri Bhola Paswan Shastri ji who had been the Chief Minister three times. I would like to request that Krityanand Nagar station be named after Shri Bhola Paswan Shastri ji. You may recall that there is a Sarvodaya Ashram in Ranipatra. It is my request that Ranipatra be named after Shri Vinoba Bave ji. He is a legend. ...*(Interruptions)* I have to state just three to four more points.

Sir, in the last, I would like to speak about Seemanchal Express. During the recent visit of the hon'ble Minister a demand for a halt at Bellori was presented. He should announce that halt. A provision was made in the rail budget 2008-09 for making Bharatkhand halt on Barauni-Katihar rail section—a crossing station with three rail line. That halt is being given the status of a crossing station but three rail lines have not been laid despite the provisions therefore were made. A new rail line from Banmankhi to Kishanjanj via Jalalgarh and Aravia should be laid. Please connect Purnai Junction to Barsoi via Dagarua -Wayasi and Banmanbhi to Narpatganj via Raniganj, Bhargama by rail. I request him to lay a rail line from Lalitgram to Kursakanta via Bathnaha. He has connected Katihar to Manihari by broadgauge and if a bridge is constructed at Shahganj and Shaganj is connected to Manihari then the distance between North Bihar and Jharkhand will be just 25 kilometres. Hence it is my request that if these things are done, the people of the area will be largely benefited.

I would like to thank Shri Lalu Prasad ji on behalf of the people of Bihar and the country for the development and progress of the country and the improvement in social status of the poor, downtrodden and minorities in the country under the leadership of Shri Lalu Prasad Ji and UPA Chairperson Madam Smt. Sonia Gandhi Ji. I would like to request Shri Shahnawaz ji to take back his words.

SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): Sir, hon. Member has uttered several derogatory words. Shri Pappu has referred to my name again and again. I would like to state that the recording of Shri Laluj's rail budget speech should be checked to find out how many abusive words were used. I did not raise any objection at that time. I have already said that if even today there has been any exchange of unparliamentary words, those words should be expunged. Shri Pappuji is raising the issue again and again. You did not refer to a single person belonging to minority for naming station after him. ...*(Interruptions)* At least he should have made a request to name a station after Shahnawaz ji, a General of Azad Hind Fauj. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing should go on record.

...*(Interruptions)**

[Translation]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Sir, in the context of the points raised by the hon. Members I would like to say that no station can be named after any of the great leaders whether they be from south or north, east or west. There is a recorded order of Ministry of Home Affairs and Pandit Jawahar Lal Nehru that even no railway station can be named after the name of the father of the nation Mahatma Gandhi. All the great leaders of the country are venerable. Even though we wanted but we could not name the Motihari station after Mahatma Gandhi. We could only name it Bapu Dham after much difficulty. Thus, the Railways cannot do so on its own due to the existence of such a rule. The country has produced a number of great personalities.

Shahnawaz ji, this is the situation. Taslimuddin Saheb did not use any derogatory word for you, he had just said that a superfast train has been introduced and you, too, should travel in it. But, you got infuriated by it and used improper words. We respect you. You should, at least, withdraw your words.

SHRI SYED SHAHNAWAZ HUSSAIN: If I had uttered any unparliamentary word in my speech then it may be expunged. But, what he said without mike. ...*(Interruptions)*

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: It's over.

SHRI SYED SHAHNAWAZ HUSSAIN: Pappu ji, take your seat please. You delivered a long speech and now when I am speaking, you are saying that it's over. Listen me also, please.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I am speaking to finish the matter. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Silence, please.

SHRI SYED SHAHNAWAZ HUSSAIN: He mentioned my name but did not say anything to him. Lalu ji mentioned my name and you mentioned my name four times.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: I mentioned it for the good.

* Not recorded.

SHRI SYED SHAHNAWAZ HUSSAIN: Now, let me speak, do not intimidate people like this. Let me speak and do not do such things. When I concluded my speech, I had said that it's not in my nature to use such words. I had told this thing already. I had gone to Pappu ji's seat to congratulate him on getting bail today.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Thank you.

SHRI SYED SHAHNAWAZ HUSSAIN: I had congratulated you. If I had uttered any unparliamentary word in my speech then it should be expunged from the proceedings and if he had uttered any unparliamentary word then that too should be expunged from the proceedings. The matter is solved.

* SHRI S. MALLIKARJUNIAH (Tumkur): Sir, doubling of the Yeshwantpur-Tumkur railway line was announced by Shri Jaffar Sharif ji during the year 1991. It is unfortunate that the same is yet to be completed. Despite repeated requests made by both myself and the Government of Karnataka Railways has not paid attention to it. Since good number of school and college going students are commuting, all the trains including express trains should have a stoppage at Nittor station at least for 2 minutes. And it would be more useful to the people of Kadaba, which is a very attractive and famous place in the surrounding area. Similarly in the Ramapura railway station all the trains should be given stoppage for atleast two minutes. Necessary instructions should be given to concerned authority.

Near Upparahalli in Tumkur a R.O.B. should be constructed for the convenience of 50 thousand people living in this part of the city. Both the old and new lay outs of the city are very much crowded. As far as the ambitious Bangalore Metro Rail Project is concerned the process of work is very slow due to lack of funds. This year only 215.70 rupees have been allocated for Namma Metro Project. It is impossible to complete this big project with this very meagre amount. Hence more funds should be released to speed up of this project.

Everyday hundreds of pilgrims visiting Benaras via Chennai, there is no direct train from Mysore to Benaras. Therefore a new train should be introduced between Mysore and Benaras. So that pilgrims would be benefited by this train.

There is a need for continuous up-gradation of infrastructure, technology and equipment. These are not

difficult to the Railways as its finances have improved. There are still thousand of unmanned crossings & signal systems are not functioning. The accident rate in the Indian Railways is considered to be more than that of many other railways in the world.

Therefore the railways need to do much more to ensure the safety and security of passengers. There are also frequent reports of crimes on trains which pose a threat to the life and belongings of passengers. Making trains crime free is as important as making them accident free.

Another thing I would like to draw the attention of the Hon'ble Railway Minister is that the Railways should pay more attention to cleanliness, hygiene and provide drinking water in both trains and stations.

I hope the Hon'ble Railway Minister would consider all these genuine demands and take necessary steps immediately.

[English]

*DR. SUJAN CHAKRABORTY (Jadavpur): Expedite the construction of ROB at Baruipur within Sealdah Division of Eastern Railway;

Expedite the work of the Underpass at Jadavpur Railway Gate which is a very long pending demand within the Sealdah Division of Eastern Railway; There is a huge growth of commuters in the Southern section of Sealdah Division, so there is a need for the better frequency. The Hon'ble Minister has already agreed four Recks, which has yet not been done;

12 Boggy Train is to be arranged to run at Canning, Kakhikantapur and Diamond Harbour Section which was supposed to be completed by 2008;

Survey for third line between Baruipur and Garia has been done. Do the sanction and arrange for the work;

New Rail Line to be constructed between Jainagar to Raidighi, Jainagar to Jamtala and Piyali to Sonakhali. This will enhance the traffic movement and quality of the life in Sunderbans areas. Priority must be given to this;

Metro Railway extension work from Tolingunge to New Garia was supposed to be completed by 2008, but this is yet not completed, so expedite the work; and

I do propose for the extension of Metro rail from Garia to Baruipur which is highly developing as the new district headquarter of South 24 Paraganas.

* English translation of the Speech originally delivered in Kannada

* Speech was laid on the Table.

[Translation]

*SHRI ANIRUDH PRASAD ALIAS SADHU YADAV (Gopalganj): Hon. Minister of Railways Shri Lalu Prasad ji has presented before the House the revised estimates for the Indian Railways for the 2008-09 alongwith income and expenditure statement of the Railways and requested the Government to grant vote on account for just four months of the year 2009-2010 on 13th Feb. While supporting the railway budget, I congratulate the hon. Railway Minister Shri Lalu Prasad ji. This congratulation is for the fact that he has not put any burden on the common man during his term of five years and has put the loss making Indian Railways on the fast track of development by earning a cash surplus of Rs. 90,000 crore and also for making an announcement for introduction of Bullet train on the Indian tracks.

Sir, the hon. Railway Minister has, while presenting the interim budget, also announced 14 new lines, gauge conversion, doubling of 8 lines, introduction of 43 new trains and extension of the destination of 14 trains to ensure smooth operation of the trains.

Through you, I want to draw the attention of the hon. Railway Minister to my parliamentary constituency, Gopalganj and some other nearby areas in this regard. Accepting my demand and that of people's in my constituency, hon. Railway Minister has announced creation of a new Rail Division, Thave. Besides, a new bridge is going to be constructed on Gandak river to link Thave with Betiah.

I as well as people of my constituency demand from the hon. Railway Minister that the said route i.e. the route linking Thave with Betiah should be included in the new railway projects.

As you know, Thave is a religious place having an ancient temple of Mata, the importance of which is known to all the people of Bihar and the nearby states and tourists come from far away places to have Mata's Darshan. Not only this, it is also the Karmabhoomi of venerable Babu ji where our freedom struggle found full support for freedoms struggle. But, unfortunately there are some villages where people have heard about trains but have not seen any. Keeping in view these points, I request the hon. Railway Minister, through you, to accept the demand for the said project so that Bihar could earn revenue from tourists. Reduction in distance between Thave and Betiah will make the travel comfortable for the passengers and the earnings of the Indian Railways will also increase.

*Speech was laid on the Table.

[English]

*DR. ARVIND SHARMA (Karnal): Due to your will power and Efficient Management you have given a big relief to Aam Admi by reducing the passengers fare to all the classes.

I specially thank you for your co-operation and blessing to the people of Karnal – my Constituency for meeting their various demands time to time. Considering your benign helping hand people of Karnal hope still that you will meet their following small demands, which are annexed along with this letter. I sincerely hope you will accord priority to these as usual.

Construction of a "Foot over Bridge" at Karnal Railway Station.

This Bridge is essential considering the difficulties experienced by commuters. Further, I am to request that the Bridge so requested should be constructed in a manner so that it has direct exit outside Platform to avoid crowding on the platforms. Also, in view of difficulties experienced by commuters for securing reservation tickets one additional computerized counter be put in working to obviate the difficulties.

Also, people of Ram Nagar area have asked for a Privately, Managed Railway Reservation Counter as their request was forwarded by me earlier, the same be considered on priority basis I need of large demands of tickets for various stations.

Since, Railway has already declared Karnal Station as Modern Railway Station, Trains like "Pooja Express" be halted at the Station on popular demand of pilgrims to "Vaishnu Devi".

Demands raised by common people & daily commuters for Gharunda railway station

Regarding the position of parallel road at Gharonda Station near the railway quarters to the Grain Market, Gharanda Distt. Karnal. (Permanently)

As I already explained in written earlier to your good self that there is traffic Jam on civil road leading from L-xing No. 63 to Gharunda town to avoid congestion on civil road on behalf of public I had recommended to Railway Authorities to release the land near the Railway Quarters of this station for developing a alternate road earlier but the same had not examined (permanently) up till now by the Railways.

*Speech was laid on the Table.

Stoppage of Jhelum Express at Gharunda Railway station.

There was a regular stoppage of Jhelum Express from last so many years at Gharunda Railway Station, Distt. Karnal but unfortunately, this stoppage is cancelled by two times by Railway only for making inconvenience to the daily passengers/commuters and public of this locality as thousands of daily passengers having their Railway Passes of One, Two or Three Months respectively and paid advance already to the Railway authorities.

Demands raised by common people & daily commuters for Taraori railway station, Distt. Karnal

Stoppage of Ekta Express and Ucchar Express (Up & Down).

There is heavy demand raised by daily passengers and general public to stop the both of the above said Trains at Taraori Railway Station to reach their destination faster.

Demands raised by common people & daily commuters for Nilokheri railway station, Distt. Karnal

Stoppage of Ekta Express and Ucchar Express (Up & Down).

The above said trains stoppage is also raised highly the residents of Nilokheri, Distt. Karnal as they feel inconvenience due to lack of stoppage of passenger trains at both of the above said Railway Stations which falls in my constituency.

Demands raised by common people & daily commuters for Samalkha railway station, Distt. Karnal

Stoppage of Jhelum Express and New Delhi - Bhatinda Express at Samalkha Railway Station.

I had already raised this issue previously for the welfare of the Daily Passengers and General Public for the above said stoppages in public interest to solve the inconvenience faced by Railway Users.

Extension of Passenger Train -3DPM from Sonipat to Panipat.

The above said train's last root is up till sonipat and it is heavily demanded by the Daily passengers of both sides (Delhi to Panipat, vice-versa) for the extension of the above said train from Sonipat Railway Station to Panipat in public interest and it is also favourable for Railways to get maximum revenue as it solves the problem of Daily Passengers also.

Approval of New Railway Line from Panipat Railway Station to Haridwar via Kerana, Shamli and Mujafarnagar as the survey had already been conducted by the Railway Authority.

Approval of New Railway Line from Panipat to Assandh as there is a heavy demand of the people of that Area covering approximately 80-85 Villages for introducing a new Railway Track in public interest and it will be beneficial for District's Panipat, Karnal, Jind & Rohtak (Haryana).

Demands raised by common people & daily commuters of Distt. Panipat (Haryana).

Providing of Level Crossing (Regular Phatak) at Lord Gaushala. Village Shahpur Distt. Panipat.

Providing of Level Crossing (Regular Phatak) at Village - Naultha Distt. Panipat.

The above said demand is raised for a long time by the general public of this area as non - availability of this phataks cause many major accidents daily. I had already submitted the proposals to the Railway Authorities regarding the construction of these regular Phatak's/Pakka Phatak's at the same points (above said). The state Govt. had already granted its approval for Construction the Roads (from Naultha linking Dahar & Badhod) to join Villages, but the work is still pending as the allotment is not approved by Railways for above said Phatak's.

It is a realistic budget in the welfare of the people belonging to all strata of Indian Society and Honorable Railway Minister deserves all the appreciation and thank from General Public.

Therefore, I request your good self to kindly consider all the demands raised by the common people and commuters of Karnal Lok Sabha constituency in Public Interest. I shall be highly thankful to you.

[Translation]

*SHRI K.C. SINGH 'BABA' (Nainital): Sir, I would like to thank you for giving me an opportunity to speak on the Interim Rail Budget 2009-10. I would like to appreciate and thank the UPA Chairperson, hon'ble Sonia Gandhi and hon'ble Prime Minister Dr. Manmohan Singh for their progressive and able leadership who have kept the Indian Railways' profits ringing even in today's time of recession. The entire railway department has worked as a team to realize the dream of financial transformation.

Sir, besides being a tourism specific State, Uttarakhand is also a new State. For the last few years I have continuously been requesting the Government for expansion of railways in Uttarakhand. Out of which Hon'ble

* Speech was laid on the Table.

[Shri K.C. Singh 'Baba']

Minister has granted his approval for a lot of demands. Sir, certain other important proposals of the people of Uttarakhand have not been included in the Railway Budget. Being a tourism specific State there is an urgent need to provide a complete arrangement of railway transport in Uttarakhand.

- There is a great need to construct an over bridge between Railway Godown and national highway Bajpur Railway Crossing in Kashipur because traffic is jammed for hours over there and there is always a risk of accidents at this place. I would like to urge hon'ble Minister that there is a need to construct an over bridge at such railway crossings falling upon busy national highways.
- There is a need to add AC Chaircar coaches in Sampark Kranti between Delhi and Ramnagar on the lines of Delhi and Kathgodam.
- There is a need to provide high power engine for Corbet Express train.
- There is an immediate need to add 2-3 boggies in Garib Rath Train running between Kathgodam and JammuTawi because thousands of Punjabi (community) people reside in Kashipur, Bajpur and Gadarpur.
- All the coaches of Ranikhet Express in Ramnagar should be upgraded besides making arrangements for categories upto Ramnagar.
- There is an urgent need for constructing a new Kashipur-Jaspur-Dhampur railway line in Uttarakhand which can connect one side of the plains of Bhavar Tarai belt to another. The laying of direct railway line from Tanakpur to Dehradun will connect both the ends of the plains in Uttarakhand. The laying of Kichchha-Sitarganj-Khatima railway line and Kashipur-Nazibabad railway line will benefit the people of this area as well as the tourists going there.
- There is a need to connect Delhi Dehradun route from Muzaffarnagar to Laksar by a direct railway line.
- There is a need for doubling of Laksar to Dehradun via Haridwar railway line.
- There is a need to start a new direct Superfast non-stop train from New Delhi to Dehradun.
- There is a need to run a daily train from Dehradun to Kathgodam.
- A daily train should be introduced from Tanakpur, Kathgodam and Ramnagar via Kotdwar.
- There is a need to add three boggies at Lalkuan in the present Sampark Kranti Express being run from Kathgodam to Delhi.
- There is a need to provide stoppage of all the trains at Mahuakheda Ganj.
- The Uttarakhand Sampark Kranti Express does not have a stoppage at Haldi before reaching Haldwani which is a point to reach the famous Govind Ballab Pant Agricultural university and also an upcoming industrial place also therefore, it is most important to provide stoppage of all the trains at this place.
- Sir, you had ordered survey of a new railway line from Tanakpur to Bageshwar. It is sad that the survey has not started yet and it is requested to you that the survey work of the new railway line from Tanakpur to Bageshwar may be started as soon as possible. This railway line will benefit the pilgrims visiting the famous pilgrimage Poomagiri.
- There is a need to lay a new railway line from Rishikesh to Dehradun, from Rishikesh to Dev Prayag from Badrinath and Ramnagar to Chaukutiya. There is a need to convert Bareilly-Tanakpur metergauge railway line into broad gauge line. There is also a need to lay a new railway line from the famous Tanakpur to famous holy place Pooma Giri.
- There is a need to start train service between Thiruvannapuram (Kerala) and Dehradun.
- There is a need to computerize and beautify every railway station in Uttarakhand.
- There is a need to lay a new railway line on Ramnagar - Bajpur- Gadarpur-Rudrapur-Kitcha-Sitarganj-Khatima-Tanakpur route.
- There is a need to construct a drain in the railway station area from Bajpur road railway crossing to sugar factory road in Kashipur railway station area.

Sir, a large number of tourists, pilgrims, nature lovers, Himalya lovers, wild life lovers, movie makers keep visiting Uttarakhand throughout the year from all over India as well as foreign countries. Therefore, it is requested to you to kindly include the proposals presented by myself and the previous Governments in the state into the railway budget 2009-2010.

*SHRI JAI PRAKASH (Hissar): Sir, a railway crossing should be constructed on the road to Chaudharywas village from the Cheeraud village between the pillar number 5 and 6 on the 19 km milestone on the Hissar-Sadalpur railway line. Half of the expenditure will be borne by the Govt. of Haryana or I am ready to provide from my MPLADS fund.

A halt should be constructed at Baroda village on the Jind-Baditha line, which you had promised but have not built yet.

19.00 hrs.

**SHRI K.C. PALLANI SHAMY (Karur): At a time when global recession and economic melt down is staring at us our Railway Minister has created a record not merely by not increasing the passenger fare or the freight charges but by reducing the passenger fare by 2%. I would like to congratulate both Shri. Lalu and Shri Velu for this achievement. This is an interim budget but still we find a road map for the days to come and the ensuing Railway Budget. While welcoming and extending my support on behalf of Dravida Munnetra Kazhagam I would like to put forth my views and certain demands on behalf of the people of Tamilnadu particularly our Leader and the Chief Minister of Tamilnadu Dr. Kalaingar Karunanidhi and the people of my Karur constituency.

This budget apportions Rs. 37,905 crores for Annual plan while showing the revenue surplus as Rs. 19,320 crores in the form of cash reserve. This is an achievement. During his tenure Shri Lalu has shown Rs. 90,000 crores as surplus. In this budget he has made certain welcome announcements. Laying of dedicated freight corridor for the east has commenced. The western corridor works are to commence this month. At this point I would like to lay stress on the need to commence immediately a dedicated freight corridor linking the south with the north. This must go upto Tuticorin which is in the farthest south and emerging as one of the biggest ports in the country. I would like to remind you that our leader Dr. Kalaingar Karunanidhi emphasized this in the National Development Council.

In order to ensure country's balanced economic growth dedicated freight corridor for the movement of Rail Cargo would help. Hence it is necessary to link the southern parts of the country upto Tuticorin. In the similar pattern of raising funds and managing the affairs of metro rail system, dedicated freight corridor for the south may include all the state government of the south, the

*Speech was laid on the Table.

**English translation of the Speech originally delivered in Tamil.

government at the centre and the railways. I request the Ministry of Railways to take up this project which has been stressed upon by the far sighted elder statesman and the Chief Minister of Tamilnadu Dr. Kalaingar Karunanidhi.

Pre-feasibility study for laying railway line for the high speed Bullet trains have been taken up in many parts of the country. While referring to it Hon. Railway Minister has referred to Bullet train linking Delhi and Patna. I urge upon the Minister to announce Bullet train project linking the Capital cities of all the four southern states. As a pilot project, laying of a railway line for the Bullet train between Kanyakumari and Chennai may be taken up. Later on Bengaluru and Hyderabad can be linked. I want the Railway Minister to give his nod and take up this project.

Freight charges have not been increased as announced and remains as restructured. Every State government especially Tamilnadu must get concessional Freight charges or rebate for moving rice and grains for public distribution system and nutritious noon-meal scheme. This would help encourage the State governments to carry on welfare measures aimed at the public.

43 new trains have been announced. Four of them pertains to Tamilnadu. A daily passenger train between Erode and Shencottah has been announced. I would request you to see that this is not an extension of Tiruchi-Erode passenger train. Let this new train may be an additional train. A new train between Karur and Chennai may be operated as Karur Express or Karikalan Express. A new train between Karur and nagoor via Tiruvarur linking the Kongu region with the Thanjai region may be introduced as Aaroor Cholan Express. The long pending work of linking Nagapatinam with Velankanni by way of laying a Railway line between these two places must be completed by the Railways at the earliest. I welcome your extending upto Nagoor the daily express train between Ernakulam and Tiruchirappalli. You may take efforts to complete the process of linking the three famous pilgrim centres Nagoor, Velankanni and Sikkal (near Nagapattinam). A daily Express train between Tiruchirappalli and Madurai and the new link Express between Coimbatore and Tuticorin are to be welcomed. At this juncture I would like to request you to consider to make the bi-weekly super fast train between Tirunelveli and Mumbai via Thiruvananthapuram as a daily train. This would greatly benefit the people from all the three states while promoting tourism and business travel apart from pilgrimages.

Preparation of quality food with unique culinary skill is part of our culture. Hence distribution of food wanting in quality is against our civilized cultural background. I

[Shri K.C. Pallani Shamy]

welcome the announcement of Shri Lalu to end this uncivilized way of serving insipid food. Rail passengers are neither dallying nor partying but they are travelling as paying guests and must be fed quality food. Hence quality must be increased and price must be reduced. The service tax on food items served in the trains must go. I wish the Railway Minister intensifies his efforts in this regard to take up with the Finance Ministry.

Our Railway Minister who has presented this budget showing record profits while achieving targets must speed up the pending projects announced and taken up in the northern districts of Tamilnadu.

When we see certain ongoing projects going on for long and much long beyond measure, we can only remind ourselves of a saying that there will always be some civil work or the other going on in Avudaiyar koil but never ever will it be seen completed. Similarly laying of railway line between Karur and Salem is going on and on for more than fifteen or twenty years. Salem division was carved out. But the process of establishing the Head Quarters transferring adequate railway staff from Palghat has not been completed as yet.

'Like a donkey dwindling into an ant', is a proym. Similarly the railways that made profits during the British regime had gone through problem days with deficit budgets. But today the basis for a strong foundation has been laid. According to our Minister, Railways that remained as a huge gigantic elephant has now become a fast moving Cheetah.

Like the fast paced Cheetah the slow moving railways have emerged as a fast flying ones in this era. Such railways must not be a cause for bringing down the pace of the movement of the road traffic and the road transport. I would like to point out that a Road over Bridge as part of Highways was opened in Lalapet in my Karur constituency. Lorry transport, pilgrim and tourism movement and other long distance bus service have all benefited from the construction of this ROB. The kind gesture the Union Surface Transport Minister provided for the necessary funds. After opening the ROB, the Level Crossing No.48 has been closed affecting people living in the neighborhood. People from 40 villages and about 2 lakhs of people who have been using the Level Crossing No.48 everyday are greatly affected by the closure. The Railways may consider closing down Level Crossing No.49 in the vicinity and the railway employees working there may be asked to work in LC No.48 which can be opened again. Even after

doing this railways would have still saved the money spent on three of the six railway men posted at both the Level Crossings. I would like to point out that this is a financial saving for the railways which has not spent any money on Lalapet ROB project for which the fund was mobilized by us. Hence the Railways must consider favourably the demands of the local people there.

On behalf of DMK, extending our support to the Railway Budget, let me conclude.

[English]

*SHRI RAVICHANDRAN SIPPIPARAI (Sivakasi): On behalf of MDMK and our leader Shri Vaiko raise to speak. First of all, this is neither a full Budget nor a half-Budget but simply a vote Budget. It is a populist Budget. It is a visionless budget and the mission is to get votes.

The Railway Minister did not tinker with freight rates in the interim-Budget having raised them on food grains, pulses and fertilizers on February 1. Hon'ble Railway Minister has announced 25 surveys for 14 New lines, three for gauge conversion and eight for doubling wheel factory in Chhapra and diesel and electric locomotive factories in Madhpura, but he neglected Tamil Nadu. The Minister has himself promised, for a Railway Factory at Pollachi while we were meeting him over Palakaddu divisional issue headed by our leader Shri Vaiko. But I don't see nothing in this regard in the interim Budget. While proclaiming, the Railways generated Rs.90,000 crore in the last 5 years. It is disappointing to note no effort has been made to transfer the benefit to downtrodden. It is nothing but jugglery of words. This Railway Budget has no proposal for new lines or electrification in Tamil Nadu. Railway Board has recently cleared 5 new lines for Tamil Nadu last year. The Planning Commission has suggested that the Tamil Nadu Government says the Railway Minister should bear the total cost. In this tug of war between Tamil Nadu Government and Planning Commission, people in backward area of Tamil Nadu are denied railway facilities. The following five lines should be taken up urgently by the Railways with the Government of Karnataka, Jharkhand and some other States are also willing to share the cost but unfortunately the Government of Tamil Nadu has refused to share the cost. So it is very painful.

Dindigal	-	Gudlor
Ariyalur	-	Tanjore
Needamangalam	-	Pattukottai
Dharamapuri	-	Moorapur
Jolarpet	-	Thiruvannamalai

*Speech was laid on the Table.

All the projects should be taken up by the Railway Minister urgently. Doubling of railway line between Vilupuram and work of Dindigal should be expedited. The doubling of railway line between Madurai and Kanyakumari and Tuticorin should be taken up.

The Gauge conversion work between Virudunagar and Manamadurai viz-Mnuppukottai should be completed in a time bound manner and it should be completed before 2009 December.

The new Railway line between Madurai-Tuticorin viz. Aruppukuttai and Villathikulam must be considered. It should facilitate goods traffic from Tuticorin Port.

I have been demanding for a stoppage of Nellai Express train at Sattur Railway Station since last 3 years. Nothing happened in this regard. I urge the Minister kindly to provide the stoppage for Nellai Express at Sattur Railway Station. The Nellai Express train running between Chennai-Thirunelveli is the last train that starts from Chennai. This stoppage will help Sattur, Sivakasi bound passengers.

South-North Freight Corridor should be proposed immediately.

I have been demanding for road over bridge. Railway in Sivakasi at Satchiappuram Rail Crossing. There is a long pending demand for road over bridge at Virudnagar, Ramamoorthy Road Railway level Crossing. It should be taken up immediately. The BOB work should be completed within a year.

There is a long pending demand from various Associations of the following new train services.

- | | | | | |
|----|-------------|----------------|----|---------------------------|
| 1. | Chengottai | - Coimbatore | -- | Daily |
| 2. | Chengottai | - Bangalore | -- | Daily |
| 3. | Chengottai | - Maylaputurai | -- | Daily |
| 4. | Chengottai | - New Delhi | -- | Weekly train. |
| 5. | Chengottai | - Howrah | | |
| 6. | Chengottai | - Mumbai | | |
| 7. | Kanyakumari | - Varanasi | -- | Weekly via
Madurai |
| 8. | Kanyakumari | - Hyderabad | -- | Tri Weekly via
Madurai |
| 9. | Tuticorin | - Mangalore | -- | Daily |

These trains should be introduced as early as possible. Thiruthangal Railway Station should be

upgraded and provided more passenger amenities. In Kovilpatti subway should be provided under ROB at Lakshmi Mills level crossing. All existing railway gates should remain in between Kovilpatti and safety of women passengers at Virtudnagar Station should be taken care of. Facilities for the disabled also found no mention in the Budget Speech. Even many A grade stations don't have elevators, lifts and enough toilets. On the one side you are reducing railway fares which is an eye wash. On the other side passengers pay more to get Tatkal Tickets. Number of tickets available in non-tatkal (regular) categories reduced. Cushioned seats in all general class bogies promised but not delivered. As contractors take control of platforms, cheaper eatables go missing and the quality of food offered on trains deteriorated. Earthen cups and Khadi blankets disappear from coaches.

Even after 90,000 crores of surplus, coming down of diesel prices, the Railways have done nothing new to Tamil Nadu. All the ongoing Railway projects work are very slow. It is a visionless Budget and the mission to get votes. This Budget is prepared keeping an eye on the coming Lok Sabha polls.

With these words I conclude my speech.

*SHRI PRASANNA ACHARYA (Sambalpur): I oppose this Railway Budget placed before the House by the Railway Minister Shri Lalu Prasadji on 13th of this month. This Railway Budget is parochial budget. This does not reflect the wishes, aspirations and requirement of the nation as a whole so far as development of Railways are concerned. I do not understand how leaders demanding national stature often behave like regional or local leaders while discharging their responsibilities on behalf of the nation. People say, this Railway Budget on eve of election is not a budget of the Indian Railways but only of the Bihar Railways. Most of the States particularly the long neglected under-developed States like Orissa have been overlooked in this Railway Budget which is unpardonable. I would request the Railway Minister to look at the nation as a true Indian and not as a Bihari, Gujrati or Bengali.

If the Railway Minister claims to have earned enormous profit, why doesn't he spend at least a little portion of it for the development of expansion of Rail infrastructure in poorer State like Orissa which are contributing sizeable revenue to the Railway in the shape of freight.

Sir, without going detail into it, I would request the Hon'ble Railway Minister to look at the following proposals in my area under East Coast Railway zone.

*Speech was laid on the Table.

[Shri Prasanna Acharya]

- i) Construction of New Rail Line from Bargarh to Nawapad via Padampur, Paikmal:

This being an Underdeveloped area, the proposed line would help accelerate the pace of development. Transportation of coal from Orissa to Western India through this route will be cheaper and would earn a lot of revenue for the Railways. The upcoming Steel plants in Orissa shall use this line as the shortest route to market their finished products in western part of the country. Survey has already been done and the R.O.R. is 18%, which is quite satisfactory and fulfills the norms of the Railways for construction of new line. Initial budgetary provision for this rail line may kindly be made.

- ii) A new train either from Bolangir to Allahabad or Sambalpur to Allahabad may be introduced to facilitate travelling of large number of passengers from Western Orissa to Allahabad for performing shraddha ceremonies and other rituals.
- iii) The Howrah-Sambalpur Ispat Express may be extended up to Titlagarh which would provide a direct link to Kolkata for the people of Sonepur, Bolangir, Bargarh and Boudh districts. As the halting time of this train at Sambalpur is more than fourteen hours, its extension to Titlagarh should not create any problem for the Railways.
- iv) The Nizamuddin-Visakhapatnam Express should be directed from Sambalpur to Visakhapatnam enroute Bargarh, Bolangir, Titlagarh so that passengers of the districts in Western Orissa will get a direct communication to the National Capital. It is not going to affect the interest of the commuters of Cuttack, Bhubaneswar as there are other trains from Sambalpur to Bhubaneswar and Bhubaneswar to Visakhapatnam.
- v) The industrial scenario is fast changing as large number of steel plants in the Jharsuguda and Sambalpur Distts. have come up. Inadequate train services is a serious impediment for people of that area. I, therefore, suggest for introduction of a new Intercity Express between Jharsuguda and Bhubaneswar.
- vi) The operating ratio of East Coast Railway since its formation has been one of the best 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 with jurisdiction as mentioned above under the East Coast Railway. Likewise, the jurisdiction of the East Coast Railway may be extended to include Banspani to Padapahar section and Bhadrak-Laxmannath Road section in Khurda Road Division.

- vii) Attabira and Barpali are two important places in the district of Bargarh. It is agriculturally rich and industrially upcoming area. I would request the Hon'ble Railway Minister to pass instruction for stoppage of all Express Trains enroute Attabira and Barpali.

I hope, the Hon'ble Railway Minister will put an ear to my suggestions and implement it as it does not involve any financial burden on the Railways.

[Translation]

SHRI ANAND PARANJPE (Thane): Mr. Deputy Speaker, Sir, I want to speak in Marathi.

MR. DEPUTY SPEAKER: Have you given the notice for speaking in Marathi?

SHRI ANAND PARANJPE: No, Sir, I will speak just two lines in Marathi and after that I will speak in English.

MR. DEPUTY SPEAKER: Whatever you speak in Marathi will not go on record because translation cannot be provided just now.

SHRI ANAND PRARANJPE: Mr. Deputy Speaker, Sir, I have been elected from Thane which is largest Lok Sabha constituency in India. Being an MP of Shiv Sena, I am going to bring before the House the problems of lakhs of passengers from Mumbai and Thane district who travel by local trains. This is my maiden speech in the 14 Lok Sabha and I believe that all the hon. Members and the hon. Minister will listen to me attentively.

Mr. Deputy Speaker, Sir, through you, I congratulate the hon. Railway Minister, that he has reduced the train fares by 2% in this year's railway budget too. In the last four years, the train fares have been reduced by 28% in 1st AC and about 20% in 2nd Ac class. Speaking about common man, I wonder how the hon. Minister has forgotten

the common man who travels in the local train from Kiran to Church Gate and from Kasara Vihar Karjat to CST. About 65 lakh people travel in this local train daily.

[English]

Sir, I demand that there should be a minimum of five per cent rate cut in suburban season ticket and card ticket in the Railway Budget for the year 2009-10.

I also appreciate that nearly 43 new trains have been introduced in this Railway Budget. Mumbai has been connected with all parts of the country including Rajasthan, Uttar Pradesh, Tamil Nadu and Kerala. But I would have appreciated if the hon. Railway Minister would have introduced new trains connecting Mumbai with major cities in Maharashtra like Nagpur, Pune, Aurangabad, Kolhapur and Sholapur.

Sir, I come from Thane Lok Sabha Parliamentary Constituency. Thane is the oldest station. The first train from Boribunder to Thane was started in 1853. As the elected representative from Thane, I would request the hon. Railway Minister to kindly consider the demand to declare Thane as a heritage station. Give it a museum where the heritage station of Thana will be indicated.

Even though Thana is 'A' class metro station and it generates revenue of nearly Rs. 80 crore per year, yet it lacks the basic facilities like the FOBs. The FOBs are missing. Time and again, we have been requesting the hon. Minister for third FOB but the proposal is still pending with the Railway Board.

[Translation]

Though you, I request the hon. Minister that the third railway FOB be granted approval as soon as possible. Similarly, the relating work to increase the length of the platforms at Thane station, which is going on very slowly, should also be speeded up. In my constituency, the condition of the station at Kalyan, which is the largest junction, is very bad. Through you, I request the hon. Minister to grant approval in this budget to many proposals for construction of FoBs and increasing the length of the platforms which have been pending for approval before the Railway Board

[English]

In the last three years, the freight charges have been increased by around 40 percent. In this global slowdown, I demand that the freight charges should also be considered and brought down by five percent, which will definitely boost the steel industry, cement industry and other heavy industries.

[Translation]

You may be aware that railway passengers resorted to sudden agitation in Borivali 15 days ago. Central Railway and Western Railway in Mumbai had much hope in this budget. From the Mumbai Rail Vikas Corporation (MRVC) which was established to provide new rakes to Mumbai. Central Railway has 167 rakes and it makes 1410 trips. Borivali like situation can be repeated anytime in Thane and Kalyan. I would request the hon. Minister to provide maximum number of rakes to the Central Railway as soon as possible. The work on fifth and sixth track between Kuria and Kalyan has been started by MRVC under NVTP Phase-2. This work should be completed as soon as possible because the number of local trains in Mumbai cannot be increased until the fifth and sixth tracks are there. Meerabhender municipality has population of 10-12 lakh. Third and fourth track has been started between Borivali and Virar for fast trains but they are not used by local trains even today. This problem will remain unsolved unless local trains start plying on the third and fourth track between Borivali and Virar.

Diva-Panvel railway line in my constituency was started in 1965. Hon. Minister has announced new DMU trains for Patna- Mughalsarai and Patna-Gaya in his budget speech. When Diva Panvel line was started in 1965 even then there were five trips between Diva and Panvel. I request the hon. Minister to increase the number of trips. People are holding demonstration there for the last 20 years. Three new railway stations should be constructed there at Usarghar, Bamivali and Narivali on this route and the hon. Minister should take a decision in this regard as soon as possible. Hon. Minister has announced in his speech to make feasibility survey of 14 new routes. Survey of a route between Kalyan and Nagar Maishej Ghat was conducted many years ago but nothing has been done about this route. After getting elected, I have requested the Railways a number of times for Thane station and I am doing a regular follow up for providing of stoppages of the long distance trains in the country. Though some trains have been provided stoppages but some new trains have been introduced in the budget like Mumbai-Varanasi, Mumbai-Gorakhpur, Mumbai-Machhipatnam, Mumbai-Tiruvelli and they should also be provided a stoppage at Thane in addition to the Udyognagari Express between Lokmanya Tilak and Kanpur, Superfast train from Lokmanya Tilak to Varanasi, Konark Express from Mumbai CST to Bhuvaneshwar and Express train from Mumbai CST to Kanyakumari.

Population of Thane city is about 18 lakh. It is equal to a district. Through you, I demand from the hon. Minister

[Shri Anand Pranipe]

to kindly consider all these demands and provide some consolation in this budget to the common men travelling in the Mumbai local trains. Hon. Minister had begun his speech by reciting a poem - 'Shukriya Kar Main Shuru Karta Hoon Apni Aaz Baat, Sathh Lekar Main Chala Hoon Desh, Duniya Aur Samaj'. Here he speaks of taking the whole country alongwith him. I only hope that he also takes Maharashtra, Mumbai and the common man travelling in the local trains alongwith him and makes an effort to provide maximum facilities to the common man of Mumbai.

Mr. Deputy Speaker, Sir, I am thankful to you for providing me an opportunity to speak.

* SHRI A.K.S. VIJAYAN (Nagapattinam): On behalf of our party Dravida Munnetra Kazhagam (DMK), I would like to welcome and extend my support to the Railway Budget presented by our Minister of Railways Shri Lalu Prasad Yadav, whose achievement is commendable. I would like to record my deep appreciation and would also like to put forth some of my demands pertaining to Tamilnadu and my constituency in particular.

In all the 60 years of Independence, we feel proud that a turn around has taken place taking the Railways to new heights under the able stewardship of Shri Lalu Prasad. He has proved a point that it is will that matters and even men from humble beginnings can make history.

We are happy to note that in your new announcement pertaining to Tamilnadu, you have taken note of the demands that were put forth by the Chief Minister of Tamilnadu Dr. Kalaignar Karunanidhi, some trains have been extended. For instance, Ernakulam - Tiruchirappalli Express has been extended upto Nagore. I heartily thank the Railway Minister for this gesture and would like to request him to kindly consider running the train between Mysore and Nagore that remain as an announcement for quite long. After gauge conversion now there is a need to operate a train from Nagore to Chennai in the new broad gauge line. It has been announced that a new train is to be operated between Tiruvaroor and Nagore. It has also been announced that Hon'ble Minister of State for Railways will be inaugurating it on 27th of this month, i.e. 27.02.2009. I would like to point out that this translates into action an announcement made in this regard in 1999 by the then Railway Minister Ms. Mamta Banerjee and this has been pending from 1993 ever after the gauge conversion work

* English translation of the speech originally laid on the Table in Tamil.

was taken up. At this juncture, I would like to point out that this project was left in the lurch in between. Even the sleepers and railing bars meant for laying railway line between Tanzore and Nagore were taken away, the project was rejuvenated again and it has seen the light of the day now. On this occasion, I would like to thank whole the successive Railway Ministers and especially, the Chief Minister of Tamilnadu Dr. Kalaignar Karunanidhi. I would like to record the fond memory of the former President of India, Shri K.R. Narayanan, who took special interest when it was represented to him by the people of my Nagapattinam constituency and recommend this project for implementation.

Laying of Manamadurai – Tiruvaroor - Thiruthurai- poondi – Muthupet -Karaikudi BG line has been pending for long and the request of the people of my constituency may kindly be attended to. Survey work for laying BG line between Thiruthurai-poondi and Agasthiyanpalli has been completed and this project is pending for want of fund allocation. I request the Railway Minister to expedite the same. Similar is the case with the laying of a new line linking Needamangalam-Mannargudi-Pattukkottai even after completing the feasibility study and survey long back. There is also a need to introduce a new train between Coimbatore and Nagore as this is an important pilgrim centre very popular in the South, especially in Kerala and Karnataka drawing pilgrims towards that part of Tamilnadu. Let me conclude, impressing upon you to allocate more funds for the laying of BG line linking Nagapattinam with Thiruthurai-poondi via Thirukkuvilai.

[English]

* SHRI E.G. SUGAVANAM (Krishnagiri): At the outset, I would like to thank and congratulate the Hon'ble Railway Minister for presenting the growth oriented and people friendly Interim Budget (2009-2010). Under the able and dynamic leadership of Dr. Manmohan Singhji, Hon'ble Prime Minister, our Railways have reached an all time growth and witnessed landmark achievement in revenue collection, development and traffic. Our Government has not increased the passenger fares continuously and maintains the freight rates optimum. In fact, time and again, passenger fares have been reduced despite there is a steep hike in the prices of petrol, diesel, steel, cement, input costs and other administrative expenses in the past and this year fares are reduced to the extent of 2%. With the bold initiatives and able administration of Shri Lalujji, our Railways has made a profit of 90,000 crore and laid 1,100 kms. of new rail lines. The freight corridor work in Delhi - Mumbai is a welcome step and the UPA Government is taking steps for laying more such freight corridors.

*Speech was laid on the Table.

Several measures have been taken to improve the railway network in the country. The introduction of new Garib Raths will help lower middle class and poor people have the taste of AC coaches. The increase in frequencies and extension of various trains will promote the traffic growth of railways.

Sir, large numbers of coaches in the trains are often in a bad condition, filthy and unhygienic. They are also not cleaned properly. In many of the coaches even fans and lights are also not working. Adequate steps should be taken to maintain neat and clean of the coaches. Quite often bed sheets and pillow covers provided in trains are also in dirty conditions. Railways should take steps to provide neat and clean bed sheets and pillow covers.

Sir, in Rajdhani and Satabdi Express Trains, the Public Address System is not functioning frequently. Many times, no announcements are made. Apart from the proposed extension of public address system in mail/express trains, the Railways must ensure that the system should function effectively in Rajdhani and Satabdi trains.

Sir, frequent late running of trains is another important factor causing concern for the railway passengers. Adequate attention is not given for curbing late running of trains. I demand from the Railway Minister that punctuality along with safety should be given top priority and necessary facilities should be given to the passengers in case of late running of trains.

As a whole, all the Railway Budgets presented during the tenure of UPA Government is welcomed by all sections of the society. However I am sorry to state that the following certain areas are left with and needs to be addressed:-

i) There was a long pending demand for laying of a new railway line between Jolarpettai and Hosur Via. Tirupathur, Kandili, Barugur, Orappam, Krishnagiri and Sulagiri. In this connection, I would like to state that there was a railway line exists between Tirupattur to Krishnagiri (42 kms.) prior to Independence i.e. before 1942. It was most advantageous and easy for transportation to that region. Later it was abandoned and the reasons were unknown. The remains of the line still exist. Krishnagiri, Tirupattur and Barugur are big commercial centres in Tamilnadu. If this line is commissioned, it will fetch huge revenue to the Railways by way of transportation of commercial goods and perishable items. It will also benefit businessmen, building workers, agriculturists, mango product units, students, and large number of people in this region. Moreover, the residents of para-military

personnel in this area are also suffering without adequate train facilities. Several times I have raised the matter to the Hon'ble Minister on the floor of the House and also outside and the Minister has assured for early action. Despite there is no action is taken in this regard. This project is a long pending demand of Krishnagiri district and people expect that this project to be completed at the earliest. Therefore, I demand that this project should be taken up without any delay:

- 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 as early as possible to facilitate faster movement of traffic;
- iii) There are increasing-complaints that good and hygienic food is not served in railways. Though the railways have increased the prices of food items several times, quality is not maintained and over the period of time, it has reduced quantity also. Moreover, there are much difference in rates of food items from one place to another in railways. Further, the long distance passengers are facing lot of difficulties because they do not get good quality food items both in running trains or at railway stations. Hence, I urge upon the Hon'ble Railway Minister that there should be frequent and regular check on the quality of food items served in railways;
- iv) The introduction of more Garib Rath Trains is welcomed by all sections of the society and the trains tickets are booked much in 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;
- v) In Garib Rath Trains particularly H. Nizamuddin - Chennai, there is no facility of Pantry Car. The passengers particularly women, children and old aged people are facing lot of difficulties for getting food, water, tea/coffee, etc. for their lengthy journey. Moreover, the above train always running several hours late behind schedule and reaches the destinations at odd hours. Hence, I urge upon the Hon'ble Railway Minister to immediately provide Pantry Car facility in the Garib Rath Trains;

[Shri E.G. Sugavanam]

- vi) Early linking of Chennai Egmore and Central railway stations which is a long pending demand of the people of Tamil Nadu and it should be taken up on priority;
- vii) Early completion of Velachery - St. Thomas Mount MRTS line.

With these words, I thank you, Sir, for giving me an opportunity to participate in the Railway Budget and I support it.

SHRI BRAHMANANDA PANDA (Jagatsinghpur): Hon. Deputy Speaker, Sir, I would like to seek your permission to speak from here.

MR. DEPUTY SPEAKER: You are allowed.

SHRI BRAHMANANDA PANDA: Hon. Deputy Speaker, I owe my gratitude to you for giving me an opportunity to speak on the Interim Railway Budget

As you know, railway has become the lifeline of the country's economic prosperity. We are proud by proclaiming that the Indian Railways has generated Rs.90,000 crore in the last five years and has made a big turnaround. It is really disappointing to note that no sincere effort has been made to transfer the benefit of achievement to the weaker sections of the society. In this context, I would like to start my speech with a poem, and I have requested the translator to translate my poem. (Translated in English)

Glory to the Railway Minister Lalu ji,
you've hoodwinked the people of Orissa.
You showed them (in your Budget) your lantern
you will soon face the election.
The people of Orissa are
Blowing the conch to
Loosen your wheel and axle
Congress is amputating its own limbs
Driving towards destruction
In place of development
May UPA have the
Good sense to pay attention
To the progress of Railway in Orissa.

As you know, Orissa is a State with vast natural resources. There are beautiful temples like Konark which has its importance in the sculptural map of the world. It is one of the wonders of the world. As you know, we have the famous Puri Temple which preaches the theme of peace, brotherhood and tranquility for centuries together. Dasia,

a Scheduled Caste, is a great devotee of Lord Jagannath. Salabega, a Muslim, is a great devotee of Lord Jagannath. It is a real theme of national integration, real theme of socialism, and secularism for which our learned friends are fighting for years together. The real theme of preaching is from the land of Orissa. But it is really shocking that even after 60 years of Independence, the railway is discriminating Orissa constantly. They have shown not only utter negligence towards the State of Orissa in the present Interim Railway Budget but also, your honour will find that they have committed gross injustice.

There is a saying that all tracks lead to Bihar. It has come out in some newspapers. Out of 43 new trains, 10 trains go to Bihar State. All the other facilities relating to upgradation of rail infrastructure have been provided to Bihar. We have no objection to this, but we desire that the nation should prosper equitably. We want that all parts of the country should have equal share of economic growth and parity should be maintained; otherwise it will lead to disparity and loss of faith in Government machinery. National integration will be at stake. All these things should be kept in mind whenever a welfare measure of any sort is taken up.

India itself is a very beautiful country. For centuries together, we feel proud of our culture and civilisation. Irrespective of caste, creed and religion, people from different parts of the world have assembled here because the real sweetness of India's social life is so beautiful. That is why, I appeal to the hon. Railway Minister that he should give special priority so far as development of railway infrastructure in Orissa is concerned.

Further, a criticism has also come out in a Delhi newspaper that a lion's share has been cornered by the hon. Railway Minister for his own Bihar State. Let all these facilities go to them, but a backward State like Orissa, which is dominated by dalits, tribals and the Scheduled Castes, should also get its due share. My learned friends were crying for Kandhamal district. Even after 60 years of Independence, people have not seen railway track in Kandhamal. It has become a dream for them. So, the connectivity facilities should be provided to the backward areas of the State so that the social and cultural exchanges will be established and we can go together with the Indian society and culture.

As you know, Sir, under the dynamic leadership of Shri Naveen Patnaik, industrial revolution has been started in Orissa. Orissa is having vast resources of iron-ore, coal, manganese and bauxite. We are having a beautiful lake - 'Chilika'. I have also recited that poem here on many

occasions. The learned poet and one of the founders of the Congress Party. Gopalbandru travelling in a train recited the following couplet (Translated in English) in Oriya:

*O train stop for a moment
Let me enjoy the splendour of
a portrait called CHILKA.*

So, we feel proud that India has its own culture and its own civilisation. The Railway Minister hails from the State adjoining my State. While I was the President of Ravenshaw College Student Union, I had invited Shri Jai Prakash to address centenary celebrations of Ravenshaw College, the premier college of the State. That is why, in view of the cultural, social and religious relationship with the State of Bihar, naturally our expectations from the hon. Minister are more. So, we expect that the hon. Railway Minister will definitely give special priority so far as Orissa is concerned.

In this context, I would like to draw the attention of the hon. Deputy-Speaker to the long-standing ongoing projects which are there in Orissa. Several memorandums had been submitted to the hon. Railway Minister as also to the Prime Minister by all-party Members under the leadership of the ex-Speaker. It is really astonishing that till today, no sincere effort has been made and no sincere attention has been given by the Railway Minister so far as those genuine demands of Orissa are concerned. Haridaspur-Paradip railway project has been going on for about one and a half decades. We do not know when that project is going to be completed. That is the connectivity facility which will help the prosperity of Paradip Port.

My constituency includes Paradip port, which is a major port of India and it also includes the Konark temple, which is one of the wonders of the world. In such circumstances, I would appeal to the hon. Railway Minister that there should be special ...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Member, please conclude your speech.

SHRI BRAHMANANDA PANDA: Sir, I will conclude within a couple of minutes. The projects concerning Haridaspur-Paradip and Khurda Road-Balangir – which will connect Phulbani and other areas – are also long standing demands of the State of Orissa. No special allocation was made by the Railway Department for all these projects because of which the projects are lingering on for years together. We always make an appeal, and the hon. Chief Minister has also submitted a memorandum to the Ministry of Railways demanding Rs. 1,520 crore for

the State of Orissa. These demands are genuine, and it cannot be done unless the Railway Minister pays special attention to it.

As far as Orissa's progress and prosperity is concerned, Orissa is going ahead with investment with different industries like POSCO, ESSAR, and Arcelor-Mittal, and also for different ports like Dhamra, Gopalpur, etc. But Orissa cannot prosper and so as India unless Railway connectivity is developed there.

My learned friend and the hon. Railway Minister is also aware that the Paradip port has contributed a sizeable income to the Indian economy. It is also known that the East-Coast Railways is a Zone contributing sizeable profit to the Railway Department. But it is found that no timely recruitment is being done. As a result of this there is no uniformity in the recruitment policy. We find at the time of publishing of the results that the people of a particular State are dominating in the East-Coast Railways. Hence, a group of young men met me a few days back to mention that the Railways is discriminating with Orissa, and they would be forced to follow the footprints of Mr. Raj Thakre as there is no hope for them. It is not a good sign for a healthy country like ours. We should not allow frustration to build up in the minds of young people. The young men should also get employment opportunities so far as Railway is concerned as the Railway Department is a major Department and contributes a lot for the economic prosperity of India.

A few days back, that is, on the day the Railway Budget was presented in this august House, a tragic accident took place at Jajpur Road in which there was not only loss of life, but more than 100 people sustained injuries. The Railway tracks are not maintained properly, and the safety and security is at stake.

Cleanliness also has become a dream for the Railways. I was personally travelling from Cuttack to Tatanagar by train, and I had an opportunity to go inside one of its toilets. There I found that it is difficult for a civilized man to enter inside the toilets. Therefore, I would like to state that these things should not be mere eyewash, and personal attention should be given for all those inconveniences that are found in the Railways.

I would like to extend my hearty thanks to the Chair for giving me an opportunity to speak on this issue. Thank you very much.

MR. DEPUTY SPEAKER. The next speaker is Shri Prabodh Panda. I would request you to please be brief while making your speech.

SHRI PRABODH PANDA (Midnapore): Thank you, hon. Deputy Speaker, Sir. As such, I rise not to oppose the Interim Railway Budget, but while saying so I would like to place my reservations on some aspects.

Sir, as far as I can recall, the maiden budget presented by Laluji in this august House came up with the proposal of introduction of *Kullads*. This last budget presented by him comes up with the idea of bullet train. He started with the idea of *Kullad* and reached the idea of bullet train. He has narrated a rosy picture of the Indian Railways.

Let me refer to the report of the Comptroller and Auditor General of India on Indian Railways. At the very outset, I refer to the C&AG report in the context of safety of rolling stock, bridges and tracks. C&AG has pulled up Indian Railways for permitting freight trains to run with higher axle loads endangering the safety. And that led to increasing cases of spring failure, coupler failure, and wagon body damages. The C&AG report that was presented in the Parliament had charged the Indian Railways with ignoring the conditions laid down to ensure safety. The C&AG had warned that permitting load increase would have an adverse impact on tracks, bridges and rolling stock and asked the Railways to take immediate action. It regrets that the Railway Board has ignored this caution given by the C&AG. The recent accident that occurred on the 13th February, the very day when Lulu Prasadji presented this interim budget, is a result of ignoring the report of the C&AG.

Not only that. The hon. Minister may be aware of this incident. I think he has got the report. I have received the report from my Constituency Kharagpur that today, while we are discussing the Railway Budget, derailment of a goods train occurred at Kharagpur. I do not know what is happening there. The claim that the number of consequential accidents has come down has been exposed by all these accidents. It is mainly due to the Indian Railways ignoring the report of the C&AG.

I now come to the aspect of earning profits. The Railway Minister has given a rosy picture of profits earned by Indian Railways. But I think the C&AG punctures the much-touted claim of profits earned by Indian Railways. The major finding of the report is a loss of Rs.801.67 crore by the Indian Railways in just nine months due to price fixation in container traffic. That huge loss occurred due to irrational price fixation allowing rates below the fixed level. This is what the report of the C&AG says. I do not know how the Minister himself would respond to that.

I now wish to touch upon the passenger fares. Yes, technically fares have not gone up for five years. But several invisible costs have been added. Indian Railways has collected thousands of crores of rupees from passengers by levying a wide range of taxes in the name of supplementary charges, without parliamentary approval and after the passage of the Railway Budget, ignoring the Parliament.

So, this is my charge. Given the traffic borrowings by Railways, which generated huge profits by OAF - add on charges, the biggest is the extra cost paid by the passengers for Tatkal reservations. This is very taxing on the passengers. In the name of changing classifications, what is going on? Express trains have been designated as Super Fast trains. For that, the passengers have to pay more fares but having the same facilities and no extra facilities have been provided to the passengers in the Super Fast trains. This is the trick. Let me refer to what Vivekananda said - no good things can be done with tricks. But this is the tricks of the Railway Ministry.

I am coming now to the catering policy. Catering policy is mainly for the interest of the corporate sector and the billionaires and millionaires and not for the ordinary people, not for the poor people, not for the unemployed youths. All sorts of catering policy has been changed. It is already said, that the organisation must be same but there is a pragmatic shift in the strategy and thinking. Yes, there is a thinking of privatisation; the thinking of outsourcing. It is going on - privatisation, outsourcing and all sort of things are continuing. All these are being pursued - for whose interest? Let me cite one example in this context.

Let me say that pragmatic steps have already been taken. There is a Rail Yatri Niwas located within the New Delhi Railway Station complex itself. It is now run by the Ginger hotel, a Tata enterprises. Earlier, it was exclusively for the use of railway travellers who can book at nominal charges between Rs.50 and Rs.250 per day. Now, it has been leased out to Tata Enterprises. Since its take over, room tariff has come to Rs.1,199 per day. Not only that, I will come to other things.

It is said that many facilities are given to the passengers. What about the local passengers? What about the sub-urban passengers? No facilities have been given to them. No EMU coaches have been introduced. I am particularly talking about West Bengal and Kharagpur. I demand that from Kharagpur to Balasore, new EMU coaches should be introduced, where electrification work has been completed.

I must draw the attention of the hon. Railway Minister in this context that sudden and abrupt harsh decision of phased closure of in-house printing press of Kharagpur causes mass resentment in the locality. It is to be noted that since its inception in the year 1967, the said press has been running smoothly and catering to the entire needs of the South Eastern Railway, East Coast Railway and South Eastern Railway. It has been improved in terms of quantity and quality. It is quite amazing that this kind of decision is coming while the Union Government, the Ministry of Urban Development, in particular, is taking effective measures to modernize the government presses. I would request the Minister to keep it pending. It would invite another complication there and it will generate resentment massively with the people of Kharagpur.

There are other problems. Thousands and thousands of people are staying decades together in the railway lands. They are the citizens. They are related to the Railways. Railways should think about them. In Kharagpur, large railway lands are there. Any new railway industry can be set up there. So, I would request the Minister that this should be considered.

My last point is about doubling. The Minister also knows about the fact that from Kharagpur to Midnapore, doubling of the line is required. The survey work was already completed; more than 56 passenger trains including Rajdhani Express and other Superfast trains are running there. Only 7-8 km. of doubling is left. I hope that that he will treat it as an urgent one and incorporate this also in this Budget itself.

With these words, I conclude my speech.

[Translation]

SHRI KIREN RIJIJU (Arunachal West): Mr. Deputy Speaker, Sir, I would not like to speak at length since it is the last budget presented by Laluji. I would like to thank him. North-east region is a remote area. As and when I requested him for reservation he responded quite positively and provided many a facility to us. Therefore, I would like to thank the Ministry of Railways especially as I faced no problem in getting reservation.

Sir, I would also like to express my resentment as Laluji never visited North-East, especially my state. He is a national leader and quite popular also. Therefore, he should have visited at least once. If he goes there he would review the pending projects which will facilitate their completion as the work on the said projects has come to a halt.

Sir, through you I would like to bring three important points to the notice of the hon. Minister. The pace of work on Bogibeel project, a national project, is very slow. I won't blame anyone directly in this regard. The present status of work on the said project indicates that it is running behind the schedule by one-and-a-half years. I have spoken to the concerned officers and also obtained the report in this regard. The pace of work is very slow. We can't say whether he becomes Railway Minister next time also or not, but now he can call the concerned officers and review the progress of work.

Sir, apart from it, there is another very important project. Santosh Mohan Deoji is sitting here. The project is related to his constituency. Large number of people came from there and staged dharna at Jantar Mantar. I also joined them and expressed my views there. The announcement regarding the projects was made during Shri Dev Gowdaji's Government. Even the foundation stone was laid by Shri Ramvilas Paswan, the then Minister of Railways. I do not understand why the pace of work on Barag valley broadgauge is so slow. It is a very old project. The railway connectivity in this area was provided during the British era, but nothing has been provided to this area since independence, rather no importance has been given to this area. Since Shri Santosh Mohan Deoji is sitting here, so I would request him to persuade his Cabinet colleague so that the work is taken up expeditiously. Had it been taken up earlier, large number of youth would not have to come here and stage dharna. Therefore, my submission is that the work on the said project should be taken up at the earliest.

Sir, everyone has said that revenue collection has been very good. Laluji is a very lucky person. There has been spurt in revenue generation since he became Railway Minister as our growth rate during the last five years has been even nine percent. So increase in revenue is obvious. The increase in revenue should help in creating infrastructure.

Sir, I do not know whether the hon'ble Minister knows or nor that Mokom Silect is the last railway station on this route. The English had laid railwayline upto this place. Since independence not a single inch rail line has been laid beyond this place. It is very bad. The Government should be concerned about it. The rail projects are moving very fast in central part of the country, whereas, speed of projects in north-east is very slow. We can say that the access of railways in my state and the north east is negligible. Therefore, my submission to Shri Laluji is that as he has only one-and-a-half months time, so he must visit north east.

[Shri Kiren Rijiju]

Sir, so far as railway reservation is concerned, last year also I had requested for an increase in our reservation quota. I had said that a large number of Biharis live in Arunachal Pradesh. Often, I get complaints as quota of seats allotted for us is quite inadequate. When people go for reservation, they don't get it and thus they face difficulties. People come here for job. The condition in my state is not as it is in Raj Thakre's state. Bihari's are working here quite comfortably and peacefully. Therefore, if reservation quota is increased they can conveniently travel to and fro.

So far as security is concerned, it has been observed that there are security lapses. Four days ago I learnt that a TTE created lot of problems for a team which was going to Jalpaiguddi from Arunachal Pradesh. When a railway's TTE creates problems for the passengers who will ensure their security. It is a very important matter. Passengers safety should be ensured by the railways.

There is a lack of cleanliness at every railway station in India, there is a stinky smell at stations. ...*(Interruptions)* I told you that I will conclude within five minutes. My two minutes are still left. He must pay attention to cleanliness. ...*(Interruptions)*

MR. DEPUTY SPEAKER: 28 Members from your party are still to speak.

SHRI KIREN RIJJU: Therefore, I am taking very less time, only two more Members of my party are to speak. So far as recruitment in railway is concerned, I can give figures to the hon'ble Minister with regard to the number of people from my state working in railways. Members from other parties also have raised this issue saying that local recruitment is only for namesake and locals are hardly recruited. Therefore, my submission is that youth from my state should also be provided jobs in railways, so that we can feel that Indian Railways belong to us also.

Earlier also I have raised the issue of infrastructure. Why very old railway tracks are not being replaced. I want to know the details of provision made by the railways in this regard.

In the end I would like to say to the hon'ble Minister that in the Annual Rail Budget, he should pay attention towards providing a special package to the North-east. The people of Northeast are not happy. Today all the people of the country are appreciating hon'ble Minister of Railways but I cannot do that. For that I would like to apologize because there is no special provision for us in

the Rail Budget. Therefore, while expressing my displeasure and unhappiness over the budget presented by the hon'ble Minister of Railways. I would like to thank him. He should bring a supplementary budget and keep certain provisions in that for our state also.

MR. DEPUTY SPEAKER: He has talked about security. A Shatabdi Express runs from here at 6 pm for Ludhiana and I have myself travelled by that train. When I complained about security in that train then security was provided at Ambala and I was informed over there. Therefore, I would like to say that there should be security arrangements in place. That train was scheduled to reach there at 10 O' clock but it reached at 2 O' clock. There was no security in that train although businessmen travel by that train. Please pay a little attention towards this.

*SHRI PRAKASH B. JADHAO (Ramtek): World famous Ram Mandir and 25th National Tiger Safari are situated at Ramtek in Nagpur district of Maharashtra and this place is quite developed from Archeological and tourism points of view. A large number of people visit this place from different parts but Ramtek railway station is very small and lacks beautification. In the past I have written letters regarding its development and beautification. I would like to request the hon'ble Minister that development and beautification work of Ramtek railway station should be taken up.

World famous oranges are grown in Narkhed-Amravati Vidarbha region. It is necessary to connect this region with railways so that the orange produced there can find a big market. Work on this railway line has been going on at snail's pace for last many years. A few days ago an announcement was made to speed up the work on this railway line. Therefore, it is important to implement the scheme seriously and sanction the requisite funds.

There are old narrow gauge railway lines at many places in Bhivapur-Nagabhi-Nagpur and Vidarbha which are required to be converted into broadgauge. Chillies of Bhirapur region are world famous. There is a need for broad gauge railway line in order to ensure the supply of chillies to other states also. I have written a letter in this regard. I would like to request that a decision should be taken in this regard and necessary funds should be allocated.

Therefore, I would like to request the hon'ble Minister to please take up the aforesaid works so that the local people,visitors, businessmen and industrialists can avail proper facilities.

*Speech was laid on the Table.

If you go through the geographical map of India you would notice that (Nagpur) Ramtek, my Lok Sabha constituency, is located right at the center of the country. Trains going in all directions of the country like Nagpur-Chindwara, Nagpur-New Delhi, Nagpur-Amravati, Nagpur-Mumbai and Nagpur-Goria pass through my constituency.

You will feel sorry to know that one these railway lines at least 60 to 70 men, women and children have lost their lives and the only reason for such deaths is non appointment of any guard or railway employee and non-availability of gates at the railway line crossings". You can easily stop such kind of untimely deaths.

I would like to request the hon'ble Minister to get a survey conducted by efficient officers on the railway line crossing in at least 25-30 places in the Nagpur region and immediately make arrangements for installing gates and signals at all the unmanned railway crossings in my constituency. Having this kind of arrangement at all the places can save invaluable human lives and the trains can also commute without any hindrances.

18 thousand railway porters employed in Maharashtra have been appointed in the post of gangman. A large number of porters are not liking the work of gangman. Therefore, they should be reinstated on their old job as porters and their livelihood should be protected.

I am hopeful that you will help in resolving all the aforesaid important problems.

[English]

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Mr Deputy Speaker, Sir, I rise to support the Interim Railway Budget 2009-10 presented by the hon. Railway Minister, Shri Lalu Prasad Yadavji.

In the last five years the Indian Railways progressed spectacularly without imposing any burden on the common man. The Railway Minister has reduced the passenger tariff across all classes which include suburban, long distance trains, unreserved, sleeper class, first class AC, 2nd AC, 3rd AC. The Indian Railways have earned more than cash surplus of Rs.90,000 crore in five years. This task was achieved by the Indian Railways when all over the world all the companies including the Fortune-500 companies are affected by the world recession and financial crisis. I heartily congratulate the Railway Minister for this achievement because Laluji did this with a humane face without retrenching even one employee. On the other hand, he has provided employment in the Railways at different levels.

The annual freight loading increased from an average of three per cent in 90s to 8 per cent in 2008 through significant improvement in productivity of railway assets and efficient working by railway employees. I congratulate each and every official and non-official of the Indian Railways for their achievement. They have worked as a team to bring about the financial turn around of the Indian railways in the last five years. The number of railway accidents and casualties also reduced drastically. On this occasion, I earnestly urge the Railway authorities to be more vigilant so as to bring down the accident rates to zero per cent. The Indian Railways drastically improved the customers' service, effectively utilized the latest technologies like web band ATMs to further serve the general public and ease their difficulties.

The Garib Raths that have fully air-conditioned coaches have brought lakhs of poor people to enjoy the comfort of traveling in air conditioned coaches for the first time in their lives.

I congratulate the Railway Minister for bringing Agartala, the capital of the North Eastern State of Tripura and Kashmir Valley on the map of the Indian Railways. The people of these areas will definitely remember Laluji and the UPA Government for providing railway access to them. All this was made possible because the Railways have deployed their investible surplus of Rs.70,000 crore earned between 2004-05 to 2008-09 to increase their productivity. Now, the Indian Railways will invest Rs.2,30,000 crore under the Eleventh Five Year Plan which is three times more than the Tenth Five Year Plan with an objective of increasing the transport capacity of the railways and to reduce the unit cost of operation.

The Indian Railways with better redesigning of their rolling stock can carry a load of 4100 tonnes per wagon compared to the earlier load of 2,300 tonnes. The capacity of the freight trains comprising of open wagons with new design will also be 22 per cent more than before.

Similarly, the capacity of the passenger trains will also increase. Freight and passenger earnings grew at 14 and 15 per cent respectively. Total tariff earnings also increased by 15 per cent to reach Rs.71,645 crore.

I congratulate the Railway Minister for implementing the Six Pay Commission's recommendations with a relative ease, benefiting about 14 lakh railway employees and 11 lakh pensioners, without defaulting on payment of dividend to the Central Government.

I congratulate the Railway Minister for taking up the feasibility study to run Bullet Trains in various regions of

[Shrimati Jhansi Lakshmi Botcha]

the country which includes the railway line of Hyderabad-Vijaywada-Chennai in my State of Andhra Pradesh.

I sincerely believe that bullet trains will become a reality in our country in the next two to five years. I request the Railway Minister to include Hyderabad-Vijayawada-Vizag line also in the feasibility study for introducing bullet train.

I welcome the Railway Minister's decision to set up a new railway division at Bagalpur and Thawe on administrative grounds. I humbly request the hon. Minister to set up a Waltair Railway Division also on administrative grounds. Already a number of MPs have represented to you on this matter. This will greatly improve the customers' service and ease the operations and simultaneously fulfil the long pending dream of the people of Andhra Pradesh.

I congratulate the Railway Minister for introducing new trains which includes Secunderabad-Manuguru Superfast daily and Nizamuddin-Bangalore via Kacheguda Rajdhani Express thrice a week. I thank the Railway Minister for making the Hyderabad-Visakhapatnam Garib Rath Express from four days to daily and Nizamuddin-Durg Chhattisgarh Sampark Kranti from two days to three days a week.

I request the Railway Minister to sanction one RoB at Peddamanapuram in my Bobbili parliamentary constituency. This will ease the hardship of the people and save a lot of time. I request the Railway Minister to halt the Visakha Express at Segadam, Coromandal Express at Vizianagaram and Prashanti Express at Chipurupalli and the Howrah-Tirupati bi-weekly at Vizianagaram for the benefit of pilgrims.

Before I conclude, I want to say that Lajuji has brought in a new vision to the Indian Railways and I sincerely hope that the UPA Government will come back to power and Lajuji will adorn the Railway Ministry again to take the Railways to new heights and carve a niche for the Indian Railways globally.

SHRIMATI C.S. SUJATHA (Mavelikara): Sir, at the outset, I thank you for allowing me to participate in this discussion.

We have been continuously requesting the Railway Ministry and drawing their attention to the lack of adequate railway development in the State of Kerala. It is rather unfortunate that the hon. Minister, Lajuji this time has completely ignored the State of Kerala. ...*(Interruptions)* The State lags far behind other States and regions in respect of railway development. The State has been

continuously demanding formation of a railway zone with Headquarters in Kerala to find a viable solution to the problems of the State in its railway development. But this demand still remains unfulfilled. I request you again to have a positive approach to the demand.

Secondly, there is no railway related industry in the State at present. Though the hon. Minister promised of establishing a freight wagon production unit as a joint venture with Autokast Limited in the previous budget, no further steps have been taken in this regard. I request the Minister to commence the procedures to make the proposal a reality without further delay.

Many ROBs in Kerala need special attention for its early completion. Several of them remain incomplete. Mavelikkara is a busy junction. There is no Railway Over Bridge near the railway station at present causing innumerable difficulties for the people as also at Krishna-puram near Kayamkulam. Immediate steps may be taken to build over bridges at the above points.

Regarding line doubling in Kayamkulam-Mavelikkara sector, work has been completed. Hence the commissioning of the same should be done without any delay and more funds should be allocated to the doubling work to the northern part of Mavelikkara.

Kayamkulam is a junction and an important station in Southern Kerala which has been declared to be upgraded as the world class railway station. However, the amenities at present at the station are quite inadequate.

There is no information centre and many of the trains plying on this route do not have stops at the station. I would request the hon. Minister to provide all amenities in the station and to provide stoppage to all trains at the station, particularly the Kochuvelli-Bangalore Express. I also demand a stop for the Sabari Express at Mavelikkara Station.

All the railway stations in the region have no sufficient roofing facility to cover the entire length of the station causing inconvenience to the passengers. This has to be rectified. The Chengannur railway station is enroute the famous pilgrim centre, Sabarimala, where over three crores of pilgrims visit each year. But the facilities in this station are insufficient to meet the requirements of these pilgrims. Hence, facilities in the station should be enhanced to meet the requirements. The Thiruvalla station also lacks basic amenities.

There is a need for the increase of the rail lines in the State. A new line connecting Chengannur-Panthalam-

Kottarakkara-Thiruvananthapuram should be included in the present Budget for survey and also the present survey between Chengannur and Sabarimala has to be completed without delay. ...*(Interruptions)*

Shri Lalu Prasad ji, it is an important point. It is often found that the safety of the passengers travelling in the long distance trains is at stake. There are many instances of robberies and attacks on these passengers. Recently the passengers of an entire bogie of Kerala Express were robbed by miscreants and the railway authorities could not extend any help to the victims. Hon. Deputy-Speaker also mentioned the same problem. To stop recurring such incidents, the Ministry of Railways should take adequate safety measures to protect the passengers in these trains.

Another point is, at Cheriyana railway station there is a plot of railway land of about 39 acres lying unused. Cheriyana is on the way to the famous pilgrim centre 'Sabarimala Temple' where each year about three crore devotees visit. ...*(Interruptions)*

The land at Cheriyana can be used to construct a IRCTC Hotel or a Rail Neer factory. Stoppage for the trains Malabar Express and Venad Express at the Cheriyana station is the long-standing demand of the people of this area, I hope the Minister would consider the request.

Our leader has already mentioned all the other points.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PAWAN KUMAR BANSAL): Mr. Deputy Speaker, Sir, you may extend the time of the House to enable more Members to participate.

MR. DEPUTY SPEAKER: By how much time?

SHRI PAWAN KUMAR BANSAL: We will ask for one hour at a time.

MR. DEPUTY SPEAKER: The time of the House is extended by an hour.

[Translation]

SHRI REVATI RAMAN SINGH (Allahabad): Mr. Deputy Speaker, Sir, I thank you for allowing me to speak on the Railway Budget. This is Lalu ji's fifth budget including this interim budget. I have all along been praising Lalu ji. I had asked him to start Bullet Trains. I am not talking about America or Europe. All the countries in South East Asia like Korea, China, Japan etc. are running Bullet trains. I would congratulate him that on his trip to Japan he understood the importance of my demand and he made

an announcement for introducing bullet trains here in India on his return.

19.59 hrs.

(SHRI DEVENDRA PRASAD YADAV *in the Chair*)

But I would congratulate him that he remained a Minister in this department for five years. He has done many such works which were not done by any Minister earlier. I have very close relations with Lalu ji since the time of the Janta Party and Janata Dal but I regret that he has not done anything for Allahabad.

20.00 hrs.

I had demanded for a Shatabdi train between Allahabad and Delhi. Allahabad is a very important city but Lalu ji has not introduced any Shatabdi train here. I had introduced air service in Allahabad which was an impossible task. These flights are operating with full capacity. This Government has introduced new trains for many places in the interim budget but not even a single train has been announced for Allahabad. I would like the hon. Minister to announce today a Shatabdi train from Allahabad and an Express train between Chhapra and Allahabad. A large number of people from Chhapra and Bihar live in Allahabad. A train should be run from Allahabad to Bangalore even if it will be twice a week only as a large number of students go from Allahabad to Bangalore for study and work. Besides, I would like to make a suggestion that China has introduced a fast train between Lhasa and our border area and the Chinese Army can reach our border within 2-4 hours. But, our north-east train from Delhi reaches Assam in 48 hrs. I, therefore, would like that a train should be started from Delhi which will reach Assam in 10-12 hours. If needed, then trains should be repaired for the purpose. Similarly, I have been demanding an RoB for the last 5 years. I want that the Government should start work on it. He does not want to come there. I say that he should come there and have the darshan of Akshayavat. Government can start the work there even before the notification which will be released on 1st. Work can be started there even now. Like he has got done a lot of work proposed by me, please get it started there also.

I congratulate you and support your budget.

SHRI SANTOSH GANGWAR (Bareilly): Mr. Chairman, Sir, hon. Railway Minister is a very good person and listens to everyone with much affection. It is another thing if action is taken thereon or not. Perhaps, hon. Minister feels bad when we talk about Railways and say that Bihar occupies a special place as far as Railways is concerned. But, it is

[Shri Santosh Gangwar]

true also because the names of Bhagalpur, Chhapra, Madhepura are taken first whenever a new scheme is announced. I am not against anyone but to think so is natural if these names take precedence over other. I would like to know as to why the mention of Baroda, Ahmedabad, Cochin, Trivandrum, Kolkata etc. is made less often. All kind of work is now being done in the Ministry of Railways. Bullet train is being introduced. First of all, it will be started from Patna and then from other places later. Kolkata and Trivandrum are not in your circuit, perhaps, because people of Bengal are not with you. I request that you should take care of your area but take decisions by rising above politics. Some works bring praise while other works which are like foundation stones towards which common man pays little attention but only criticizes and discusses them. I would like to draw the attention of the hon. Minister towards safe driving, unmanned railway crossings, cleanliness in trains and other similar facilities. Except a few trains, cleanliness is a big problem in most of the trains. I urge hon. Railway Minister to pay attention to it. If you work properly in this direction passengers will be benefited and in turn he would also gain. It is true that he is being appreciated everywhere and I also appreciate him. I remember that the Railways had received a loan of Rs. 500 crore at 4% rate of interest in November 2008. Even a private company cannot get loan at such a low rate of interest. It is also true that he has the backing of the Government too and all works are being done thereunder.

Though, it is an interim Railway Budget and announcement regarding new trains and other things is normally not made in it but still he has mentioned some new trains and other things in his Railway Budget speech. I want to bring to his notice that you he has created a problem for thousands of vendors by awarding the contract to IRCTC. Thousands of vendors who were poor and belonged to the backward and Scheduled Castes are losing their jobs and I would not like to comment upon the people working through the IRCTC. I urge you to pay attention to it and restore the earlier system of engaging vendors. Khadi, Kulhars and Chhach have disappeared from railway stations and trains but I would not like to discuss all these things at the moment. McDonald's outlets have been opened at railway stations. How would it be possible for this 70 percent of the population of the country, which resides in villages, to buy food items from McDonald's. It would have been appreciated if the focus had been on the common man. But the problem is that this

is not happening. As our colleague was saying, many areas of North India have been ignored.

I belong to Bareilly parliamentary constituency. At present, there is no linkage between Bareilly and Agra. The railway line from Bareilly to Agra and Mathura has become non-functional due to gauge conversion and no action is being taken to reopen it. The work of doubling of railway line from Delhi to Moradabad and construction of bridge have not been completed yet. It will still take a long time whereas this work should have been completed two years ago. The number of trains on this route has come down due to this reason.

I will not take up more issues since there is shortage of time. I know that it is the interim rail budget. I would simply like to urge the hon. Minister to keep these issues in view and safeguard the interests of the general public. I would like to mention some issues regarding my constituency, in brief. Bareilly is an important station in North India. The North-Eastern divisional office of railway is also situated there. Repair of coaches and trains and work relating to narrow gauge lines used to be done here but this factory has been closed now. In view of the available basic infrastructure Bareilly was considered to be the best place for establishment of the coach factory in the survey conducted during 1984. But finally it was not chosen due to political considerations. There is a big railway property in Bareilly and it also has infrastructural facilities. If you take these facts into consideration the people of Bareilly would be grateful to you.

SHRI LALU PRASAD: Why did not you do anything when your party was in power?

SHRI SANTOSH GANGWAR: We had undertaken the work of gauge conversion. Further work takes place only after that. We also had a coach repair and sleeper plant. Bareilly is not linked with South India till date. 2161 -2162 Agra-Mumbai Lashkar Express should be extended upto Bareilly. Similarly, 2461-2462 Mandor Express should also be extended upto Bareilly. There is no direct train from Bareilly to South India. Agra-Lucknow-Chennai Express should be extended upto Bareilly. AC-III tier coaches in Triveni Express, which runs from Bareilly to Shaktinagar, are in a run-down condition. There was talk of replacing these coaches but no action has been taken so far. This may be looked into immediately.

I request you to make 4313-4314 Dadar-Bareilly Express a daily train. Similarly, the frequency of train number 2435-2436 New Delhi-Dibrugarh Rajdhani Express which runs twice a week presently, should be

increased to six times a week. The work of doubling of Delhi-Moradabad railway line should be undertaken on priority basis. An Intercity Express should be run from Bareilly to Lucknow. Pushkar Express should be extended upto Bareilly. An intercity express from Bareilly to Agra, which is also under consideration of the Railways, should be started on priority basis.

With these words, I conclude and thank the hon. Chairman for giving me an opportunity to speak on the interim rail budget. I would like to end by requesting the Railway Minister to implement the works that are within his capability to undertake.

[English]

*SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, while appreciating the efforts of the Railway Minister to convert the big public undertaking into a profit concern, I have to point out some grievances which still remain unresolved. Hon'ble Minister when he was on a visit to Kerala promised to provide stops for all Trains at Varkala, the Headquarters of Sri Narayana Guru, the greatest social reformer of South India. He also promised to give an additional name Sivagiri to the existing Varkala Railway Station. He had also promised to grant a new Train as Shiva Giri Express. These promises have not fulfilled by Railway Authorities till date. He had also promised to re-open the closed Railway Gate in the heart of Varkhala Town. This demand also is not sanctioned. There is a long standing Demand for new Trains in Kerala. We have submitted the list before Hon'ble Minister after the presentation of the Budget.

I hope the Hon'ble Minister will sanction them while replying the debate. There is a general complaint that the Kerala State is neglected by the Railway Minister. I hope the Hon'ble Minister will take step towards the establishment of a Railway Zone including Konkan area in the immediate future.

The facilities provided in the train including Pantry Car is far below the standard. The toilets are also not maintained properly causing foul smell when entry is effected.

I therefore, request the Hon'ble Minister to remedy all these public grievances without delay.

*SHRI SUNIL KHAN (Durgapur): Sir, I would like to express my views on the discussion relating to Railway Interim Budget for the year 2009-10. Though this vote-on-

account budget promises to reduce passenger fares but there is not mention to provide jobs to the porters as you have stated in the previous budget for the year 2008-09. There is no mention for providing licences to the railway hawkers to protect them from the harassment of Railway Protection Force.

I thank you for enlisting Bourn standard in Railways but it is painful that you have not included another wagon industry i.e. Braith Waite.

The number of railway tracks and trains are increasing. Though in comparison with the other countries, it is very less. But inspite of that I could not understand why permanent employees are decreasing day by day. You are helping private owners to participate not only as a safai-karamchari but also in other spheres of railway work as a result of which employees are decreasing. There is no basic wage even. They have to work more than 12 hours. There is no retrenchment benefit even they are bound to do the work with risk of their life. What happened on 14 January 09 at the platform of Durgapur Railway Station in Eastern Railway, West Bengal that late Naresh Maheto (35) was asked for painting the shed of No. 3 platform without any support and he had to board on shed for painting by the order of the Contractor. There was no control over high tension line as a result Naresh Maheto contacted with high tension line and he felt down from the shed as dead body. I do not know whether his wife will get compensation or not?

In case of passenger amenities there is shortfall in every station even in train. Food supplied specially in Sealdah Rajdhani is not upto the mark. I think food inspector should be asked to check up all foods.

I would like to remind you that I have been discussing since 1996 till today for the linkage of Damoder River Railway from Beliator to Durgapur via Barjora which is hardly 20 K.M and if it is connected from Beliatore to Durgapur, it will be the gateway of South India to North East i.e. Darjeeling, Assam and Tripura and it will be the shortest route and profitable one. I would further request you to please give the order for survey. The Honourable Minister should know that Barjora has already set up 40 industries and also some industries coming up especially steel industries which require iron-ore to those industries which will have to be brought from collieries which are going to be opened shortly.

Further I would like to remind you that one and half year back while laying the foundation stone of R.O.B in Durgapur. The Honourable Minister of Railways had

[Shri Sunil Khan]

announced before eight to ten thousand people about the introduction of a train linking from Durgapur to Howrah and I have been demanding since 1996 that one fast passenger should be introduced from Durgapur to Howrah but there is no mention in this budget and what happened was passenger ticket came down alarmingly. S.B.T.C and other private buses run from Durgapur to Kolkata.

So, I again request you to please introduce one train which would increase your revenue. Why the minister has not declared Durgapur as model station? Why it is late to launch an escalator with the help of SAIL.

In Eastern Railway in Burdwan division there should be a station in Kondaipur between Mankar and Paraj where some village people will be able to board the trains.

Again in Eastern Railway in Bardwan division there is halt at Chanditala between Galsi and Khana junction but there is no ticket counter as a result, passengers are getting down but there is no scope for boarding. Chanditala is a pilgrim place. So, I would request you to please provide ticket counter so that the passenger can purchase ticket from the counter. For students and tourist of Santiniketan some express trains should be provided halt at Panagarh Station.

Another train touching Durgapur Howrah Bareilly via Nagpur should be immediately introduced.

Three years back the Ranigaj-Bankura via Durgapur (M.T.P.S) survey work was to be completed. If that is done the allocation of fund should be provided to lay the railway line.

For development of North East, railway connectivity is required for Meghalaya, Nagaland, Mizoram. Therefore to boost trade relations with China, Myanmar, Thailand and Bangladesh through railway network sitiguri can be developed as the gateway.

[Translation]

CHAUDHARY LAL SINGH (Udhampur) : Mr. Chairman, Sir, I have risen to speak in support of the Railway Budget. The public interest works undertaken by hon. Laluji and his team will always be remembered. I never praise anyone unnecessarily unless the person is capable and has achieved something. I have observed that all the previous five rail budgets have greatly benefited our society and the country whether anyone acknowledges this fact or not. Many people do not want to give credit in this regard but no one should have any problem in making

praise where praise is due. I would like to thank hon. Laluji and his entire team for the works they have carried out in my state. Militancy had my state in its grasp – it was a den of militancy. It did not have a single railway line. The conditions in Sangaldan, Mahor, Bakkar, Kazikund, Khari and Ukhara were deplorable. These areas had no roads, not a single train ran there. When the rail project was taken up, the railways built a wide road, besides the railway line, which would provide connectivity to the entire area. I met Laluji and told him that the road had been blocked and work on that stretch had been stopped during the last few days. Mr. Laluji constituted a team. There was a conspiracy and if I had not met him, the 700-800 crore rupees spent thereon would have gone waste. People had started saying that the mountains were being destroyed, devastation had taken place. Exploitation of the people had started. But now an expert committee has been formed by Laluji's blessings. I would like it if within the next ten days the work is started there; the report of the expert committee is submitted; and people who opposed the work are asked to give explanation.

I would like to put a few more issues before you. Our divisional office was established in Firozpur in Punjab in 1926 and it is a matter of honour for Punjab. There are two divisions between Delhi and Punjab, in Ambala and Firozpur within a distance of merely 400-500 km. My area encompasses nearly 800 km. If this area is extended from Lakhampur to Firozpur the distance becomes 900 km. I have been requesting for a long time for Jammu to be made a division and establishment of an office over there. Some trains have stoppages at night. Rail traffic had been started from Udhampur and there is no problem in the area. I would like to request that three or four trains such as Malda Express, Hemkund, Gorakhpur, Himgiri and Himsagar may be extended and I assure you, that there would be no problem in this regard.

It is my submission that Doda area in Kashmir should be connected by rail so as to provide connectivity. Udhampur DMU runs five days a week, it should be made a daily train. There is no wood-shed in Udhampur and the things are wasted hence a wood-shed should be provided there. People do not get tickets for the two trains introduced by him as there is no first class A.C. coach in those trains, there are only two II A.C. coaches, four III tier coaches and six sleeper coaches. It is my submission that two 1st class A.C. coaches should be provided in train number 2446 and in train number 4034 two first class A.C. coaches, four IInd A.C. coaches and eight sleeper coaches should be provided. Thus the number of sleeper coaches should be 8 and 12, and 12 and 20.

MR. CHAIRMAN: Lal Singh Ji, please conclude. Other hon. Members are waiting for their turn to speak.

CHAUDHARY LAL SINGH: Mr. Chairman, Sir, I am concluding. I have one more request to the hon'ble Minister of Railways that earlier Allahabad Railway Recruitment Board used to recruit for our constituency but now he has set up a recruitment board in Jammu and Kashmir also. It has no proper utilization. He should look into it and ensure that this area should not be ignored. It is my submission that the situation has changed and he has changed it. He introduced the computerized system for ticket-booking but there are several stations which are still not computerized. Computerized ticket-booking should be provided at small stations like Kathua, Buddi, Chhangrolia, Chakdayala, Hiranagar, Khadwal, Sambha, Biyapur, Badiguhana. Shatabdi train does not go to Jammu. A Shatabdi train upto Jammu should be introduced. Bhimkund and Jammu mail should be provided stoppage at Gagol.

Sir, I am laying the rest of the speech on the Table.

[English]

*The state of J&K is economically as well as industrially backward state. There are very few industries running in this state, which are quite insufficient to provide employment to the educated youth of the state. Recently the Central Government's efforts for development of Railway network in the state are vital and railway network has been extended from Jammu to Baramulla (Kashmir) as well as Air survey has been conducted for Jammu to Rajouri and Punch District of J&K. The network of railway in the state is spreading in the area of 500 Kms. From Lakhapur to Baramulla and there are atleast 3000 employees working in the different location of their posting in the state under the kind control of DRM office established in Firozpur in 1926. The Firozpur Division is very far away from J&K and is looking after the area as well as employees of three states i.e. Punjab, Himachal and J&K. There are atleast one DRM office is to be established to Central Location for the overall development of area. Firozpur lies in the corner of Punjab.

The FZR division is located in the corner of Punjab state and is not in position to look after huge area from Firozpur to Baramulla (Kashmir) and FZR to Jogindernagar (HP) controlling the area at least 3000 Kms.

It has been observed that J&K state is deprived of undernoted railway facilities provide to the people of other states as well as compare to J&K state.

... This part of the Speech was laid on the Table.

In view of the above explained position, the Firozpur Division can not cater the requirement of such as big section consisting of thousands K.M.

Punjab State:

SN.	Railway Wing	Location	Established (1926) strength
1	2	3	4
1	Divisional Railway Manager office (Administrative/Controlling office.)	Firozpur "ordinary class"	3000
2	Diesel Shed (for maintenance and overhauling of Railway engine)	Ludhiana B Class	1000
3	Railway workshope (for manufacturing of Rly.wheel and brake pad etc.)	"B" class	
4	Bridge work (for manufacturing of steel girder bridges)	Jalandhar Cantt "B" class	1500
5	Diesel Modernisation workshop (for manufacturing of spare parts of Rly. Engine, overhauling and maintenance)	Patiala "C" class	4000
6	Rail coach factory Kapurthala (manufacturing of railway coaches)	Kapurthala "C" class	7500
7	Almost all the Punjab state linked with Railway line network		

Haryana State:

S.N.	Railway Wing	Location	Established (1988) strength
1	Divisional Railway Manager office (Administrative/Controlling office.)	Ambala Cantt "C" class"	8000
2	Railway workshop (for repair and overhauling of goods train etc.)	Jagadhari C Class	4000

[Chaudhary Lai Singh]

1	2	3	4
3	Railway electrification office (for running of Railway engine with electric wire throughout the railway track)	Ambala "C" class	1500

J&K Staff: (Jammu "B-2" class & Srinagar "B-1" class)

1. No Railway industries: At Jammu Region
2. No Division office: at Jammu region
3. No production unit at Jammu Tawi.
4. No Railway workshop at Jammu region
5. No traffic accounts office at Jammu region
6. No Railway/coach factory at Jammu region.

*Divisional Railway Manager office: (Administrative/
Controlling office located in various states in
the jurisdiction of Railways:-*

S.N.	State	Place of DRM office	Difference in Km from Division to Division.
1	Punjab	Firozpur	Firozpur to Ambala = 234 Kms.
2	Haryana	Ambala	Ambala to Delhi = 198 Kms. Ambala to Moradabad = 274 Kms.
3	Uttar Pradesh	Lucknow Allahabad Moradabad	Moradabad to Lucknow = 326 Km Moradabad to Ambala = 174 Kms.
4	Delhi	Delhi	Delhi to Ambala = 198 Kms.
5	Rajasthan	Jaipur Bikaner Jodhur Ajmer Kota	Note: 5 Nos. of DRM office has been provided in Rajasthan

As per above chart, it is clearly indicated that one or more than one Division Railway Manager offices have been provided in the above states but Jammu & Kashmir state is totally ignored. As the distance from Firozpur to Baramulla is more than 820 Kms.

Demands or various establishment for operation of Railway Network in J&K for the development of state:-

1. Division Railway Manager office in Jammu Tawi:-

At present the whole network of railway for three states i.e. Punjab, Himachal & J&K comes under the Division

Railway Manager, Firozpur Cantt (Punjab). This Division office was created during the British rule i.e before independence in 1926. At that time the Railway network was very limited i.e. upto Pathankot in Punjab, part of Himachal and J&K was not connected with the Rail link. Now the whole scenario has changed due to opening of Jammu-Udhampur and Qazigund-Baramulla section of Udhampur-Srinagar-Baramulla Rail link 'Project. The distance from Jammu to Baramulla is approximately 500 Kms. Where as from Jammu to New Delhi distance is 600 Kms and in between there are three DRM offices i.e. FZR, UMB and Delhi Division. Moreover it would not possible for Firozpur Division to manage the operation in Kashmir region being Geographically at long distance and hence new Division with part of Punjab i.e. areas near the Jammu border, Himachal and whole of Jammu and Kashmir which would be centrally located between Firozpur to Baramulla and the region between Kathau to Udhampur is most warranted and appropriate area for opening of DRM office. This will help in better management of Railway affairs and would create new employment opportunities for the local poor people of the region.

2. Extension of trains from Jammu to Udhampur:-

Udhampur Railway station is most important station from the point of view of defence as well as tourist. This station was commissioned on 13th April, 2005 by Hon'ble Prime Minister of India & Sh. Lalu Parsad Ji Hon'ble Railway Minister. Most of the tourist coming to Mata Vaishno Devi Ji, Shivkhori, Patnitop, Sudhmahadev, Mansar & all the tourist attractions of Srinagar prefer to commence their further journey from Udhampur station because from Udhampur all these Pilgrims places and tourists places are nearer as compared to Jammu Tawi. Moreover, at Udhampur Northern Command of Indian Army is headquartered and Airforce station is also very closer to Railway station. But it is unfortunate that only two trains i.e. Uttar Sampark Karanti (2446) and Jammu Mail (4034) operates from Udhampur whereas there is huge in flow of tourist, pilgrims & Army personnels and they are deprived of better Railway network at Udhampur. If few trains which are halted at Jammu Tawi extended upto Udhampur this will not only facilitate the passengers coming to various pilgrim places of the region as mentioned above, tourist & army personnels as well as local population also. This will also increase the revenue of Railways as these pilgrims & tourists have to board buses to reach their respective destinations. Moreover more employment opportunities to the local youth of Udhampur.

Therefore, it is demanded that more trains be extended upto Udhampur and preferably the following trains as essentially to be extended:-

Train No.	From To	Extension
2919 (Malwa Express)	Indore-Jammu Tawi	Upto Udhampur
4609 (Hamkunt Express)	Haridwar to Jammu Tawi	Upto Udhampur
2587 (Gorakhpur express)	Gorakhpur to Jammu Tawi	Upto Udhampur
2331 (Himgiri Express)	Howrah to Jammu Tawi	Upto Udhampur
6317 (Himsagar Express)	Thrivanthpuram to Jammu Tawi	Upto Udhampur

With the introduction of these trains upto Udhampur pilgrims, tourist & defence personnel coming from all over India would reach the above destination easily and people who pay homage to Haridwar for immersion of ashes of their dear ones at holy Ganges and take holy dip during Kumbh and Amawasya etc. will also facilitate.

Goods Shed/at Udhampur:-

In Udhampur yard the provision was made for the Goods shed and all the track laid alongwith the commissioning of Udhampur yard. The goods yard platform also constructed but no shed is constructed till date due to which it is not possible to load goods at Udhampur. The investment made for this purpose is lying wasted since inception of Udhampur Railway station.

Head Office Requisition Quota (HOR quota):-

At present following trains are having HOR quota at Udhampur with the details as under:-

Train No.	1st AC	2nd AC	3 Tier AC	Sleeper
2446	Nil	2	4	6
4034	Nil	2	4	6

There is no first AC quota from Udhampur in any of above train, but due to Northern Command Hd. Qrs., Airforce and other VIP movement it is experienced that in number of times the problem is being faced. Therefore the following quota may please be granted from Udhampur to meet the day to day requirement.

Train No.	1st AC	2nd AC	3 Tier AC	Sleeper
2446	2	4	8	12
4034	2	8	12	20

Continued Passenger Train Facility:-

Presently two rakes of DMU are catering the daily commuters from Jammu to Udhampur after the commission of Jammu-Udhampur rail Link in year 2005. These trains are operating in five days and in Saturday and Sunday this service is partly utilized where as there is heavy inflow of traffic on this route due to daily commuting by students, Govt. employees, business community, people of nearby region, pilgrims of Vaishno Devi and tourist of nearby tourist places. Hence these commuters face great hardship due to non-operation of full week service. It is therefore requested that facility of DMU being extended for full seven days instead of present five days so as to enable the commuters daily on this route.

Proper utilization of Railway Recruitment Board Jammu Srinagar;

Railway recruitment board was incepted in J&K taking into consideration the employment for local deserving candidates of Northern region i.e. J&K, HP and Punjab as previously these aspirant for Railway posts are to visit RRB Allahabad for recruitment. In past decade the aspirants of this region were ignored and they were deprived of this facility by Railway recruitment board Jammu whereas the basic purpose of this board was to recruit the people of this region. It is therefore, demanded that due care of candidates of this region be taken.

Continuation of work on existing alignment of Railway track from Katra - Loale section of Udhampur-Srinagar-Baramulla Rail Link Projects:-

It has been proposed to change the alignment of the Katra-Loale. However on the existing alignment lot of money has been spent on the service road, bridges & tunnels. Huge public money has already been spent for this purpose which is in crores of rupees. Therefore, for the work on the existing alignments may be continued and the proposal of changing the alignment may be ignored. The total amount spent for execution of work on existing alignment is Rs.800-1000 crores. Therefore the proposal for changing the alignment may be cancelled and work shall be continue on the existing alignment. Moreover, due to change of alignment and stoppage of work the resentment/unrest like situation has existed in the area along the alignment as local population have been deprived of employment and number of petty contractors have invested huge amount for construction purpose and this has resulted in idling like situation. Due to increase in employment opportunities the youth of the area are coming in the main stream and terrorism has come to sharp decline. Moreover, the new proposed alignment does not cover any local population as out of approximately 70 Kms. Railway track almost 64 Kms. is cover by tunnels.

[Chaudhary Lai Singh]

Installation of computerised ticketing system.

Pathankot Jammu section of Indian Railway was commissioned in year 1974, but inspite of this stations between Pathankot-Jammu are not connected with computerized unreserved ticketing system. This creates inconvenience to the local public to get unreserved tickets to short distance journey. Presently following stations are without computerised ticketing system:-

1. Kathua
2. Budhi
3. Chan Arorian
4. Chak Dayala
5. Hiranagar
6. Ghagwal
7. Samba
8. Vijaypur
9. Bari Barahmna

It is therefore requested that the computerised ticketing system may be installed at the above stations.

Installation of Concrete Sleeper Plant at Kathua

For promotion of industrial development Hon'ble Railway Minister in the presence of Hon'ble Prime Minister at the time of opening of Udhampur-Jammu Rail Link Project on April 13, 2005 had announced that at Sleeper Plant will be established at Kathua which will generate employment opportunities to unemployed youth of this region. But till date nothing has been done so far in this connection. It is therefore requested to establish a Concrete Sleeper Plant at Kathua to fulfil the promises made to the people of this region

Installation of Wheel & Axle Plant or any of Railway Production Unit at Kathua

For promotion of employment opportunities to local youth of this region a wheel & axle plant or any of Railway production unit on this line of what has been installed in Punjab and Haryana may be established to fulfill the aspiration of unemployed population this part of Punjab, Himachal and J&K as Kathua is centrally located and ideal location for commissioning of above plants/production unit.

- 1 Shatabdi for Jammu
- 2 Himkund & Jammu mail for Gagwal

Thank you very much hon. Minister on behalf of the people of this region for fulfilling the demands of the people and cooperation extended by your goodself. I wish that in future also aspiration of the people of the state would be fulfilled under your dynamic leadership. The people of this region are remain ever grateful for fulfilling the following demands which were presented by me on behalf of the people of this region:-

The train No. 2446 (Uttar Sampark Kranti) which was running three days in a week have been regularized for the whole week by your goodself.

Another Train No. (4034) Jammu Mail has been extended upto Udhampur by your goodself.

On your efforts Kathua-Basohli Rail Link survey has been started in this region.

Due to cooperation given by your good self all the trains mail/superfast/rajdhani are halting at Kathua.

As promised by your goodself that one member of each family whose land have been acquired by Railway for Jammu-Udhampur Rail Link Project. The process for the above promises made for giving employment in Railway is being fulfilled. The people of this region are very happy as some of the land losers have given employment in Railway.

You have, also fulfilled the promise made for establishing a Ballast depot at Manwal Railway station which has generated employment to the local people of this region.

I am again thankful to your goodself for fulfilling the above demands made by me on behalf of the people of this region.*

[Translation]

*SHRI HANSRAJ G. AHIR (Chandrapur): Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget presented by the Minister of Railways. The railways is a carrier of development and it provides thrust to the development. Hence the Railways needs to provide equal opportunities to the public. But Bihar is being given priority in the Railway Budget for the last few years. This is not a healthy trend. Equal distribution of the resources in the country is our constitutional duty. But the discrimination is leading to discontent. Sir, I want to state, through you, that the Railways get the maximum revenue from Maharashtra but in terms of Railway facilities it is being neglected. The tribal and remote areas of Vidarbha in Maharashtra are undeveloped and backward. I want to stress on the need to lay down rail tracks in these areas

* Speech was laid on the Table

so as to bring these areas in the mainstream of development. The Minister of Railways says that he will provide justice for the backward and weaker sections of the society but it does not seem to be happening in reality. His words do not match his actions. That is why he has ignored these tribal and remote areas. The public of these areas are discontented due to injustice being meted out to them.

A survey for laying train from Ballarshah to Surjagad via Aalapalli in this area was sanctioned in the Rail Budget 2008-09. We hoped that in this Budget an announcement as well as financial provisions will be made for the construction but the Minister of Railways disappointed the public of this tribal area. Similarly, despite the survey for Wadsa-Aarmori-Gad-Ghiroli line completed in 2004 and the demands made for laying the track, there has been no further development and the cost of this project has increased from Rs. 77 crore to Rs. 150 crore. The Minister of Railways want 50 per cent contribution from the State Government. On one hand the Minister of Railways announce that the Railways is making huge profit while on the other hand he expects financial contribution from the State Government for the Railway projects in tribal and inaccessible areas. There has been no expansion of railway network in our area due to this double think. The State Governments are already burdened with the recommendations of the Sixth Pay Commission. It is useless to expect financial contribution from them. I would like to appeal to the Minister of Railways, through you, that the Railways should provide 100 per cent financial support for completion of this railway project. Similarly, there has been delay in construction of the proposed Babupeth over bridge in the headquarters of Chandrapur district. The work of this ROB is halted due to negligence of the local administration and the State Government and lack of funds. Keeping this fact in view that almost 60,000 population of Babupeth has been deprived of this facility, the railways should get it constructed on its own and not expect any contribution from the State Government.

Sir, Guggus an industrial city in my constituency should be connected with Ballarshah-Jhuggus and another industrial city Godchanhur by passenger train. Chanda fort is a new station in Chandrapur city where gauge has been changed and it should be connected with Chandrapur railway station immediately. The Minister of Railways should make an announcement in this regard and provide financial assistance as well in the revised Budget estimates.

PRS and VTS facilities should be provided at Manikgad and Mool Railway stations and the proposed

road over bridge at Bhandak Railway station should be expanded so as to provide a communication facility for the residents of the city and the farmers of this area. A railway station is proposed to be set up in Rajura City. The local public and traders are opposing the location proposed for setting up this station. Taking cognizance of their protest action should be taken for change of the location immediately. Chandrapur city has been already polluted due to industrialization. Keeping in view the pollution caused by loading and unloading of coal, iron ores and cement at the goods yard of the station situated in the centre of the city, this work should be transferred to a nearby Tadali Railway station. I have been making constant requests in this regard. Hon. Minister should make an announcement in this regard through an amendment in the Budget. Gauge conversion has taken place for Chanda Fort and now this station should be modernized and Chennai-Korba train running on this line should be made a daily train and extended up to Kolfana. The trains going towards Howrah from South should be provided stoppage at Chanda Fort and more trains should be provided on this route. Ballarshah being a Railway junction and keeping in view the increase in traffic of trains at this station the construction of pit line should be expedited here. A new train, namely, Ballarshah-Gondia should be introduced and Telangana Express should be extended up to Ballarshah. Varora, Bhandok, Gajari and Vani Railway stations in my constituency should be modernized and special instructions should be issued for increasing the passenger amenities at these stations and keeping in view the demands and requests of local public, stoppage of trains should be provided at these stations.

Sir, I have placed the demands related to my constituency, through you, before the Minister of Railways. I hope that keeping the public importance of these demands in view the hon. Minister of Railways will accord approval as well as financial assistance for the required facilities for my tribal and inaccessible area and provide concessions to the patients suffering from sickle-cell disease during their train journey. With these words, I conclude my speech.

[English]

SHRI K. FRANCIS GEORGE (Idukki): Sir, the hon. Railway Minister has presented an Interim Budget claiming a very impressive performance and has declared certain cuts in fares and declared other benefits falling short of probably what could have been done considering the Rs.90,000 crore surplus that has been generated by the Railways.

Several issues have been mentioned earlier by my colleagues from Kerala and I would also like to invite the

[Shri K. Francis George]

attention of the hon. Minister to one of the problems which was just mentioned by Shrimati Sujatha here. In Kerala, the worst, most dilapidated and worn out coaches are plying. The Members of Parliament are getting hell from the media and from the general public saying that only in Kerala these kinds of worst coaches are being put by the Railways. I do not know why we are being treated like this.

In fact, if you compare, on an average probably the Railways is getting more income from Kerala than from any of the other States. It has been pointed out that all Kerala bound trains have become very unsafe. Just now, it has been mentioned by Shrimati Sujatha that an entire coach was looted and no action has been taken by the Railway authorities so far.

Sir, we have been demanding for a wagon repair overhauling workshop at Nemom. The problem is that there are about 1,600 coaches attached to the Thiruvananthapuram Central Railway Station and these coaches are to be taken for overhauling once a year mainly to Chennai. On an average about 130 coaches are taken for overhauling every month. As the capacity in these places is not sufficient, there is considerable delay in completion of the work. So it will be highly economical and convenient to the State as well as to the Railways to set up a workshop at Nemom. This is a very critical thing. I would urge the hon. Minister to consider this at the earliest.

I very much welcome the suggestion of introducing bullet trains, introducing high-speed corridors both for freight and passenger traffic. The hon. Minister mentioned about the Chennai-Bangalore-Coimbatore-Ernakulam High Speed Corridor. In fact, the State had requested for a high-speed Corridor from Mumbai to Kanyakumari which will connect the four States, all the Southern States. That would have been more beneficial for the Western Corridor and also for Kerala State. Kerala is a small State with high density of population. It is very difficult to have more road development there. So, on the coastal belt, where the railway lines are already there, there are excess lands, we can have a Mumbai-Kanyakumari High speed Corridor without much of land acquisition.

I had written to the hon. Railway Minister, and hon. Velu ji had replied saying that due to very high difference in the axle load of high speed passenger trains and goods trains, operationally and commercially it is not advisable to operate them in the same corridor. We agree.

As regards the High Speed Rail Corridor looking at the likely potential, the Ministry of Railways have in the Southern part of the country selected two Corridors, namely, Chennai-Bangalore-Coimbatore-Ernakulam, and Hyderabad-Dornakal-Vijayawada-Chennai for pre-feasibility studies to start with. I would request that the Mumbai-Kanyakumari Corridor also be taken for feasibility study.

There are other long-standing issues like the Peninsular Railway Zone, doubling and electrification. As far as doubling is concerned, the doubling works are to be completed on the Ernakulam-Kottayam-Kayamkulam, and the Ernakulam-Alleppey-Kayamkulam sections. The Thiruvananthapuram-Kanyakumari doubling has to be finished and also the Shoranur-Mangalore doubling has to be completed. These doubling works are very critical as far as the railway development of Kerala is concerned. These have to be completed on a war footing.

Also, as far as electrification is concerned, the electrification work in the Thiruvananthapuram-Kanyakumari sector and the Shoranur-Mangalore sector also have to be completed, then only the full potential, the full benefit can be reaped.

Also, the setting up of the coach factory at Palakkad and the wagon factory at Alleppey, these have been promised and declared in the last Budget but nothing much has progressed so far. So, I would request the hon. Minister to consider these factors to set up these projects. In fact the coach factory has been promised in lieu of the loss that Kerala had to face on account of the bifurcation of the Palakkad Division. So I would request the hon. Minister to keep the promises that have been made to Kerala and also to consider these factors.

There is one more request. My constituency, the Idukki district of Kerala is the hilly part of Kerala which has not so far been touched in the Railway map. So I had requested that the Angamali-Sabri line, which is yet to take off - there are some problems as far as land acquisition for this project is concerned in the Kottayam district - the first phase starting from Angamali to Thodupuzha can be started, finished and commissioned. It can be connected to Ernakulam so that suburban trains can be started in these lines and Railways will start earning income even before the completion of the entire project.

For the high ranges part of the Idukki district of Kerala I had proposed in the earlier discussions connected with the Railway Budget that if the Dindigul-Theni line is extended to lower camp near to Kumaly, the high ranges of Kerala can also be connected with the Railways. In fact,

hon. Velu ji had taken the initiative, and I am told that the project is pending before the Planning Commission. I would urge Lalu ji and Velu ji to take steps for providing funds for early completion of this particular project.

[Translation]

*SHRI M. SHIVANNA (Chamarajanagar): Hon'ble Chairman sir, thank you for giving me an opportunity to participate in the discussion on Railway Budget. Sir, I congratulate Shri Lalu Prasad Yadav ji, who presented the Sixth Consecutive Railway Budget in the Parliament. Hon'ble Railway Minister presented a popular Budget without burdening both, passengers and Indian Railways. But I am sorry to say that this Budget has not rendered justice to all the states. I wish to quote a proverb that means whatever you may achieve, your achievement will carry no importance if it is not equitable to all the states.

Karnataka has been getting a raw deal when it comes to sanctioning of new railway lines and starting new train services. Karnataka has been neglected by the Railway Minister. Karnataka stands first in Software industry. The Silicon city, Bangalore is attracting people from all over the world. Bangalore is known as I.T. hub. Every day thousands of people are visiting Bangalore and Mysore. Tourists are going to Mysore to see places of tourist importance like, Krishna Raj Sagar, Brindavan, Tippu palace and Chamundi Hills etc. But there is no adequate train facility in between Bangalore and Mysore. Doubling and electrification work has also not been completed. It takes 3 hours to travel 145 km from Mysore to Bangalore.

Karnataka has been contributing more revenue to the Indian Railways. On the contrary, Railways has not contributed more train services to Karnataka. Shri Lalu Prasad ji has given more priority to his own state Bihar, and also to Chennai (Tamil Nadu). I am not opposing him. If I were the Railway Minister, I too would have done the same, but he should have taken into consideration the long-pending demands of the people of my state. I would only say he failed to pay equal attention to all the states.

[English]

MR. CHAIRMAN: Please be brief. You have only two minutes.

SHRI M. SHIVANNA: I have taken only two minutes.

MR. CHAIRMAN: You have already taken three minutes. You have two minutes more. You can speak only for two more minutes.

SHRI M. SHIVANNA ; As far as my constituency is

concerned, I invited the Hon'ble Minister Shri Lalu Prasad Yadav to my parliamentary constituency, Chamarajanagar to inaugurate Broad gauge line between Mysore and Chamarajanagar but he could not participate in that inaugural function. But, Hon'ble Minister R. Velu ji had come and inaugurated the broad gauge line. I am very grateful to him. We have been demanding a railway line between Chamarajanagar-Mettupalayam for the last 75 years. It has not been given adequate funds. Only one crore rupees have been allocated for conducting joint survey but it would not be completed by this meagre allocation.

We have been demanding another railway line from Bangalore to Chamarajanagar via Kanakapura, which has not been mentioned in the Railway Budget this year.

MR. CHAIRMAN: Mr. Shivanna, there are more than 40 speakers still there to participate. Please cooperate. You may lay the rest of your speech on the Table of the House, and it will be treated as read.

SHRI M. SHIVANNA: Okay, Sir. I am laying the remaining part of my speech on the Table of the House.

[Translation]

* Sir, for many years Karnataka had been requesting the Railways to sanction 10 New railway projects. The state had also offered to share 50% of the cost for these projects. But in the Budget not a single new railway project has been sanctioned. As a mark of protest against this step-motherly treatment, people of Karnataka and a few Pro-Kannada organizations are resorting to Rail roko and Road roko demonstrations.

Of the 3 new trains proposed to be introduced by the Railways, only one train Mysore-Yeshwantpur Express will benefit the people of Karnataka. The other two trains will not benefit Karnataka. We wanted Mumbai-Karwar super-fast train to go up to Mangalore so that more people would be benefited.

As far as the ambitious NAMMA METRO in Bangalore is concerned, the work is progressing at a snail's pace due to lack of funds. This year only a meagre amount of Rs.215.70 crore have been allocated for this project. Therefore atleast Rs. 1,000 crore should be allocated for this project.

I would like to request the Hon'ble Railway Minister to pay attention to immediate completion of some of the very important railway projects. Those are:-

* English translation of the speech originally delivered in Kannada.

... English translation of this part of the Speech originally laid on the Table in Kannada.

[Shri M. Shivanna]

- (i) Tirupati-Mysore train services should be extended upto Chamarajanagar. (ii) All the trains running to Mysore should be extended upto Chamarajanagar.
- (iii) A new train had been introduced between Mysore and Nanjangud. This should be extended upto Chamarajanagar.
- (iv) Electrification and doubling of the Chennai-Bangalore Railway line. Railway line between Chennai and Jolarpet has only been electrified and doubled, but similar work has not been taken up between Jolarpet and Bangalore. People of Karnataka would not tolerate such step-motherly attitude of Railways.
- (v) A single train has been operating between Mangalore and Bangalore. More number of pilgrims are commuting in this train to visit pilgrimage and religious places like Dharmasthala, Kukke Subramanya, Udupi and Sri Kolluru Mukambike temple. The existing single train service is not adequate to meet the requirements of the people. Therefore, one more train should be introduced in the Mangalore-Bangalore sector.
- (vi) Rajadhani Express between Bangalore and New Delhi is operated for only 4 days in a week. It should be made a daily train.
- (vii) Every day, hundreds of pilgrims visit Benaras via Chennai as there is no direct train service from Mysore to Benaras. A new train should be introduced on this route.
- (viii) Kushal nagar- Hole Narsipur-Kodagu railway line has been ignored.
- (ix) Mysore-Telachery-Nanjangud-Neelambur Railway line has been approved only for survey but funds have not been allotted.
- (x) The Government of Karnataka demanded the construction of 30 over-bridges and under-bridges, but not a single one has been sanctioned.

I earnestly request the Hon'ble Railway Minister to pay special attention to the genuine demands of the people and take positive steps to fulfill the dreams of our people.

With these words, I conclude my speech.*

SHRI TAPIR GAO (Arunchal East): Mr. Chairman, Sir,

during last five years whenever Laluji presented Railway Budget, I have taken part in debate on the Budget. It is Laluji's last Budget. ...*(Interruptions)* it is the last Budget for this year, it is second issue as to what happens after the elections. I would like to remind Shri Laluji whenever I spoke on Rail Budget, I had made certain demands for the North-East, especially for rail connectivity. I have a letter received from Shri Laluji. That letter is a testimony indicating national projects for which I have taken initiative and made several efforts for their approval. Not going in details, I would like to draw his attention to certain points.

Sir, I had received the letter of the hon. Minister in 2006 regarding connecting Rangia-Murkangselek line into broad gauge. So far not even one Kilometer track has been converted into broad gauge. There are five national projects in pendency. He is well aware of progress on Bogibeal bridge. Even pillars of the bridge have not been constructed. Funds for the national projects should be released keeping their national importance in mind, whereas, funds have not been released so far. Many a times, I have said in the House that State can't develop in absence of a rail connectivity. Therefore, every year, during run up to the Budget preparations, I had requested the hon. Minister for providing rail connectivity in Arunchal Pradesh. All of us know that its economy is being affected adversely in absence of rail connectivity. I have even said that, if any, 1962 war like situation crops up with China or any other neighbouring country, not only Arunchal but whole nation would be at loss. Therefore, I would like to remind Shri Laluji that the provision for investigation and survey for Mukangsalek-Margarita-Nampong line was included in 2006 Budget, whereas, no progress has made in this regard so far (2009). I had also requested for laying new line between Rupai to Parshuram Kund. Lakhs of Hindu devotees come to this place for worshipping on 14th January every year, even foreigners also come. The hon. Minister had said that he would go to Parshuram Kund. A provision for it was made in the Budget for 2007, whereas, in current years Budget there is no mention of it. It is a famous pilgrim centre of India. I have requested the hon. Minister to consider it under Government of India's 'Look-East' policy. Under the said policy, the Ministry of Highways and Road Transport had cleared steel-well road for North-East to facilitate trade and commerce with the neighbouring States. The British Government, during World War-II in 1942, had provided road connectivity between Steel-well road, Myanmar, Kunaming Town in China, via Sadia. The Ministry of Highways and Road Transport is widening the said road. Therefore, I have urged the hon. Minister of Railways to provide rail connectivity from Margerita to Nong Pong.

MR. CHAIRMAN: Please conclude.

SHRI TAPIR GAO: Mr. Chairman, Sir, Luluji did not provide rail connectivity, you at least do not cut my time, please give me some more time.

MR. CHAIRMAN: The hon. Minister has demanded a written request from you, so, give it in writing.

SHRI TAPIR GAO: Mr. Chairman, Sir, I am concluding. Our Prime Minister had laid foundation stone for 3000-4000 mega watt hydro power project at Daulat, Sadia and Roing. And if there is no bridge on river Lohit and a railway line, how the power plant totaling 22,000 megawatt power will be successful? There are potentialities for it in Arunachal Pradesh. Therefore, I urge the hon. Minister not to see Arunachal Pradesh from economic viability's point of view, but on the basis of national security. Arunachal Pradesh is going to become a very important State.

MR. CHAIRMAN: If you wanted to speak in Tamil, you should have given the notice. A translator has to be arranged for it.

You can speak in English.

[English]

SHRI J.M. AARON RASHID (Periyakulam): I will speak in English.

There is a weekly one day train from Bilaspur to Trivandrum via Tirunelveli. Then, from Sengottai to Erode, you have given a daily train. You have given everyday the Tiruchirapalli to Madurai Express also. You have given train from Mumbai to Trivandrum via Tirunelveli. I am very happy for this.

MR. CHAIRMAN: You can lay the rest of the speech on the Table of the House.

SHRI J.M. AARON RASHID: Sir, What is this? I will speak in English. I will speak about my constituency. I belong to a constituency, namely Theni, which is a hilly terrain area. More cardamom planters and agricultural production are there. ...*(Interruptions)* I have requested the hon. Minister for a railway booking centre for the cargos because the booking centre is not there. They have to take their cargo to Madurai RS to Coimbatore. They have to travel 300 kilometres. So, I request that a booking centre should be given at Bodi for cardamom planters.

[Translation]

Sir, Start Bullet Train between Kanya Kumari to Chennai, and for New Delhi also and Garib Rath for Chennai to Nagore, Telengana.

[English]

It is a pilgrim area where Hindu temple is there; a Muslim dargah is there in Vellore and a Christian church is there in Velanganni. This train should go in the morning and come back in the evening to Chennai. In the same way, there should be a bullet train from Chennai to Rameswaram. Rajdhani train is running at a speed of 125 kilometres. Between Delhi and Agra, the train is running at a speed of 150 kilometres. Similarly, they should run a train between Chennai and Rameswaram where a very big Hindu shrine is there. The train should everyday go in the morning and come back in the evening, like the train goes from Delhi to Ajmer. People will go there and pray for two to three hours and thereafter, they can come back in the evening to Chennai and then, go back to Delhi or any other place. They want a bullet train. ...*(Interruptions)* My native place is Ramnad. So, I would request that a train should be started. ...*(Interruptions)*

There is a bye-pass in Theni. In Theni, there is a railway crossing on the main road. Since the train is plying on that track in the morning, people cannot move to either side thereof. As a result, there is a traffic jam running into two to three kilometres. I would request the hon. Railway Minister, who is very generous, to construct a bridge over this crossing.

A project has been sanctioned between Madurai-Bodi, but the work has not yet started. It should be started at the earliest. Sir, already another scheme has been sanctioned there. The State Government has not given the money. The Railways are having Rs. 90,000 crore of surplus funds. So, I would request the hon. Minister to put all the funds for the project.

MR. CHAIRMAN: Shri Aaron Rashid, please take your seat.

SHRI J.M. AARON RASHID: Sir, Dindigul-Vathalagundu-Periyakulam-Kambam-Chinnamannur-Gudalur line should go up to the base hill of Ayyappa Temple. The passengers will be able to go with ease to Ayyappa Temple. Lakhs and lakhs of devotees are coming from all over India to this place and they will be able to use this.

MR. CHAIRMAN: Please take your seat.

SHRI J.M. AARON RASHID: Sir, there is a need for a daily EMU train in the morning from Jolarpet to Chennai. A train is also required from Bodi to Madurai via Chennai. There are many people going from my constituency to Tirupati. So, this Bodi-Madurai-Tirupati train is required. ...*(Interruptions)*

MR. CHAIRMAN: You can lay rest of the speech on the Table of the House.

...(Interruptions)

SHRI J.M. AARON RASHID: An EMU train is required on this route. ...(Interruptions)

MR. CHAIRMAN: Please sit down now.

SHRI J.M. AARON RASHID: Sir, what is this? You have given time to everybody and you are not giving time to me. ...(Interruptions)

MR. CHAIRMAN: No. You have already taken seven minutes. You were to speak for five minutes.

SHRI J.M. AARON RASHID: Sir, I am concluding in one minute.

There is a need to improve Dindigul-Kumuli, Ariyalur-Thanjavur, Tirunelveli-Jolarpet and Morappur-Dharmapur lines. A project has been sanctioned for Needamangalam-Pattukkottai project costing Rs. 1,500 crore, but the work has not yet started. I would request the Railway Minister to put funds from the Railways' side itself so that the work should be completed. ...(Interruptions)

There is a long-pending demand of Central-Egmore link costing Rs. 98 crore. Sir, it is important for you people also. Persons going to Vellore from Chennai have to come first to Egmore so that they can go there. There is a Chennai-Egmore central link. It is only a Rs. 98 crore project. It is pending for long. It could also be implemented.

My request is that on Dindigul-Karur line in Salem Division, you have done a lot of work. I would request that electrification work of 227 kilometres should be done early. My constituency has hilly area and people travel by train and not by bus because fare is very high for travel by bus. So, poor people prefer to travel by train only. I would request that a train should be given immediately on Bodi-Madurai-Tirupati route via Chennai. It should either be a bullet train or DEMU.

MR. CHAIRMAN: Please sit down now.

SHRI J.M. AARON RASHID: Sir, can I lay my speech on the Table?

MR. CHAIRMAN: Yes, you can lay rest of the speech on the Table of the House.

SHRI J.M. AARON RASHID: Sir, I appreciate that. ...(Interruptions) The Railways have progressed very well under the able control of Shri Lalu Prasad. In the five years of leadership of Shrimati Sonia Gandhi as Chairperson of

UPA and her good help and guidance, we were able to progress like anything.

MR. CHAIRMAN: Nothing will go on record. Now, I am calling the next Member to speak.

(Interruptions)...

**SHRI P.S. GADHAVI (Kutch): As usual in this Railway Budget Hon'ble Railway Minister has ignored the longstanding demands of people of Gujarat.

Sir, it is the longstanding demand of people of Gujarat for Shifting the Headquarter of Western Railway from Mumbai to Ahmedabad because the Western Railway is having its longest railway track in Gujarat but Hon'ble Railway Minister has not made any mention of this demand in his speech.

Sir, there was a longstanding demand of having third track between Ahmedabad-Mumbai, as traffic on this route has increased many fold, but no mention about this in the speech of Hon'ble Railway Minister.

Sir, As Hon'ble Railway Minister knows fully well that the Gandhidham Railway Station is highest earning railway station in Western Railway Zone and moreover rapid industrial development of Kandla major port complex even then the demand of having additional train facilities for this area has also been ignored in this budget.

Hon'ble Railway Minister has not considered our many demands of this area which are narrated in brief as under:

- (a) One additional express train from Mumbai to Bhuj, as Western Railway runs about 275 superfast extra trains on this route even then the demand of introduction of this new train has not been considered.
- (b) Demand of new direct trains joining Vishakhapatnam major port and Chennai major port with Kandla port has not been considered by Hon'ble Railway Minister inspite of our longstanding and repeated demands for this.
- (c) It is our longstanding demand of having extension of Howrah-Ahmedabad and Puri-Ahmedabad express trains to Bhuj at least for two to three days in a week has not been considered.

Sir, even though the Hon'ble Railway Minister declared in his last railway budget speech of introduction of new railway train between Kamakhya (Guwahati) to

*Not recorded.

**Speech was laid on the Table.

Bhuj-Gaandhidham has not yet started and we do not know when the same will start. I request the Hon'ble Railway Minister to kindly assure us when the same will start.

Sir, it is known to everyone that Gujarat State is producing more than 75% of the Salt in our country and particularly my constituency is producing more than 70% of the salt production of Gujarat State and it is the longstanding demand of salt producers of Gujarat to have rational fare on the transportation of salt for which many memorandums and representations was submitted to Railway authorities but Hon'ble Railway Minister has not considered all this demands and he has not made even any mention of this in his speech.

Sir it is also known that the salt is very cheap commodity and it is very essential for human consumption. Therefore, the highest freight on this commodity will certainly cause higher rates of salt to general public. I therefore, request Hon'ble Railway Minister to kindly consider request of salt manufacturers for reduction in railway freight for the transportation of salt by railway.

Sir, it is a concern for all those who are traveling by rail that there should be a good standard of sanitation and cleanliness in railway but our experience while we travel in railway is just otherwise. Sir, it is known to everyone that the standard sanitation and cleanliness in railway and railway platform is deteriorating particularly in remote areas of our country. On this count there are many complaints have been filed by large number of passengers as well as by Hon'ble M.Ps' but no heed has been given to this very important issue. I, therefore, request the Hon'ble Railway Minister to pay special attention on this issue and please see that the standard of sanitation and cleanliness is improved.

Sir, you must be aware that even though the railway is having policy to providing employment-self employment to disabled persons by providing them vending stalls and stalls for STD booths etc. and the same were given to the various disabled persons on many Western railway stations but very recently such disabled persons are being forcible removed by railway authorities without any valid reasons etc. Sir, on this count one social organization of disabled persons from Mumbai has given one memorandum to Hon'ble Railway Minister stating therein about various problems faced by all types of disabled persons for their unemployment/employment and self-employment. In this memorandum they have given reference to the equal opportunities rights and full participation Act 1995 for the development of the disables for the railway policy No.98TG/10/PCO/P/TATA New Delhi 20/01/1998. I, therefore, request

Hon'ble Railway Minister to consider the problems faced by such disabled persons who are being forcible removed from the railway stations for which I have also addressed one letter to Hon'ble Railway Minister dated 16th Feb., 2009 which may please considered sympathetically and on humanitarian ground.

Sir, it is pity that M.o.S Railway Shri Naranbhai Rathwa has stated in one of the public function at Ahmedabad on 14th Feb., 2009 that the State Government is responsible for injustice to Gujarat in Railway budget (as per the news paper report.) Sir, I wonder how State Government can be hold responsible for the injustice to the Gujarat State for their demands for railway. It is only and only railway authorities are responsible for doing justice or injustice to any particular State or area.

Sir, even though tall claims by Hon'ble Railway Minister for the betterment of railway management, Sir it is a fact that operation ratio of railway has declined to 12% points and earnings of railway started falling from Sept. 2008 and whatever the new trains announced in the present railway budget out of these 43 new trains are mostly in the East.

In this railway budget we don't find any mention about security even though the security and safety should be considered top of all.

Sir, in this railway budget we do not find mention of any new mega project.

Sir, in this railway budget Hon'ble Railway Minister has not made any mention of fulfillment of his previous promises because as promised double decker passenger trains has not seen the light of the day.

Sir, we don't know what has happened to Earthen cups (Kullhar) and Khadi blankets as the same was promised by Hon'ble Railway Minister.

Sir, it is a pathetic condition for the railway passengers to pay more for getting Tatkal tickets and also number of seats available in non-tatkal regular categories reduced and similarly though cushion seats in all general class bogies promised but not delivered.

Sir, Hon'ble Railway Minister has himself admitted that quality of food offered on trains deteriorated.

*SHRI P. RAJENDRAN (Quilon): I thank you for giving this opportunity to express my views on Railway Budget 2009-10. I hereby place my protest on record against the

* Speech was laid on the Table.

[Shri P. Rajendran]

attitude of Ministry of Railways towards the States like Kerala. I do plead through you Sir, the request included in the memorandum submitted by Government of Kerala and the MPs from Kerala may be considered for implementation, and may be announced when the Hon'ble Minister replies.

The demands include, increasing the frequencies of Rajdhani Express and Sampark Kranti Express trains to Kerala more trains to Bangalore, Mumbai, Chennai and Kolkata viz Vizag as desired by Keralities in Visakhapatnam, completion of doubling, electrifying and gauge conversion work in Kerala and better amenities and safety measures in trains to Kerala and improvement of Railway stations. I do remind my earlier request to have a stop at Kollam for Rajdhani Express.

Congratulating the Hon'ble Minister for the gains, I will request him to consider the needs of Kerala urgently.

[Translation]

SHRI SITA RAM YADAV (Sitamarhi): Mr. Chairman, Sir, I rise to speak in support of Rail Budget 2009-10 presented by the hon. Minister of Railway, Shri Lalu Prasadji. It is my fortune to speak on fifth historic Rail Budget. The manner in which he has managed working of the railways so nicely and reduced the passenger fares each year is praiseworthy. Railways is a very big department, perhaps the largest Ministry under the Government of India. There are 14 lakh employees in Railways and equal is the number of pensioners. Howsoever, no Department can move forward without the cooperation of employees, but apart from it, the foresightedness of the hon. Minister, his liberal policy and a vision for the future has brought the Railways on the top of the world. The Department which was in financial crunch just five years ago, is now in a position to generate Rs. 90,000 crore surplus.

Sir, Shri Shahnawaz Hussain was saying that Laluji is moving fast forward on the tracks laid by Shri Nitish Kumar. I want to tell him when Shri Nitish Kumar ji was Railways Minister, he increased passenger fare every year. Despite that, Rakesh Mohta Committee recommended privatization of Railways. On the contrary, Shri Laluji reduced the fare every year and implemented many a new schemes. Still, he managed to earn surplus of Rs. 90,000 crore, it is because of his foresightedness. I hail from Sitamarhi. Perhaps Shri Nitish Kumar ji is aware that the mother of the world, Janaki ji was born in Sitamarhi. Not

only Indians, even foreign tourists visit this place. None of the Railway Minister paid any attention to it. Not a single scheme was launched for Sitamarhi. When Lalu ji became Railway Minister, Sitamarhi, a town on Nepal border came in the sight of him. He sanctioned not one, but four rail lines for Sitamarhi and the work of gauge conversion was completed in a record time of just six months. People from Sitamarhi now can easily reach out to any place in India. And Shri Lalu ji has made it possible.

Not only this, he even started a Garib Rath. Many a train originate from Sitamarhi. Let it be, Nitish Kumar or any other Minister, no one announced any train or any project for this place during last 56 years. Only Laluji has done it. Today, trains ply from Sitamarhi to Sonbarsa, Jainagar, Nirmali. This has been constructed alongside the Nepal border keeping the security point of view in mind and none else than Laluji has taken the initiative of starting trains from Seetamarhi, Motihari and Muzaffarpur. Therefore, I would like to thank hon'ble Laluji a thousand times on behalf of people of Seetamarhi and North-Bihar. People of Seetamarhi have been working throughout the country. Laluji has undertaken similar railway works in various corners of the country. Not just in Seetamarhi, Shahanawaz Hussain Saheb was talking about Bhagalpur also. Hussain ji did not make a mention of how many new trains were started by Shri Laluji from Bhagalpur and launched various schemes. Only Lalu ji has done the job of connecting the entire country and no other Minister has done this. Only Railways is a department which helps the poor people commute from north to South and from east to west. Laluji has paid attention towards the poor and he believes that railways is an important mode of transport for the poor therefore, he has worked towards improving it. Today even a very poor person can commute from north to south in a very low fare and earn his livelihood and come back home later. Not only this, Lalu ji has generated lakhs of employment for the poor families which no one else has done.

Sir, one of my colleagues was saying that in spite of that they are asking for funds in the budget. The railway is the largest and the most important department. If no provision has been made in the budget then all those crores of people who travel by train will have to suffer. Provision should be made in the budget for facilitating the common people. Therefore, while supporting the Interim Rail Budget, I would like to say that there cannot be a better Interim Rail Budget than this.

Sir, just now one of my colleagues was saying that there has been an increase in number of rail accidents. I

would like to say that rail accidents have not increased. In fact accidents have decreased during the tenure of Shri Lalu Prasad ji. During his tenure the poor people have had much relief. In spite of this we would like to demand from him that Seetamarhi, Bihar region and North Bihar have not received their due share in terms of railways. Several of my colleagues say that Bihar has been given a lot. I would like to say that Bihar has been given very less in comparison to their due share. Earlier when Nitish Kumar ji was the Minister of Railways then also Bihar was not given its due share but now ever since Lalu Prasad ji has become the Minister of Railways, Bihar has started getting its due share.

MR. CHAIRMAN: Sitaram Yadav, ji, now you please conclude.

SHRI SITA RAM YADAV: Sir, I am concluding. Sir, the work going on the metergauge railway line between Sitamarhi and Narkatiya is to be completed in one year. I would like to request that the said work should be taken up on war footing so that people of North Bihar can directly come to Delhi via Darbhanga. Secondly, approval should be granted for ROB's on East and West ends of Sitamarhi station. An ROB each at the east and west ends of Janakpur road station should be constructed. New express trains should be introduced from Sitamarhi to Mumbai and Chennai. A new railway line should be sanctioned from Janakpur Road to Sursad and from Janakpur Road to Chauraut. Survey should be carried out for laying a railway line from Balmiki Nagar Road railway station to Gohana via Hamatand west Champaran district. Approval should be granted for carrying out new survey of railway line from Sitamarhi to Muzaffarpur, via Japha and Minapur Tanuyani chowk, Sheohar, Piprahi, Purnaiya, Purnaiya Sasola upto Deg station. Sanction for 2 ROB's one each at East and West sides of Bodh station in Danapur division should also be granted. A new railway line survey should be conducted from Arah to Chhapra. Besides this, the survey work on the railway line between Ghoghardeeha and Ghoghepur has already been completed. Further action should be taken for approval for laying new railway line. Survey has been conducted from Jai Nagar to Bijalpura and Vardiwas. Gauge conversion work should be approved for Jai-Nagar-Janakpur-Bijalpura railway line of 40 kilometers. Approval should also be granted for laying 30 kilometers railway line from Bijalpura to Vardiwas. Survey work approval should be granted from Nohar to Churu via Tara Nagar - 80 kilometers. The survey work from Kosikalar to Nandgaon and upto Barsana has already been approved. Instructions should be given for laying new railway line. A new railway line should be laid from

Sitamarhi-Bhittamor-Sursan-Jai Nagar-Lakhania-Lokaha-Lokahi –188 kilometers of distance.

Sir, besides the above demands made by me hon'ble Minister is all aware as to what all is required at different places. Hon'ble Minister should get all that done at his own level. Hon'ble Minister works according to the convenience of the public. Therefore, I support the Interim Rail Budget presented by hon'ble Minister of Railways and thank him.

SHRI HITEN BARMAN (Cooch Behar): Mr. Chairman, Sir, through you, I would like to draw the attention of the hon'ble Minister towards this that there is only a single railway line from Guwahati to New Delhi, Guwahati to Banglore and Chennai, this is from Bongaigaon to New Jalpaigudi. So far this railway line has not been doubled, which is why the trains running from Guwahati to Bongaigaon are and from Delhi and Bangalore upto New Jalpaigudi are in time but then from main Jalpaigudi to Bongaigaon the train gets late because there is no double track. The work on this double line should be completed as soon as possible. This is my demand.

[English]

Mainagun-Jogikopa railway line is the main railway line but the work on this is going very slow. I urge the Railway Minister to speed up the work and complete this line before the end of 2009.

In my constituency, Dinhat sub-division is the biggest sub-division, where more than two lakh people depend on Alipore to Babulhat railway line but only two passenger trains are now servicing there. I urge the hon. Minister to extend Uttar Ganga Express to new Cooch Behar and to Bamanhat. One of the Inter-City Express trains, Siliguri to Alipore, should be extended up to Bamanhat. This is my submission to the Minister.

In the district of Cooch Behar, a new railway survey has been completed -Haldighati to Chandrabandar - but the work has not yet been started. Hence, I urge the Minister to sanction required amount to start the work. Cooch Behar Railway Station is a heritage station, but the Railway Department has not taken initiative and sanctioned money for its development. I urge the hon. Minister to develop this heritage station, Cooch Behar.

Bamanhat station is located in one of the main remote areas. It is the last station near the Bangladesh border. Now, I would like to place some demands for the betterment of the railway services in the stations - development of platform shed, fencing, booking counter facility, station link

[Shri Hiten Barman]

road, reservation facilities on trains. I urge the Minister to develop the Babulhat railway station immediately.

SHRIMATI P. SATHEEDEVI (Badagara): Sir, already three of our hon. Members from Kerala have spoken here. I have already expressed the way in which the State of Kerala is miserably neglected by the Railway Ministry in the Interim Budget. We are very proud to hear from our hon. Minister that the Indian Railways is running profitably and now the cash surplus is Rs. 90,000 crore. Whenever a major public sector undertaking is running profitably, the benefit should reach each State where much contribution is there to the revenue of the Railways by way of transport charges and freight charges. Kerala is contributing much to the revenue of the Indian Railways but the way in which the State of Kerala is neglected, we are very sorry to say that. The attention of the Ministry should be drawn to the developmental works in Kerala for which we have been requesting for the past several years.

The geographical sprawl of Kerala is quite different from the neighbouring State. Therefore, the demand for a separate zone is the need of the hour. This budget is silent about this. Hence, I would request the hon. Minister to consider this long pending demand from the State of Kerala and to set up a separate fund for the development of our State.

Whenever we requested for the development of railway facilities in our State, the reply from the Minister is that since the doubling work is not over, it is not possible to allot new trains.

21.00 hrs.

Only a small portion of the line for doubling is remaining to be constructed, that is between Kannur to Valapattanam. In Kozhikode also, only a small portion is to be completed. Hence, in this Interim Budget itself, fund should be allotted to complete the doubling work so that the long pending demand for more trains is met.

Another issue is electrification from Shornur to Mangalapuram. It is also pending. This demand for electrification is to be fulfilled. It is miserable to note that while providing 43 new trains, the State of Kerala is neglected. The long pending demand for an Inter-City Express between Mangalore and Kozhikode is a very genuine demand which will benefit the commuters of Malabar area.

The State of Kerala is requesting for increasing the frequency of the Rajdhani Express from Delhi to Trivan-

drum at least to four days a week. There is only one train which is connecting Kannur to Yeshwanthpur. Considering the increase in the number of passengers, this train may be extended to Bangalore. Already, Shri Shivanna, our hon. Member spoke about the importance of Mysore. There is no railway connectivity from Tellichery, the Malabar area to Mysore. So, it is a long pending demand, which has been recognized by the Ministry at the presentation of the last Railway Budget. The survey work is already completed. It is before the Railway Board now. So, the Ministry should pay much attention to construct that work, which is there in the survey.

The passengers all over the country are facing so many difficulties, threatening the safety of the passengers. Hence, sufficient steps have to be taken for securing safety of passengers by providing more RPF with sufficient infrastructure facilities. In the Railway Station of Vadagara, already RPF is there, but they are not capable of reaching the Railway Station, since there is no transport facility for them. They have to come from Calicut to Vadagara. So, sufficient infrastructure facility should be provided for the RPF and the security of the passengers should be taken care of. The grievance of the State of Kerala, in this aspect has to be considered properly.

MR. CHAIRMAN: You can lay the rest of your speech.

SHRIMATI P. SATHEEDEVI: I request that all these demands may be considered.

Sir, I lay the rest of the my speech on the Table of the House.

*The interim Railway Budget presented by the Railway Minister has really neglected the State of Kerala. It has not reflected the country's federal structure. The State of Kerala is contributing much to the revenue of Indian Railways by way of passenger fare and freightage charges. Sir, the Minister is always saying that the Indian Railways is becoming more profitable day by day. Now it is said that Rs.90000 crores cash surplus is there. Sir the benefit of the major profitable public sector undertaking should be distributed in such a way to assist the developmental work in those state which is contributing much to that profit. But it is miserably to note that that consideration is not given to the State of Kerala.

Sir, it is the long pending demand from the State for the formation of a peninsular railway zone with headquarters in Kerala. According to Railways, zones are not carved out on regional considerations but on the basis of

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

work load accessibility, geographical sprawls etc. Sir it is a well known fact that the needs and geographical sprawl of Kerala state are quite different from the neighbouring states. Therefore the demand for a separate zone is the need of the hour. This budget also is silent about this. Hence, I request the Minister to consider this and do take steps to implement the same.

For the development of the Railways the doubling works of Railway lines should be completed. The doubling work between Kannur to Valapattanam and a small portion at Kozhikode has to be completed. Sufficient funds should be allotted to the said work. The electrification of lines is yet another issue that the railways is facing in Kerala. The major section left out in electrification is in between Shomur and Mangalore. Hence necessary financial support may be granted for the completion of electrification.

Alapuzha is yet another issue that should be taken up.

It is very miserable to note that while providing 43 new trains Kerala is neglected. The long pending demand for an inter-city express between Mangalore-Kozhikode is a very genuine demand to benefit the commuters of Malabar area. The demand for new trains from TVM to Mumbai and TVM-New Delhi via Konkan and TVM Bangalore via Mangalore and Coimbatore is another long pending demand.

The State of Kerala is requesting for increasing the frequency of the Rajdhani Express to 4 days in a week. There is only one train which is connecting Kannur to Yeswanthapur. Considering the increase in the number of passengers especially students and working women to the city of Bangaluru this train may be extended to the city of Bangalore by making it a daily train. The commuters from Kerala to Chennai is increasing day by day and it has become very difficult to get seats in the existing trains and the frequency of the Train No.2685-Chennai Mangalore super fast may be increased and it also may be made a daily train.

Sir, the passengers all over the country are facing so many problems threatening their safety. Hence sufficient steps has to be taken for securing the safety of the passengers by providing more R.P.F. with sufficient infrastructure facilities.

The Ministry had announced the survey for a new line in between Mysore and Tellichery. The survey report is before the Railway Board. Hence, the said report may be considered favourably and steps should be taken to start the work of the said railway line and fulfil the long pending dream of the people of Kerala.*

MR. CHAIRMAN: The allotted time is already over. But I have a list of 15 more hon. Members to speak on this. If the House agrees, the time of the House may be extended by one hour.

If the House agrees, we can do it; I am just taking the sense of the House.

...(Interruptions)

MR. CHAIRMAN: If the hon. Members take only 2-3 minutes, then we can finish it today, and tomorrow the hon. Minister can reply.

[Translation]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): I would like to urge that if you could give this in writing then it would be more authentic, it will also remain in the record and your point will also be covered.

MR. CHAIRMAN: Hon'ble Members, Hon'ble Minister of Railways has also requested to you and I would also request you from the Chair that if you take two minutes each, then it can be finished early and the rest of the speeches can be laid on the table. Those hon'ble Members who want to lay their speeches can lay their entire speech.

SHRI RAKESH SINGH (Jabalpur): Mr. Chairman, Sir, I would like to say that the interim budget presented by hon. Lalu ji just now proves one thing that if a person gets addicted to garnering praise then interest of the society and country take a backseat and such a situation is never good for a country. Department of Railways is facing such a situation today. Indian Railway standards institute has been fixing a limit of load in the goods train for the last fifty years, keeping in view the tracks and wagons. This limit is fixed 58 tonnes since the last 50 years so that wagons and tracks do not get damaged. But, unfortunately, just to show the Railways in profits hon. Laluji has raised the capacity to 68 tonnes, without being backed by any technical upgradation in just 4 years while it took many years for the railway engineers to bring the capacity to 58 tonnes. This can create a very dangerous situation for us in future. Wagons and tracks are getting damaged due to overloading. Wagons are leaning to one side while moving, their axles are breaking and falling down.
...(Interruptions)

MR. CHAIRMAN: You may give suggestions.

...(Interruptions)

SHRI RAKESH SINGH: On the other hand, alignment of the tracks is getting disturbed tracks are getting flattened

[Shri Rakesh Singh]

and cracked. I want to tell the hon. Railway Minister that all the PWI and gangmen in Railways are engaged in the welding of all these cracks today and thus they are unable to carry out the routine maintenance work. This situation is, thus, leading the rail network to downfall rather than to make it progressive. I want to tell the hon. Railway Minister that the recent derailment at Habibganj took place only due the regular overloading against the capacity of the tracks. ...*(Interruptions)*

The whole of the yard, lines and signals were destroyed and as per my information, all the traffic was disrupted there for 5 days and thousands of passengers had got their tickets cancelled. A total loss of about Rs. 50-100 crore was incurred by the Railways if all the losses are added. ...*(Interruptions)*

MR. CHAIRMAN: Please lay your remaining speech.

SHRI RAKESH SINGH: Mr. Chairman, Sir, I its a very important matter. ...*(Interruptions)*

MR. CHAIRMAN: I have sought the opinion of the House.

...*(Interruptions)*

MR. CHAIRMAN: Everyone will be given 2 minutes to speak and the rest of the speech can be laid. ...*(Interruptions)*

SHRI RAKESH SINGH: I will speak a few points and lay the rest to the speech. ...*(Interruptions)*

MR. CHAIRMAN: The House allows two minutes of speech.

...*(Interruptions)*

SHRI RAKESH SINGH: Mr. Chairman, Sir, laying of one kilometer railway line costs about Rs. 13 crore. A rake costs about Rs. 4-6 crore while a bogie about Rs. 25-30 lakhs. The information regarding the number of wagons damaged due to overloading in the last one year. ...*(Interruptions)*

MR. CHAIRMAN: Please, lay some demands of your constituency, if there are any.

...*(Interruptions)*

SHRI RAKESH SINGH: Hon. Sir, is it not an issue? I want to give you so important information on this issue. Give me, atleast, as much time as given to the Members who spoke before me. ...*(Interruptions)*

MR. CHAIRMAN: Other hon. Members of your party also want to speak.

SHRI RAKESH SINGH: All right, I will lay my speech after concluding my last point within two minutes. Hon. Railway Minister, Sir, you might remember that you had visited Jabalpur. The whole of Jabalpur and Mahakaushal had welcomed you. You saw the problems being faced by the people there and had announced from the stage to complete the Jabalpur-Balaghat broadgauge project within two years. One year has gone by and I do not see if this project can be completed even in the next 5 years. Second demand made to you was regarding introduction of a train from Jabalpur to Mumbai and you had given an assurance of making an announcement about it in the railway budget.

We want to thank you for announcing a Garib Rath train from Jabalpur to Mumbai in the railway budget. That train was to be introduced from 20th but it was not and even before that it was extended upto Allahabad instead of Jabalpur by you. Usually, if a railway Minister makes some announcements somewhere then they are honoured also. May be, in future, you will extend this train from Allahabad to Patna. I have no objection to that. You may give us some other train for Jabalpur as it is the headquarters of the West Central Railway zone. We had demanded a direct train from Jabalpur to Mumbai and even that train has been snatched by you. The people of Jabalpur and Mahakaushal want to know the circumstances which led to this decision. ...*(Interruptions)*

SHRI LALU PRASAD: We never snatch any train from anyone.

SHRI RAKESH SINGH: You have snatched our train. ...*(Interruptions)*

MR. CHAIRMAN: please, lay the rest of the speech.

SHRI RAKESH SINGH: Lajuji, I urge you to keep your promise. Please do not deviate. The train should go to Mumbai via Jabalpur. ...*(Interruptions)*

MR. CHAIRMAN: Please, lay your remaining speech.

...*(Interruptions)*

[*Translation*]

SHRI RAKESH SINGH: Hon. Sir, I am concluding my speech. Initially, I had wanted to put forward a number of demands. I wanted to demand trains from Jabalpur to Kolkata, Jabalpur to Patna via Chhapra-Siwan, Jabalpur to Dehradun and from Jabalpur to Amritsar. But I am not going to put any of these demands now because it seems

to me that the people of the country have had to face great disappointment. People of my constituency have also been disappointed. In any case, the Minister cannot make any new announcements. This government has little time left and I am sure that the present government is not going return to power. ...*(Interruptions)* Even so, if the Minister implements the prior announcements made by him, at least the people of my constituency would be grateful to him. Mr. Chairman, Sir, thank you for giving me the opportunity to speak.

Sir, I will place the rest of my speech on the Table of the House.

* The interim budget presented by Laluji has proved that for a person who becomes used to false praise, the social and national interests take a backseat and personal interests override all other considerations. When such a person occupies a high position in the country, it becomes the misfortune of the country.

This is the present situation of the railway department of the country. If we do not Need to the situation now the future of the railways will become bleak.

Sir, the goods trains have a fixed load bearing capacity. The Rail Design Standards Institute, Lucknow had to strive for years to improve the load-bearing capacity of Box-N Wagons to make them capable of bearing 58 tonnes of load without harming either the railway tracks or the wagons. It took 50 years for the Indian railways to achieve this, but it took only four year for the Railway Minister, Lala Prasad Yadav ji, to issue a dictatorial order to load 68 tonnes of weight in these wagons, without carrying out any technical improvements, just to show profits without increasing the fares. But hon. Laluji has tried to conceal the adverse effects of overloading on the railways. The officers who tried to point it out were threatened into submission.

Sir, I would like to inform the House, through you, that overloading is dangerous. The wagons are getting damaged and are leaning to one side. Excessive load has weakened the axels and they are cracking apart. The tracks are also getting damaged. Load bearing capacity of tracks is also fixed but the excessive load is causing the tracks to expand and they ° are getting weakened at different points. Fractures are increasing. PWL and gangmen are engaged in welding the fractures in the tracks but the alignment of tracks is getting disturbed. This is causing derailments frequently.

*... This part of the Speech was laid on the Table.

Sir, I would like to ask the Railway Minister if it is not true that the recent derailment at Habibganj in Bhopal has caused the railways to suffer a loss of crores of rupees when traffic had remained disturbed for more than 45 hours. All the trains were diverted. Thousands of passengers had to cancel their journey. The entire railways infra-structure at Habibganj was destroyed. All the five lines were broken and all crossovers were damaged. All the signals were damaged. If we calculate the loss caused to the railways due to this derailment, it would come to around 50 crore to 100 crore rupees. This is just one example. Sir, the cost of laying one kilometer of railway line is about 13 crore rupees. The cost of one bogey is 25 to 30 lakh rupees. The true picture of the finances of the railways will be revealed when the cost of coaches and railway lines damaged due to overloading is calculated. One engine costs 4 to 6 crore rupees. Overloading has damaged 103 engines during the last year. We can make out the condition of the railways when all these facts are taken into consideration.

Sir, overloading is affecting adversely almost all the railway bridges in the country. The bridges are getting weakened and if it is not true, then the Railway Minister may clarify as to why trains that run at a speed of 70 km. per hour move at a speed of 30 to 45 km per hour on bridges.

Sir, the Minister is enticing the country with the vision of bullet trains which run at a speed of 300 km per hour or more, in order to elicit praise for himself. Laluji may explain as to how he proposes to run bullet trains in a country which has unmanned crossings, tunnels and bridges and damaged tracks.

They could have been run if Laluji had taken forward the schemes introduced by Nitishji during the NDA regime. At that time a scheme for laying a third line throughout the country was formulated which he dumped into the wastepaper basket.

Laluji also played another practical joke on the people of the country. He has increased berths in passenger trains. The passengers call this berth the Lala berth and pray that they are not allotted this berth. I challenge Laluji to travel on this berth and then tell us if he found his journey comfortable on this berth.

Sir, it is a tradition in the country that Ministers do not renege on the announcements they make in public but Laluji is going back on his own announcements.

Laluji had visited Jabalpur last year. On the demand of Jabalpur residents he had announced that Jabalpur-

[Shri Rakesh Singh]

Godia broadgauge would be completed within two years but such an important project of the country is not likely to be completed during the next five years.

Wide-spread agitations were staged in Jabalpur in the last year. Laluji had announced a direct train from Jabalpur to Mumbai in the last Budget. It was to be inaugurated on the 20th of February but before that an announcement has been made in the Interim Budget that the Garib Rath would run from Allahabad in place of Jabalpur. After some time, perhaps it would start running from Patna in place of Allahabad. Will the hon. Minister of Railways State the reasons for doing so? Why the feelings of the public of entire Mahakoshal, including Jabalpur were played along with?

Sir, it has been the tradition that the Members of Parliament put forth their demands during debate on the Rail Budget. I have been putting forth my demands for the last several years but this time I would like to say only that the people of the country have no expectations from the UPA Government and Shri Lalu Prasad ji. Now, the public is waiting for your going out of power.

Now, you can not make any new announcement but the public of my constituency would be grateful to you if you implement your earlier announcements made in regard to Jabalpur.*

SHRI LALU PRASAD: Sir, everything cannot be included in the reply. But Rakeshji must know the facts and not make assumptions like a wagon costs Rs.4 crore. A wagon costs maximum Rs.20 lakh.

SHRI RAKESH SINGH: I have stated the cost of a wagon Rs 25 to 30 lakh. ...*(Interruptions)*

SHRI LALU PRASAD: You correct your statement. I do not discriminate while announcing the trains. First you correct your statement in this regard. You should be alert. When we are going for elections, you are reminded of what we have done. ...*(Interruptions)* I do not take away any train. ...*(Interruptions)*

SHRI RAKESH SINGH: You have taken away our train. ...*(Interruptions)*

SHRI LALU PRASAD: This is not right. How long will you accuse me of taking away your trains? All the trains, which have been announced, will be introduced within a year after the announcement. If any train is announced then it will run. There is a separate train for Allahabad. I will prove it. ...*(Interruptions)*

MR. CHAIRMAN: Hon. Minister has explained his position, hence there is no point of debate.

[English]

MR. CHAIRMAN: Nothing except the speech of Chowdhury Vijendra Singh will go on record.

...*(Interruptions)**

[Translation]

CHAUDHARY BIJENDRA SINGH (Aligarh): Mr. Chairman, Sir, following your order properly I would like to thank you for giving me an opportunity to speak on vote on account of Rail Budget. Laluji deserves our enormous praise. It is a point of discussion not only in this House, but also throughout the country and the world that the fare and freight have not been increased in the last five Rail Budgets. The people are surprised as to what kind of Rail Budget is prepared by Laluji. We will have to do a research into it. Leave India, research is being conducted on Laluji in Oxford University. I would like to thank Laluji. I will put the demands of my constituency in two minutes and then conclude my speech. Hon. Laluji visited Aligarh on 22.10.2008 after my repeated requests.

Mr. Chairman, Sir, I would like to draw the attention of Shri Laluji, through you, to his historical visit to Aligarh on 22.10.2008. Aligarh is a historical place and it has its own importance. Aligarh is known for its Muslim University all over the country and the world. Students of several nations study here. Thousands of students of Bihar are studying in Aligarh. We had put a few demands in public interest in the public meeting. In view of those demands, hon. Laluji had made an announcement.

I just want to state that Aligarh is a city of education and equally important city for the Hindus and the Muslims. It is only 130 kilometres far from Delhi. You are trying to change the traffic load through several plans in order to reduce the passenger load on Aligarh route. You have started the survey of Kasganj to Khojia rail line on our demand. We hoped that this line will be included in this Rail Budget. If not now, then please include this rail line in the Budget in public interest in near future. We had demanded the stoppage of some trains at Aligarh. You had announced the stoppage of Sampark Kranti Express at Aligarh. You had rejected the stoppage of Rajdhani Express but the public pleaded that four Rajdhani trains pass through Aligarh continuously and demanded the stoppage of the last Rajdhani train coming from Patna. You had even made an announcement in that regard and it was reported in the newspapers too. Our demands are the same which do not bring any burden on the Budget.

*Not recorded.

Even after so many years of Independence only one train plies on Aligarh-Bareilly line. The number of trains have been increased all over the country but on this line a single passenger train is running.

I have demanded for a stoppage at Sonamay. I hope the hon. Minister will fulfil it. A halt of Chualpur passenger train on Delhi-Aligarh line was also sought. When the people's representatives of my district placed this demand before the hon. Minister, the hon. Minister had told that this was a reasonable demand and further he had said that he would make all possible efforts to meet this demand. It is said about him whatever he promises, he delivers. Aligarh is a historical city.

MR. CHAIRMAN: All right, now you conclude your speech.

CHAUDHARY BIJENDRA SINGH: His Ministry is quite important. The Railways has created a record. By creating a revenue surplus of Rs. 90,000 crores, the Railways has proved that no other department has earned more profit than it. I am thankful to him for having constructed an ROB. He has done a lot. I just want to remind him that Aligarh, inhabited by a minority community, is a famous educational and research centre. Ajmer Sharif is a religious place for both Hindus and Muslims. Thousands of people go there to pay their obeisance. And he has not only given an assurance for starting a train to Ajmer from here, but also had made an announcement to this effect.

MR. CHAIRMAN: All right, conclude your speech, now. Time is over for you.

CHAUDHARY BIJENDRA SINGH: My demands are reasonable, please pay attention to these. I had requested for a stoppage of Vikramshila Express. Stoppage of Vikramshila, Lichchvi, Patna Rajdhani Express, Sampark Kranti Express should be provided.

MR. CHAIRMAN: You lay your speech on the Table.

CHAUDHARY BIJENDRA SINGH: Congratulations and thanks to you for this kind gesture. I would like to congratulate Sonia ji and also Manmohan Singh ji as many a development marks have been done during the last five years and I am sure this hard work will definitely bring them back to power. ...*(Interruptions)*

[English]

SHRI C.K. CHANDRAPPAN (Trichur): Sir, we are very happy that the Railways, as one of the biggest enterprises of the country, has made a huge profit of Rs. 90,000 crores.

The congratulations go to the hon. Minister. But at the same time, I am not repeating what other Members from Kerala have said.

Kerala is deeply hurt because of the kind of neglect that we have faced. We do not deserve that. So, I request the hon. Minister to kindly look into the memoranda that we have given. Shri Vayalar Ravi, Shri Karunakaran and Shri Kurien, irrespective of parties, have signed it. That is the voice of Kerala and that is the sense of feeling that we are deeply hurt. I thought that I will take this opportunity to tell the Minister to consider the feelings of Kerala.

Now, I would like to mention one or two small things apart from this. Since the Indian Railways have made huge profits, this is probably the time for the IRCTC to make some investments for the biggest pilgrim centres. Some of the biggest pilgrim centres in the country are in Kerala, like Sabarimala and Guruvayoor. I would like to request the Minister to consider having two IRCTC projects in these two areas. Land is available and other facilities will be provided.

The survey for Trichur-Kollangode line has been completed. The present estimate that is with the Government is not true because it is based on the old realities that this line will not be profitable. Since two big container ports are coming up and other industrial developments are taking place in Kerala, I think, this railway line will be profitable. This will act as a bypass between Ernakulam and Kozhikode connecting Pollachi and Palakkad line. Shri Velu would understand that. That will be a new rail line and that would be a link between Kerala and the southern part of Tamil Nadu. So, I hope that line will be allowed as a new line.

When the Railways are making huge profits, passenger amenities should be improved more. Many of our colleagues made a mention about the lack of security in the Railways. So, security should be taken as an important aspect of good railway management and it should be provided for. Then, food, especially in the long-distance trains should be clean, better in quality and should be cheaper in terms of price. ...*(Interruptions)*

In Kerala, a large number of RoBs are under construction. But most of them are incomplete. I would request the Railway Minister to make a time-bound programme so that all these RoBs are completed. ...*(Interruptions)*

My last point is this. In Trichur, which is my constituency, second entry has been inaugurated. But the

[Shri C.K. Chandrappan]

facilities that have been offered still remain either incomplete or not yet started. So, I thought this opportunity will be taken to say that something should be done expeditiously so that the second entry will be a boon for the people there. Thank you.

SHRI ABU AYES MONDAL (Katwa): Mr. Chairman, Sir, I support the Interim Railway Budget presented by the hon. Minister. Supporting the Budget with grave concern, I would like to draw the kind attention of the hon. Minister to the fact that in the Budget there is no mention of the extension scheme of the doubling from Jirat to Katwa of Bandel-Katwal rail line which is almost a century old single one.

In the last Railway Budget for 2008-09 the hon. Minister in his reply to a long debate and discussion in this august House told the House that the doubling scheme from Jirat to Katwa would be included in the Budget but unfortunately it was not included. Furthermore, it is a matter of great sadness that this is absent in the present Interim Budget also.

In order to protect the Samudragarh and Kalinagar railway stations on this railway, works for arrest of erosion of the banks of mighty Ganga river are going on. More money needs to be allotted for total control of the erosion.

On the same railway line, computerised system for issuing passenger tickets at Ambika-Kalna station has been sanctioned almost a year ago, but it is not yet installed.

The gauge conversion works of Burdwan-Katwa railway line are yet to start. The Government of West Bengal has already allotted a sum of Rs. 10 crore for starting of the work. In an inaugural function at Katwa railway station, the hon. Minister on 30.6.2007 had announced that the project would be completed within two years, but the work is not yet started.

Lastly, the proposed new train, viz., Puri-Katwa Express needs to be extended to Nabadwip Dham Station to serve the people better and for the pilgrims in particular.

Sir, with these few words, I conclude my speech.

[Translation]

SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Mr. Chairman, Sir, I am grateful to you for having given me and my Party an opportunity to speak on Interim Rail Budget for the year 2009-10. I congratulate the hon. Minister of Railways thrice. First for the works done by

him, second for the demands being made for so many days and third for meeting the demands before the elections. ...*(Interruptions)*

SHRI LALU PRASAD: What happened to the demand made to me.

SHRI NIKHIL KUMAR CHOUDHARY: That is confidential and it should remain confidential. One should praise the Rail Budget for new provisions made and thus I do praise the Budget. The frequency of 2424/2423 Rajdhani Express has been increased to six days a week. It is good, but I am sad to know the withdrawal of special Rajdhani which plied on Thursdays and Sundays. It should be restored. However, thanks for increasing the frequency by a day.

Secondly, Jugwani-New Delhi Seemanchal Express will now run on five days in place of one day earlier. Ranchi-New Bongaigaon, via Malda train has been extended up to Guwahati, I had said that this train should run via Malda-Kumedpur, Katihar as it is the shortest route and it touches 15 stations of Bihar and it will facilitate the people of Katihar and Arharia with one more train without any extra expenditure or any other difficulty as there are no enroute stoppages. Only Barsoi is a big station on this route. People of that area have not train for Ranchi. My submission is that its route should be changed and as there are no stoppages on that route, so its route can be changed without any kind of inconvenience. New track has already been laid between Katihar-Barsoi.

Capital Express was extended up to New Jalpaigudi and subsequently, it has been extended up to Kamakhya-Guwahati. The number of passengers have increased but number of bogies have not been increased. It is causing great hardship to the passengers. My submission is that III A.C. coach and a general coach be added with this train. During Nitishji's time Hate Bazare Express used to ply up to Baraunsi. Luluji extended it up to Saharsa. Hate Bazare runs via Katihar. Though Hate Bazare was extended up to Saharsa, but a general class sleeper coach was withdrawn from it. My submission is that two general class sleeper coaches be attached to this train, before the elections and III A.C. coach also be provided.

MR. CHAIRMAN: You have only one more minute to speak. Hurry up if you have any other demand.

SHRI NIKHIL KUMAR CHOUDHARY: Sir, I have made promise to the people of my area and also to my wife. She has been ringing me since 7 o'clock asking if I had not made my speech so far. Now let her and the people of my constituency also hear it.

SHRI LALU PRASAD: Your wife may be viewing the TV now, so, she will come to know as to what the truth is. She may be searching for him as to where he has been till late hours. He may have told her that he has to take part in debate on Rail Budget. Why is his wife suspicious about him?

SHRI NIKHIL KUMAR CHOUDHARY: Sir, I am speaking here with inspiration from her. Several trains remain stationed at Barauni, Vaishali Express and New Delhi-Lucknow Express remain stationed for 16-16 hours. A pit line has been constructed at Katihar involving an expenditure of crores of rupees. It should be hundred per cent utilized, whereas, its capacity utilization is just 30 per cent. My submission is that if the said train is extended up to Katihar, people of Katihar would be immensely benefited. Many a train start from West Bengal, but do not stop in Bihar. I think, the hon. Minister won't concede my one demand before elections. Many others and even Pappu Yadav ji has said that there is proposal for a broadgauge line between Katihar to Teznarayanpur Balvabhati. In this regard, I would say that I will be grateful if the said line is considered from Manihari to Sahibganj.

Sir, I am laying the remaining speech.

* I would like to express my views on the 2009-2010 Rail Budget. Sir I, Nikhil Kumar Choudhary, Member of Parliament hail from Katihar Lok Sabha constituency. The Rail Budget was presented by hon'ble Minister of Railways in the Lok Sabha on 13.2.2009. I would like to congratulate hon'ble Minister of Railways for presenting the Rail Budget in the Lok Sabha five times in a row. I am glad that hon'ble Minister of Railways has got this honour. During these five years over all development of railways in the country has been claimed. It is indeed good news for the country to increase the profits of railways from Rs. 20 thousand crores to Rs. 25 thousand crores. Through you, I would like to request hon'ble Minister of Railways that on the one hand 13 new trains have been given to Bihar in the budget and on the other many trains have been extended also, but it is regrettable that Garib Rath is being started from Saharsa whereas no Garib Rath was introduced from Katihar Division. Katihar rail division holds its own place from professional and commercial point of view. You have given a new train from Radhikapur to Delhi but you have not mentioned the places via which the train will run. I would like to request that the new train running from Radhikapur to New Delhi should be run via Katihar Sonali, Saalmari and it should also be provided a stoppage at Saalmari and Sonali. I had made a mention of it in Raiganj at the

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

time of an inauguration by Shri Priya Ranjan Dasmuni, hon'ble Minister of Information and Broadcasting some years back. Sir, Katihar rail division is an important rail division connecting the north-eastern India and from strategic 'point of view'. Katihar division should have certainly been given importance in the budget. Through you, I would like to say that for years now Katihar rail division is being treated discriminately. Hate-Bajare Express originating from Katihar was extended upto Saharsa and later on two sleeper coaches were reduced from the same which is not appropriate at all. Passengers are unable to get berth reservations and on top of that number of sleeper coaches is being reduced. I would like to urge that two sleeper coaches and one Air-condition Three-tier coach should be added in the aforesaid train for Katihar. The capital Express was extended upto Kamakhya. The number of sleeper coaches and Air-conditioned coaches was not increased in this train also. Mahananda Express was extended upto Alipurduar but in this train also the number of sleeper coaches and Air-conditioned coaches was not increased. I had written a letter to hon'ble Minister of Railways nearly two years back to increase the number of sleeper coaches and air-conditioned coaches but no concrete action was taken in respect of the aforesaid issues. Sir, through you, I would like to present some more important issues of Katihar Rail Division over here. Alipurduar-Ranchi Express (5761-5762) runs via Malda. If the said train is extended from Barsoi to Katihar and again run via Katihar to Kumaidpur upto Malda then it will provide a train for the passengers of Katihar - Purnia-Araria upto Jharkhand with a less time as well as expenditure and this will increase the railway revenue which is in the interest of the nation and for public welfare. There is no single train from Katihar to Jharkhand. Sir, there are a few trains which, if provided stoppage at certain stations, will not only increase the revenue but also make it convenient for the passengers to travel to their destinations. Kanchanjunga Express 5667/5668 should be provided a stoppage at Azamnagar. New Jalpaigudi to Sialdah-Superfast Express 2503/2504 does not have any stoppage in Bihar, therefore it is requested that the same should be given stoppage at Barsoli and Azamnagar. Besides this, 5933-34, 5635-33, 5651-52, 5653-54, 5635-36, 2515-16, 2508-09 trains should also be given stoppage at Barsoi railway junction. Sir, I would like to remind you of the previous year budget wherein Jogbani-Kolkata Express was taken in as a new train. I would like to request that the said train many be immediately run between Kolkata and Katihar. Sir, I would like to talk about those passengers from Katihar who travel to southern India in order to get treatment for eye and heart diseases. At present only the

[Shri Nikhil Kumar Choudhary]

Muzaffarpur-Yashwantpur Express, which is a weekly train, runs via Katihar junction. The number of seats available from Katihar in sleeper berths is so less that the patients do not get any place. I would like to request that the number of sleeper berths should be increased in Muzaffarpur-Yashwantpur Express alongwith increasing its frequency upto thrice in a week.

Sir, certain important trains keep halting unnecessarily at Barauni junction which is neither in the interest of the country nor of the railway department. Vaishali Express hauls at Barauni junction for 16 hours and 15 minutes. Barauni-Lucknow Express 5203-04 hauls at Barauni for 12 hours. Barauni-Jammu Tawi Express 5097-98 hauls at Barauni for 23 hours 15 minutes. Why can't the aforesaid trains be extended upto Katihar Junction. I would like to say one more thing about Katihar Junction and it is that only 30 percent of the railway line is utilised in Katihar. If these trains are extended upto Katihar then the railway line will be utilised 100 percent which will serve the purpose of railways on one side and on the other it will become convenient the passengers to commute to their other destinations. It is proposed to convert the Katihar-Manihari-Balughati metergauge railway line into broad-gauge and this railway line may be extended upto Bhojka road via Ahmedabad.

The public of Bihar and Jharkhand have been since long demanding a road railway bridge between Manihari* and Sahebganj. Construction of this railway bridge will lead to direct connectivity of Jharkhand and Bihar with the North eastern States.

- The Express train which used to run from Katihar to Jaynagar via Darbhanga earlier should be restarted.
- A halt should be constructed at Haziar between Dalkola-Telta.
- All passenger trains should be provided halt at Bishanpur Halt between Soneli-Jhoa.
- Halt for 4083/84 Mahananda Express and 5610/5609 Awadh-Assam train should be provided at Telta and Sudhani.
- Radhikapur-Sealdah Express 3145/3146 should be provided a halt at Azamnagar Road station.
- An overbridge should be constructed at Gaushala Railway Gate and Santoshi Chowk Railway Gate in Katihar.
- It would be in the public interest to run the new DMU train at 6 a.m. between Patna and Katihar. About 11

acre of railway land in lying vacant in Katihar. It is proposed to construct residential quarters for the railway employees on the said land whereas quarters are available in plenty in Katihar. Hon. Railway Minister is requested that setting up either a workshop for maintenance and repair of diesel engines or a factory to manufacture railway sleepers, there would be more appropriate. With these words, I conclude.*

SHRI LALU PRASAD: Mr. Chairman, Sir, God has made him speak that he will demand form me again. It means that the UPA Government will come to power again.

SHRIMATI TEJASVINI GOWDA (Kanakpura): Sir, I take your leave to speak from here.

[English]

Sir, while complimenting the UPA Government under the leadership of Dr. Manmohan Singh, our hon. Prime Minister with the able guidance of Shrimati Sonia Gandhi, our UPA Chairperson, I also compliment Shri Lalu Prasad, who is the eminent and the most successful Railway Minister of India, who is one of the national leaders, UPA Partner and also the leader of the RJD for his tremendous achievements and progress where India and the Railway, Railway and profit and Railway and progress are synonymous and these are the unbelievable words.

[Translation]

All this has happened and it is not magic but reality. I, therefore, on behalf of the rural people of India, would like to thank Lalu Prasad ji for the progress made by the Railways.

[English]

The people from the Harvard University invited one of the prominent leaders like Shri Lalu Prasad to give the lecture to know how to assess the economic stability. When the whole world is trembling with the economic recession, a person from the village background, a person from the poor background has been invited to give the lecture to know how to address economic stability. He raised the tricolour abroad. He has been invited to the MIT to give lecture. That shows how the Indian economy, how the Indian leaders can lead the globe today. I compliment him for his hard work and success.

[Translation]

Not only train but Lalu ji's heart is also behind the success of the Indian Railways. He has love for poor and that is why the Railway has made progress. I hope that we will regain power to serve millions of people due to the said progress and the benefit to the poor.

A lot of things are said about Bihar. I am a Sough Indian and belong to Karnataka. There is a connection between me and Bihar where Mahavir ji had preached religion, policy and harmony in Sahrvan Bellgola. Ten years ago, I was not in the politics, I was in Media. I had the opportunity to interview Lalu ji. I asked him why Bihar was so backward even though it is such a beautiful, historic and religious state as Budhism spread from there. Then Lalu ji replied that it was so because people targeted Bihar when they assumed power. On one hand, there is politics while on the other God has given natural calamities like floods in Ganga-and Kosi rivers during monsoon, which has made Bihar backward. I want to thank Lalu ji that justice Bihar deserved has been to it so that the inequality is removed. The inequality between poor-rich, city-village should be removed. That is why justice being dispensed is appropriate and I support it.

[English]

Indian Railways have generated cash surplus of Rs. 90,000 crore from the same organisation which was forced to pay dividend in 2001-2002.

[Translation]

They said India shining and we said feel good factor and some people got the opportunity. But, why did not you make progress like Lalu ji is making?

[English]

During the tenure of Laluji, ambitious programmes like dedicated freight corridors have been sanctioned. The eastern Dedicated Freight Corridor goes from Dankuni to Ludhiana via Kolkata and the Western Dedicated Freight Corridor goes from Dadri to Mumbai via Delhi.

[Translation]

Whether the facilities in this country are for the rich only. This should not be so. Those who are poor should also get these facilities and that is why Lalu ji introduced them and we don't care even after making losses because they too are Indians. Lalu ji has introduced 14 Garib Raths. In just Rs. 585, people can travel in Garib Raths. Twenty-four railway stations are being modernised. Lalu ji has taken steps to provide facilities like we saw in the US and Mexico for which I thank him. My brother Lal Singh ji speaks much about Udharpur and Kashmir. On every thing, he says that they are fighting since five years.

[English]

New railway lines have been constructed between Udhampur and Jammu and from Anantnag to Baramulla. These lines will strengthen the unity and integrity of the nation.

[Translation]

I had been a student of political science and know that a country can not be strengthened without communication and facilities.

[English]

Now passengers from any part of the country can dial the number 139 and get any information that they want regarding the Railways. In days of price rise, nobody can dare to reduce the fare which our Government has done. This shows that in spite of helping the poor, we can run this nation very efficiently.

[Translation]

We should be always be on the side of the poor. Sir, I lay the demands regarding Karnataka on the table of the House. Lalu ji the people of Karnataka love you very much. I thank you for giving me an opportunity to speak.

I am laying the remaining speech on the Table of the House.

[English]

* (A) Surveys

New Lines: Now new lines mentioned in this Budget for Karnataka

Gauge Conversion: No Gauge Conversion mentioned in this Budget for Karnataka

Doubling: Hospet-Swamihalli

(B) Passenger Services

New Trains

- 1 Mumbai-Karwar Superfast (Tri-weekly)
- 2 Nizamuddin-Bangalore via Kacheguda Rajdhani Express (Tri-weekly)
- 3 Mysore-Yeshwantpur Express (Daily)

Extension of Trains:

- 1 Jodhpur-Bangalore to Comibatore

Increase In Frequency

- 1 No increase frequency of trains in Karnataka

Features of Rail Budget 2008

New Trains

- (A) Machallipatnam - Bangalore (Tri Weekly)
- (B) Yesvantpur-Jodpur Express (Weekly)
- (C) Mysore - Nanjanagud Town Passenger (Daily) (after gauge conversion)

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

Extention of Trains

- (A) 2677/2678 Bangalore - Coimbatore Express to Ernakulam
(B) 2691/2692 Chennai-Bangalore Express to Sri Sathyasai Prahanti Nilayam
(C) 571/572 Bangalore-Salem Passenger to Nagore (after gauge conversion)
(D) 356/357 Dharwad - Passenger to Bijapur

Increase in Frequency

- (A) 6513/6514 Bagalkot-Yasvantpur Basava Express from tri weekly to daily

- (B) 2431/2432 Nizamuddin- Trivendrum via Mangalore (Trice in a week)

New Lines

- (a) Harapanhalli - Harihar

Gauge Conversion

- (A) Anandpuram-Talguppa of Shomsga- Talguppa

Doubling

- (A) Cuddapah-Bangalore

SOUTH WESTERN RAILWAY

New Lines (Construction)

Kottur-Harihar via Harpanahalli (65 km)	124.12	76.58	30.00	17.54
Kadur-Chickmagalur-Sakleshpur (93 km)	274.29	66.04	10.00	198.25
Hassan-Bangalore via Shravanabelgola (166 km)	412.91	241.83	55.00	116.09
Hubli-Ankola (167 km)	997.62	75.79	10.00	911.79
Bangalore-Sathyamangalam (260 km)	901.62	29	1.00	899.33
Rayadurg-Tumkur via Kalyandurg (213 km)	857.311		15.00	842.30

Gauge Conversion

Solapur (Hotli) Gadag (300 km)	329.51	281.21	5.00	43.30
Mysore-Chamrajanagar with extension to Mettupalayam (148 km)	608.58	129.21	20.00	459.36
Arisikere-Hassan-Mangalore (236 km)	252.45	235.77	Nil	16.58
Kolar-Chikbalapur (96.5 km)	99.42	20.00	70.00	9.42
Bangalore-Hubli-Shimoga-Talagoppa	679.43	530.83	82.00	66.50

Doubling

Arisikere-Birur (Patch Doubling) (44.28 km)	98.21	1.0	50.00	47.21
Ramanagaram-Mysore (Electrification of Kengeri-Mysore) (91.5 km)	313.18	5.15	50.00	258.03
Whitefield-Rangarpet-Koppam (81.21 km.)	225.05	145.52	5.00	74.66
Bangalore city-Kengeri - Patch doubling	24.40	22.34	5.00	2.01
Kengeri-Ramanagaram (32.43 km)	116.75	40.91	5.00	70.84
Yashwanthpur-Tumkur (64 km)	109.56	100.53	8.00	1.03
Bangalore-Whitefield-Bangalore city				
K.R. Puram (20.08 km)	85.00	11.00	1.00	84.99
Dharwad-Kumbaraganvi (26.68 km)	96.76	20.07	50.00	26.69
Hubli-Hebsur (17.17 km)	800.00	20.01	40.00	539.99
Kunkunady-Mangalore	70.00	2.00	2.00	66.00*

[Translation]

SHRI RAVI PRAKASH VERMA (Khiri): Sir, I am grateful to you for giving me an opportunity to speak on railway budget 2009-10. I would like to make two or three points. I am grateful to the hon. Railway Minister because when I wrote to him about the breakage of railway tracks in my constituency Lakhimpur Khiri due to floods in Sharda River, they were repaired immediately. Besides, the 18 trains that had been suspended, had been started again which greatly facilitated the people. I express my gratitude and thank you on behalf of the people of my constituency.

Sir, the people of my constituency have requested that the Lucknow-Sitapur-Lakhimpur-Pilibhit-Bareilly section on N.E. Railway be converted into broadgauge. The hon. Minister had given assurance in this regard in the Parliament in 2007. The people are pressing for this demand. I request that this conversion may be carried out because the economic development of the area is at a standstill due to this reason. This area boasts of more than two dozen sugar mills. The Steel Authority of India plans to set up a large steel plant here and even the foundation has been laid. It is an economic line from all angles and it also has a major pilgrimage. Kindly get the gauge conversion done.

Dudhwa National Park is situated in the area. There is a great demand for a DMU from Lucknow to Dudhwa so that the tourists find it easy to reach Dudhwa. Lakhimpur has been upgraded as a model station and I would like to express my gratitude for this. Lakhimpur, Gola and Paliya are important stations in my district. It would become convenient for the passengers. If you get a rail Yatri Niwas constructed at each of these stations. A bypass is being constructed around Lakhimpur which is the district headquarters. The railway crossing 122C needs repair to facilitate smooth traffic movement.

I would like to thank him once again and to remind him that gauge conversion on NER may be carried out at the earliest in my constituency.

SHRIMATI SUSMITA BAURI (Vishnupur): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I commend the Railway Minister for refraining from raising the train fares yet again and in fact, reducing them in certain sectors.

Sir, we all know that there are many places in the country which do not have rail linkages. These should be linked by rail. This is the first demand I place before Laluj.

Now I want to place before you one or two problems

regarding my constituency. There is a station called Peerdoba in my area which is used by a large number of people, specially students due to the proximity of Medinipur University. There is a longstanding demand of the people that either Rooposhi Bangla or Purulia Express, should be given a stoppage there. Besides, the Bhubaneswar Rajdhani Express, which runs four days a week should be given a stoppage at Bankura railway station. It would be a welcome step if the frequency of Patna-Cochin train, is increased from two days at present to four days because the train is used by patients. Maximum provision should be made for the ongoing Anguli project, Bidiya project, Tutipul to Chhapra railway line and the Moshagram project on Tutipul line because the people of these areas have not even seen a train till now and are getting restless. Nearly 1 crore 35 lakh people travel by trains. These people should be given facilities. Other hon'ble Members have also made similar demands. So, I will not take much time. I hope that the Minister would give consideration to the points I have raised. With this, I conclude.

SHRI D.B. PATIL (Nanded): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the interim rail budget. Through you, I would like to attract the attention of the hon. Railway Minister towards a few demands. The fact is that the hon'ble Railway Minister has not given anything for Maharashtra. I feel that Laluj took out his anger on Raj Thackeray by not giving any benefits to Maharashtra. But Laluj deserves to be praised highly. I have met him many times. I have been elected from Nanded Lok Sabha constituency. We have been putting forth two or three demands for many years. I will not take much time. Nanded comes under South-Central railway which we want to be linked to Central railway. Many agitations and 'Rasta Roko Andlans' have been staged for the fulfilment of this demand. Besides, the Hapoor Commission constituted by him has also given a favourable report. Lakhs and crores of people of Maharashtra are waiting for this linkage to be constructed. A big 'Guruta Gaddi' programme had been conducted in Nanded which had been attended by hon. Pant Pradhanji, the Chairperson of UPA Sonia Gandhi, the hon. President and the Minister himself. With great hope, I request him on behalf of the people of my constituency that I would be very happy if Nanded is linked to the Central Railways. We have been persuading for a small section of railway line along Bodhan-Deglur-Udgoi but no survey of this section has been carried out till date. I had raised this issue in the MP meeting. If this work is undertaken for Maharashtra, especially for Nanded, the Sikh community would remain grateful forever to him.

[Shri D.B. Patil]

Nanded-Deglur-Beedar has to be linked with a 170 km long new rail line. If this line is built then it could become Bangalore-Delhi corridor. A survey in this regard should also be carried out. This is a big project in which many people are interested.

Mr. Chairman, Sir, through you, I would like to request the hon. Minister to accede to these three demands. I hope that the hon. Minister would give some message for the people of Nanded in his reply.

Sir, I am placing the rest of my speech on the table of the house.

* Sir, through you, I would like to draw the attention of the hon. Railway Minister to these demands.

Maharashtra has got nothing in this Railway Budget

My constituency Nanded is a holy city and has the Samadhi of the 10th Guru of the Sikh religion. Shri Guru Govind Singh ji Maharaj and Guruta Gaddi programme was held there in 2008.

As far as Railways is concerned, the Nanded Railway station has emerged as a modern station with your help.

But, Nanded has been neglected in this Budget. Our following demands should be accepted so that the Sikh community gets facilities and Nanded city emerges as a tourist place. Railways would constitute much to the development of the whole Maharashtra region by fulfilling these demands.

- Recommendations of Kapoor Commission should be implemented immediately and Nanded Railway Division should be included in the Central Railway after excluding it from the South Central Railway as per Kapoor Commission's suggestion.
- Demand for Nanded-Dengnur-Bidar and Bodhan-Deglur-Udgir railway route is a long pending one for which dharna and demonstration have been held many times and starred Questions have also been asked in the House. Besides, I have also sent many submissions to you in this regard. People are agitated over this demand. This route is very important from the point of view of linking Delhi with South India and it has the capacity to become the Delhi-Bangalore corridor.

Additional Demands.

- A new train should be started from Kachiguda to Ajmer on the Nanded route.

... This part of the Speech was laid on the Table.

- A new train running once a week should be started from Nanded to Ahmedabad.
- A night train should be started between Nanded and Nagpur.
- Visakhapatnam-Nizamabad train should be extended upto Nanded.
- Bi-weekly train Nanded-Pune Express should run daily.
- A passenger train between Nanded and Nagpur should be introduced.
- A weekly train between Nanded-Patna should be made daily.*

[English]

SHRI S.K. KHARVENTHAN (Palani): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity to participate in the discussion on Interim Railway Budget for the financial year 2009-10.

On behalf of the Congress Party and on behalf of my leader Madam Sonia ji, I am congratulating our hon. Railway Ministers Shri Lalu, Shri Velu and Shri Rathwa for the presentation of populist Interim Railway Budget.

During 2001, the Indian Railways did not have funds for replacement of aged assets and had to defer payment of Rs. 2800 crore dividend. Today it has accumulated reserves of Rs. 90,000 crore and has just paid a dividend of Rs. 4700 crore. Even 'Fortune 500 Companies' are finding it difficult to raise debt from the international markets but the Indian Railway Finance Corporation raised a \$ 100 million loan at 4 per cent interest from the international market. Now, throughout the world, most of the countries including USA are facing financial crisis and a number of private companies are sending out their employees and deferring payment of salaries to them.

In the present situation, Indian Railways successfully implemented the Sixth Pay Commission Report by allocating Rs. 13,500 crore. Through that, 14 lakh employees and 11 lakh pensioners are benefited. For the last four years, the Indian Railways invested Rs. 70,000 crore and planned to invest Rs. 2.3 lakh crore in the Eleventh Five Year Plan. The hon. Railway Minister announced 45 new trains; frequency was increased in 14 trains; and 14 trains are extended. But out of 43 new trains, two trains are given to Tamil Nadu. Freight lifting improved from 602 million tones in 2004-05 to 850 million tones in 2008-09. During 2004-05, the passengers were 5377

millions and they raised to 7056 millions. Indian Railways have taken effective steps to reduce the accidents. During 2002-03 the number of accidents was 351; during 2003-04 it was 323; during 2004-05 the accidents reduced to 234. During 2005-06 it was 234; and during 2006-07 it was reduced to 195; and during 2007-08, it was 194.

MR. CHAIRMAN: Mr. Kharventhan, rest of your speech you can lay on the Table of the House.

SHRI S.K. KHARVENTHAN: Sir, I am just concluding.

During 2007-08, it was 138; and during 2008-09 it is 117. It is a great achievement of hon. Laluji. I would like to congratulate Laluji and his Team.

I am laying the rest of my speech on the Table of the House.

MR. CHAIRMAN: You can lay it.

SHRI S.K. KHARVENTHAN: Sir, I lay the rest of my speech on the table of the House.

*Sir, I am thanking for giving me this opportunity to participate in the discussion of Interim Railway Budget for the financial year 2009-2010.

On behalf of Congress Party and on behalf of my Leader Madam Soniaji, I am congratulating our Hon'ble Railway Ministers Shri Laloo, Shri Velu and Shri Rathwa for the presentation of Populist Interim Railway Budget.

During 2001, the Indian Railways did not have funds for replacement of aged assets and had to defer payment of Rs. 2800 crores dividend. Today it had accumulated reserves of Rs. 90,000 crores and has just paid a dividend of Rs. 4,700 crores. Even "Fortune 500 Companies" are finding it difficult to raise debt from the international markets but the Indian Railway finance Corporation raised a \$100 million loan at 4% from the international market. Now throughout the world most of the countries including USA facing financial crisis and number of private companies are sending out their employees and defer the payment of salaries to them.

In the present situation, Indian Railways successfully implemented the Six Pay Commission Report by allocating Rs. 13,500 crores and through that 14 lakhs employees and 11 lakhs pensioners are benefited. For the last 4 years, Indian Railways invested Rs. 70,000 crores and planned to invest Rs. 2.3 lack crores in 11th five year plan. Hon'ble Railway Minister announced 45 new trains, frequency increased in 14 trains and 14 trains are extended but out

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of 43 new trains 2 trains only are given to Tamil Nadu. Freight lifting improved from 602 million tons in 2004-05 to 850 million tons in 2008-09. During 2004-05 passengers were 5,377 million and it raised to 7,056 million. Indian Railways taken effective steps to reduce the accidents. During 2002-03 it was 351, 2003-04 it was 323, 2004-05 accidents reduced to 234 and in 2005-06, it was 234 and during 2006-07 it was reduced to 195 and in 2007-08 it was 194 and during 2007-08 it was 138 and 2008-09 it is 117, it is a great achievement of Hon'ble Laluji, I am congratulating and his team.

In this juncture I want to thank Railway Minister Hon. Laluji and Hon. Veluji for sanctioning new railway line connecting Erode-Palani via Dharapuram. During Railway Budget discussion for the Financial Year 2004-05 I raised the issue of sanctioned above new railway line. During 2005-06 budget it was announced and allocated fund for initial new survey. Southern Railway completed its survey and submitted its report on 30.11.2006, it was a favourable report. Number of times I had raised the issue in Parliament for the approval of the report and sanction the scheme, but unfortunately railway board and planning commission rejected the report as it was not a viable project. I take up the issue to public by taking Padayatra from Erode to Palani with thousands of public during 4th February 2008 to 10 February 2008. Then finally the above project was sanctioned through Railway Budget for the financial year 2008-09. Rs. 78 lakh also allotted for Final Location Survey and Survey is going on. I urge upon the Railway Ministry to complete the project at the earliest without further delay.

In the same manner, I raised the issue of Gauge Conversion between Dindigul to Coimbatore Meter Gauge line. Now the work is going on. I am requesting Hon'ble Railway Minister to allocate necessary funds and complete the work as early as possible.

In my Palani Parliamentary constituency, Oddanchatram is an important town. Gandhi Nagar ward Nos. 5,6,7 are situating south of Dindigul - Coimbatore Railway Line. Nearly 5000 people are living in that area. Number of educational institutions are available in that area. NH-209 situates north of railway line. Public are reaching Gandhi Nagar from NH-209 by crossing railway line only. Hence the public are requesting Southern Railway to form Railway Under Bridge. It is a long pending request. Hence I request the Railway Minister to sanction a RUB to Gandhi Nagar in Oddanchatram.

After UPA Government assumed office at the Centre, our Hon'ble Railway Minister has announced five important new railway lines to be formed at Tamilnadu. Those are:-

[Shri S.K. Kharventhan]

[Translation]

	Estimated Cost
i) Dindigul - Kumuli (134 kms.)	- 504.90 cr.
ii) Ariyalur - Thanjavur (50 kms.)	- 279.41 cr.
iii) Needamangalam - Pattukottai (55 kms)	- 275.54 cr.
iv) Dharmapuri - Morappur (36 kms.)	- 146.42 cr.
v) Thiruvannamalai - Jolarpettai (83 kms)	- 356.77 cr.

The total estimated cost of the above five lines is 1500 cr. Based on the Preliminary Inspection Report, Railway Board has accorded the approval for all the five projects but the Planning Commission has directed to include the State and the Centre Joint Venture at 50:50.

As per Planning Commission, Tamilnadu Government has to pay Rs 750 crore. But Tamilnadu Government has refused to pay for it since only Railway Board will earn all incomes and no way extend any benefit to the State Government when those lines are commissioned. Those all five lines are connecting rural habitations in backward areas. Dindigul - Kumili is connecting the two States - Tamilnadu and Kerala. Large number of devotees are going to Sabarimala through this route only. In the same manner, Thiruvannamalai is one of the famous Siva temples in southern India. Large number of devotees are reaching Thiruvannamalai throughout the year. Hence this route will also fetch more revenue to the Railways.

Hence I urge upon the Ministry of Railways that without waiting for the Tamilnadu's 50% share, it has to allocate 1500 crore and implement these projects on a priority basis.

One of the long pending project is Villupuram - Dindigul doubling. This work was announced during 2008-09 Budget but even Preliminary work has not started. This is one of the heart line in Tamilnadu. This work has to be started at the earliest. Another line—Mayiladuthurai - Villupuram ongoing gauge conversion is pending for completion for a large number of years. This has to be completed immediately. Electrification of Thirucy - Madurai work started, it is going very slow and it has to be speeded up. Madurai -Kanniyakumari, Madurai - Tuticorin Electrification of lines were announced but the work have not yet started.

I humbly request the Hon'ble Minister to take up these works immediately and complete without further delay.

With these words, I am concluding my speech and supporting the Interim Railway Budget 2009-2010.*

SHRI NIHAL CHAND (Sriganganagar): Mr. Chairman, Sir, everyone is saying that the hon. Railway Minister has increased the income of the Railways without increasing the passenger fare and freight. But, I would like to say that though he has decreased the fares by 2%, he has also increased Rs. 15 per person per ticket by changing 210 Mail-Express trains into Superfast trains which has conspicuously not been mentioned in the budget. Thus, fares were increased first in this way and then 2% reduction in fares was announced. Mr. Chairman, Sir, reducing fares is not a big deal but increasing the fare per person per ticket certainly is. I would just like to say that the NDA Govt. had sanctioned Rs. 115 crore for the gauge conversion of the Sriganganagar to Swarupsar metre-gauge line into broadgauge, while Rs. 70 crore was released during the NDA rule, the remaining Rs. 45 crore has not been released so far. This is a border line and is very important from the point of view of the army and the farmers. I would like to urge the hon. Railway Minister that there is only one metre gauge line left on the border and that can also become a broad gauge if the remaining Rs. 45 crore is also released. In addition to it, the hon. Railway Minister had kept the proposal for the Sriganganagar to Jaipur metregauge line in the last budget. This will be the biggest achievement on the border if that proposal is sanctioned because Sriganganagar is the most backward area in Rajasthan and it is just near the border. I would urge the hon. Railway Minister to complete this line on priority basis because Sriganganagar is not mentioned anywhere in this budget. Besides, the metregauge line from Sriganganagar to Jaipur should also be completed. Sriganganagar to Amritsar via Bhatinda should be connected with railway services directly.

Mr. Chairman, Sir, Lal Quila Express which plies upto New Delhi, should be extended upto Sriganganagar. Hanumangarh Junction is the oldest junction where loco shed was closed in 1994. I would urge the hon. Railway Minister to set up a diesel shed there. A survey for the cities Hanumangarh, Rawatsar, Pallu Sardar was conducted in 1999 and this railway line should also be included in the budget. Ganga, Yamuna, Saraswati Express, which ply upto New Delhi, should be extended upto Ganganagar.

Mr. Chairman, Sir, Sriganganagar is an agriculture dominated area but the farmers are not able to get remunerative prices for their produce because it is not connected with railway services. Only one train Daraba Express runs between Sriganganagar and Delhi and even

in that third AC coaches are provided. Sir, one more coach should be added to it and intercity...

MR. CHAIRMAN: We have allowed it. You should lay your written speech on the Table. All your points will come on record.

SHRI NIHAL CHAND: Mr. Chairman, Sir, I am concluding within a minute. Sir, the then Railway Minister had declared Sriganganagar as a model station.

MR. CHAIRMAN: Nihal Chand ji keep time limit in mind. You should lay the rest of the speech. You should lay the speech on the Table. You can lay the speech on the Table.

SHRI NIHAL CHAND:* I would like to thank you for giving me an opportunity to express my views on the rail budget. Sir, the hon. Minister of Railways has presented such a budget that it appears that he is not the Minister of Railways of the country but of Bihar only. He has introduced new trains and increased the frequencies and allotted the entire funds of the railways to Bihar.

Sir, there has been a profit of Rs. 26073 crore i.e. 15.2 percent increase in the income generated from passenger traffic during 2006-07 to 2007-08. There has been an increase of Rs. 5,352.58 crore i.e. 13.03 percent increase in the revenue generated from freight.

Sir, the passenger fares were reduced by 2 percent in the budget but the railways is charging Rs. 15 per capita per ticket by increasing the fare in 210 mail/express trains which were made superfast trains in December, 08 and earning a profit of Rs. 114 crore. Provisions for doubling of the track and increase in the frequency of the trains have been made in the budget but the North Railway Zone including Rajasthan has got nothing. Besides there has been no mention of facilities and food for the passengers, basic infrastructure and safety in the budget which should have been given priority.

Sir, the NDA Government had undertaken the doubling of rail lines. The present Central Government is not completing those projects. Sriganganagar-Swarupsar meter gauge was converted into broad gauge for which 70 crore rupees were released. The balance of 45 crore rupees was to be released for completion of the said project. The Central Government has not done that till now. Hence this project should be completed at the earliest. This rail line is on the border and is important also with a view to security point.

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

Sir, Rajasthan has got nothing in this rail budget. The name of my Lok Sabha constituency, Sriganganagar has not been mentioned anywhere in the budget. Sir, my constituency is a border area. An overbridge should have been sanctioned in the district headquarters for the public convenience but that has not been done. I am putting a few demands for my constituency before the Minister of Railways:

- Sriganganagar-Jaipur meter gauge was included for gauge conversion in the rail budget 2007-2008. This project should be approved and undertaken.
- Sriganganagar should be connected to Amritsar Via Bhatinda by a direct train.
- Lal Kila Express should be extended upto Sriganganagar.
- One more train should be introduced from New Delhi to Sriganganagar.
- Hanumangarh was a loco shed station, which went out of use in 1994. Hanumangarh Central is a big station. A diesel shed should be set up here.
- The survey of Hanumangarh, Rawatsar, Pallu Sardar Shahar line has been already completed in 1999. This line should be approved.
- Ganga-Yamuna-Saraswati Express, which is upto New Delhi at present, should be extended upto Sriganganagar.
- Hanumangarh should be connected to Delhi by direct train or Anoopgarh should be connected to Delhi Via Hanumangarh and Bhatinda. Kisan Express Bhatinda should be extended upto Hanumangarh.

Sir, border areas should be taken care of in the budget and their problems should be addressed. Our area is dependent on agriculture. The prices of the farm produce will also rise with the transportation facility provided by the trains and the farmers as well as the citizens will be benefited. Sir, Sriganganagar is 'A' class model railway station but deprived of the facilities. Facilities of model station should be provided there. There is not a single stall at the railway station. There is no board at the station declaring it as a model railway station, though the then Minister of Railways had himself announced in Sriganganagar. A railway service board should also be set up immediately.

Sir, Sriganganagar is situated on the international border of the country but is a very backward area in respect of railway. This area is important with a view to military point, agriculture and super electricity plant Suratgarh. Sir, please provide all the facilities.*

SHRI SUBHASH MAHARIA (Sikar): Mr. Chairman, Sir, hon. Shri Lata Prasad has not paid due attention to Rajasthan and particularly Shekhawati in Rajasthan in the rail budget. I have been under the impression that Rajasthan is a home of the brave and our Minister of Railway is also a brave person. The brave Minister has forgotten the Land of the brave. Hence, I would like to request him to take care of the land of the brave in the rail budget. The area of Shekhawati is known for Oshalasadi Baba of Pakistan. The survey for broad-gauge line from Jaipur to Sikar, Sikar to Loharu and Sikar to Churu Hanumangarh has been already completed. Survey was started two years ago but thereafter it has not been carried further. Last year an announcement was made for gauge conversion and the train supposed to run via Rewari, Phulera, Ringus is still waiting but hon'ble Minister lacks time. Please spare some time, we are ready for welcome so that the train may run on line.

Mr. Chairman, Sir, the freight corridor already announced covers our area from Dadri to Rewari, Rewari to Phulera. Minerals are supplied to Mumbai and Ahmedabad from our area. The work of Western freight corridor should be started without any delay. This work should have been started two years ago but it is still incomplete. The railways will also be benefited from the construction of this freight corridor. I request you to pay special attention to this corridor.

SHRIMATI RUPATAI D. PATIL (Latur): Mr. Chairman, Sir, I rise to speak on the interim railway budget. I am thankful to you for giving me an opportunity to speak. I regret that the Railway Minister has not announced any new project for my constituency. At the same time, I would like to thank him for the broadgauge work completed in my constituency during his term, which had not been done in the last forty years. This line is making profits from the very moment it was inaugurated by you. I, therefore, demand that extra coaches should be provided in the trains on this route.

Besides, I demand a train from Latur to Tirupati. People from my area go to Durgapur for having Darshan. I demand a train for there also. Our Muslim brothers go to Ajmer Sharif and a train should also be introduced for Ajmer. I also demand a train from Latur to Jaipur. You have done a lot for all the states but I do not know why you are angry at Maharashtra. You should not do so because you are a Railway Minister for the entire country. Maharashtra contributes maximum revenue to the Railways and

therefore, you should not do so, you can still do a lot and I, therefore, request you to do as much as possible for Maharashtra and Latur. I am not giving a lecture but raising my demands. I thank you for all that you have done. People electing me have told that Latur Express train was started during Lata ji's tenure as Minister. They are hopeful that new trains will be introduced in future also. A survey of the Parai-Latur-Neelangar-Wadi route was conducted. This route does not involve much expenditure and you will have to pay attention to it also. I had demanded Rs. 100 crore for the coach factory in Maharashtra. Unemployment among our people will be removed from this money. We will be grateful to you if the factory is not opened at a new place and let it continue in Maharashtra without having any malice towards Maharashtra. I thank you for giving me an opportunity to speak.

* Sir, I thank you for giving me an opportunity to speak on the Railway Budget (Interim) presented by the Railway Minister. Railway Minister has, like always opened the box of announcements. He is bent upon gaining popularity just on the basis of announcements.

I regret that no new project has been announced by the Railway Minister for my constituency. A large number of local people travel by the Latur Express passing through my constituency. This train goes to the capital of the State, Mumbai. Keeping in view the heavy rush in this train, there is a need to increase the number of coaches in it and also the passenger quota for Latur. Hon. Minister should, in his reply, make an announcement to increase the number of coaches in this train, which earns handsome revenue for the railways. There is lack of passenger facilities in Latur even after it being a railway station of the district headquarters. Keeping in view the educational and other importance of Latur, its railway station should be awarded the status of a model railway station and an announcement should also be made about computerized ticket reservation system (RRS) and modernization of other passenger amenities.

Latur is adjacent to the Southern State, Karnataka. Local people go to Tirupati but face inconvenience due to absence of a direct train. Therefore, a new train should be announced from Latur to Tirupati. Similarly, a large number of people from Marathwada and Maharashtra go for having darshan of Bhawani in Tuljapur. There is an urgent need to start a new train between Latur and Tuljapur in view of

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

the inconvenience caused to the devotees in the absence of train. Few years ago, a survey was conducted in our area for the construction of Parli-Latur-Nilanga-Umarga-Wadi-Gulbarga inter-state railway route. But, no further action has been taken thereon. There is a great need of its construction today in view of the local requirement. I request the Railway Minister that fund allocation should be made for its construction after conducting a complete survey.

Railway coach manufacturing unit in Maharashtra is situated at Chink Hill. This unit is functioning since the British times. Today, a conspiracy is being hatched to shut down this unit, which has witnessed the change from narrow-gauge line to broad gauge line. We had demanded an allocation of Rs. 100 crore from the Railway Ministry for its modernization in order to keep it going. But, unfortunately, the Railways did not accede to it. I request you once again to release financial assistance urgently to begin the repair work of this unit.

Latur falls under the Southern Railway. We have to go to the Hyderabad Divisional office, which is quite far, for any work related to Latur station. This leads to wastage of time. If it is included in the Central Railway then it will be very convenient from every angle including the regional connectivity. Through you, I demand from the Railway Minister to take action for inclusion of Latur in the Central Railway from the Southern Railway Division.

Railway Minister talks about Railway profits all the time. If the Railways is making profits then why the money is not spent on improving the passenger facilities even after many requests. Even today, people are helpless and have to travel in horrible conditions alongwith the passengers of the passenger trains. The question is why the Railway Minister does not take action for providing basic passenger amenities to them. Long distance travelers have to face problems in trains always. It is very uncomfortable if one has to get down at his destination in the middle of the night. Lалуji had promised to provide information regarding next station by installing display boards in the trains. But, I regret to say that this has also not been fulfilled till date like his other announcements. This is necessary from the viewpoint of passenger facilities. So, the Railway Minister should ensure its implementation, even if it's delayed. A train should be introduced from Latur to Jaipur and Ajmer.*

SHRI MAHESH KANODIA (Patan): Mr, Chairman, Sir, I am thankful to you for giving me an opportunity to speak on Rail Budget. I rise to oppose the Interim Budget presented by the hon. Minister of Railways. No doubt, the

hon. Minister talks of providing facilities to the passengers, but he has not started attractive package trains because of huge subsidy. In a run up to the election, country wide a few trains have been started from some stations. Recently, a similar train has been started from Mumbai to South India. Therefore, my submission is that a similar train should be started from my parliamentary constituency, Patan so that the people of this area can be benefited.

Sir, I am thankful to the hon. Minister of Railways as on my request he converted Patan-Mehsana line into broad gauge and also started trains on this line.

22.00 hrs

Earlier, there were four trains on this route, whereas, now only one train runs. I request him to restore all earlier trains. Trains should be started for Patan, Mehnsana, Ahmedabad in Gujarat.

Sir, in the end, I would recite a couplet- "Lalu ji aapne budget main baten buland kar di, Patan main banaya broadgauge, gadiyan band kar di". I hope he would restore those trains.

* Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on Rail Budget. I rise to oppose the Rail Budget presented by the Minister of Railways. Though the hon. Minister talks of providing passenger facilities, yet he has not started trains with round the year attractive package, because of huge subsidy element. I view of ensuing elections, he has started tourist trains for touring India from certain stations.

A similar train has been started from Mumbai to South India. My submission is that a similar train should be started from my parliamentary constituency, Patan so that people of my area can be benefited. Apart from it, the hon. Minister laid a new broadgauge line between Patan-Mehsana and also, started a new train from Patan-Mehsana. I would urge the hon. Minister to restore the frequency of train between Patan-Mehsana to four trains a day as it used to be before conversion of its gauge. In the end, I would recite a couplet- "Laluji aapne Budget main baten buland kardi Patan main banaya broad gauge aur gadiyan band kar di." I hope the hon. Minister will restore all the trains.*

MR. CHAIRMAN: Shri Mohan Rawaleji, you were given only two minutes to speak. You are the last speaker. If there is sense of the House, the time may be extended by 2-3 minutes. If the hon. Members agree Shri Mohan Rawale may be given 2-3 minutes more time to speak.

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

ALL THE HON. MEMBERS: All right.

SHRI MOHAN RAWALE (Mumbai South-Central): Mr. Chairman, Sir, approximately one crore fifty lakh people travel by sub-urban railway every day, out of which 70 lakh people travel in Mumbai's sub-urban trains. Sir, what has the Government done for Mumbai. A provision of Rs. 4500 crore was made in phase-I and it was Rs.5300 crore for phase-II, but where are the funds? I urge the Government to release the said funds? It was envisaged to start 300 trains under phase-I, but these have not been started.

Mr. Chairman, Sir, the Western Railway, Central Railway, harbour rail line platforms remain quite dirty, even the trains remain quite dirty. New trains should be provided replacing old dirty trains. The length of shade is inadequate to cover 12 bogies trains, so shades should be extended. Tapowan Express running between Secunderabad-Mumbai, Chhatrapati Shivaji Terminal-Nanded should be extended up to Nizamabad so that the people of Karimnagar and Nizamabad districts may be benefited. The railways acquired land for Konkan Railway. Members of the family of those whose land was acquired should have been provided employment. That has not been done so far. Approximately 800-900 applications are pending with Konkan Railway.

Sir, I through you, I would urge the hon. Minister that at Chhatrapati Shivaji Terminal. ...*(Interruptions)* Sir, I may please be given 2-3 minutes more time. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, Sir, I am on a point of order.

MR. CHAIRMAN: What is your point of order.

SHRI RAM KRIPAL YADAV: Mr. Chairman, Sir, my point of order is that you have said that the House will sit for one hour more. You took sense of the House, now it is 10 O'clock. ...*(Interruptions)*

MR. CHAIRMAN: You did not pay attention. Hon. Ram Kripal Yadav ji, you are a senior Member. I have taken sense of the House. The House will sit till Rawale ji's speech is over. You should pay attention to the Chair also. I fully take care of the hon. Members. The Chair is the seat of justice. The hon. Members should pay attention to the ruling given by the Chair.

SHRI MOHAN RAWALE: Mr. Chairman, Sir, many people were killed in attack on Chhatrapati Shivaji Terminal on 26th November. The Government did a good job by paying compensation of Rs. 25 lakh to the police

personnel. I would like to request the hon. Minister that at least one of the family persons of the people who died at Shivaji Terminal on 26th November should be given job in railways.

They should give them a minimum of Rs. 10 lakh. ...*(Interruptions)*

SHRI LALU PRASAD: You are talking about the terrorists attack.

SHRI MOHAN RAWALE: Yes, Sir.

SHRI LALU PRASAD: All those who died inside our railway station campus in the terrorist attack. ...*(Interruptions)*. On 26th January, 2008, Chhatrapati Shivaji Terminal Mumbai was attacked and all those who died in that attack should get compensation. ...*(Interruptions)* If you are talking about the people who died in that terrorist attack then I would like to tell you that we had already made an announcement of giving Rs.10 lakh and a job to the families of the victims. We have already made an announcement in this regard. Are you happy now?

SHRI MOHAN RAWALE: Thank you, thank you, Sir. Yes, I am happy now.

MR. CHAIRMAN: Now you conclude your speech. Your time is over.

SHRI MOHAN RAWALE: Sir, in railways kho-kho team has come into existence just because of Shri Lalu Prasad Yadav ji. I would like to congratulate him for this but he should make a kho-kho team for Konkan railway also. Separate teams of men and women should be made. Konkan railway should also have a Kabaddi team on the lines of Kabaddi teams in Western railway and Central railway.

Sir, I would like to demand that candidates from local employment exchanges should be called at the time of recruitment. This thing is mentioned in your railway panel. In Maharashtra, Marathi people should get priority.

SHRI LALU PRASAD: Mr. Chairman, Sir, hon. Member may be requested to give his demand in writing.

MR. CHAIRMAN: Hon. Rawale Ji, send your demands in writing to the hon. Minister. You should conclude your speech as your time is over. Even if some points are left to be mentioned, then you can lay the rest of the speech on the Table. It will be treated as a part of your speech.

SHRI MOHAN RAWALE: Sir, the people of Mumbai do not have faith in the present security system for them. ...*(Interruptions)*

SHRI LALU PRASAD: Mr. Chairman, Sir, hon. Member Mohan Rawale ji has neither supported nor opposed the Railway Budget so far, I, therefore, want that the hon. Member should first support it.

SHRI MOHAN RAWALE: I will support this Budget if you provide funds for Mumbai. You should provide Rs.4500 crore for the phase-I of the railways in Mumbai and Rs.4300 crore for the phase-II. Police personnel posted at the Chhatrapati Shivaji Terminus should be provided 9mm rifles, bullet proof jackets and bullet proof cars. I have many more things to say.

MR. CHAIRMAN: Rawale ji, conclude your speech. Now nothing you speak will go on record.

SHRI MOHAN RAWALE: Mr. Chairman, Sir, I want your permission. Kindly, allow me one minute more to make my point.

MR. CHAIRMAN: No, your time is over now. Please, take your seat. Whatever you want to say, you can lay it on the Table.

...(Interruptions)

*SHRI MOHAN RAWALE: Mr. Speaker, Sir, a large number of Telugu speaking population from Andhra Pradesh is living in my constituency. Many Telugu speaking organizations like Gopal Nagar, Rehvasi Sangh, Telugu Mumuru, Kayu Sewa Sangham etc. have given me submissions that a very few railway services are available there for them to visit their cities and meet their relatives.

Presently, there are only three trains available to them. First train is Ajanta Express which runs between Secunderabad and Manwad and the second is Tapovan Express between CST and Nanded and the third one is Devagiri Express between CST and Secunderabad.

Only one train among these three trains, i.e. Devagiri Express runs between CST, Mumbai and Nizamabad as a result of which people of Karimnagar and Nizamabad face a lot of difficulty in visiting their homes. Besides, there are too few state road transport services and they are very costly also.

Keeping in view the circumstances, he has requested that Ajanta Express plying between Secunderabad and Mumbai CST Chhatrapati Shivaji Terminals and the Tapovan Express Train plying between Mumbai CST and Nanded should be extended upto Nizamabad so as to facilitate the people of Karimnagar and Nizamabad districts.

Railway land has been encroached upon by jhuggi-jhompars and the Maharashtra Government has enacted

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

a law if these jhuggies were set up prior to the year 1985, they should not be demolished. There is a continuing dispute between the railway authorities and the police over this issue. If these people are displaced, then the Maharashtra Government ought to provide free houses to them and the issue should be resolved amicably.

The coaches of trains plying on the Western, Central and harbour rail route are very old and in a dilapidated state. There is no cleanliness in these coaches. The stations remain dirty. There is no proper arrangement for water. Toilets are very dirty. The railways should pay special attention to these aspects and better amenities should be provided therein.

Many passengers had died in the attack on Chhatrapati Shivaji Terminus on 26 November, 2008. I request the Railway Ministry to give compensation of at least Rs.10 lakh to the families of those killed in these attacks alongwith employment to one family member in a suitable post.

The firing by Shri Shashank Shinde, a police officer, forced two terrorist to move away towards the Times of India building and thus a massacre was averted. However, Shri Shashank Shinde was martyred in the encounter. The Railway Ministry should recommend his name for the Ashok Chakra.

The announcements in each of the stations in Maharashtra should be made first in Marathi and then in Hindi and English. Beggars and vendors should be removed from the platforms. As many as 25 people get seriously injured in rail accidents in Mumbai everyday. Some of them die because of lack of timely treatment. Hence, there should be doctor and an ambulance available at all the stations to ensure that timely treatment is made available to the injured.

The disabled should be allotted stalls on stations and their stalls should be of a larger size. There should be sheds to cover the entire length of the platforms.

There are long queues on stations. Hence, the number of ticket windows should be increased. There should be a separate window for women and senior citizens.

There is a gap between the surface of platforms and then train on the Harbour Line specially on the Cotton Green station which causes accidents. Hence, the height of the platform should be raised.

A twelve coach train should be run on the Harbour Line. Policemen should be posted in women's compartments.

[Shri Mohan Rawale]

A foot overbridge needs to be constructed at dockyard station. Every station along the Harbour Line up to Panvel should have foot overbridges on both up and down sides.

A foot overbridge should be constructed at Pravasi Sandhurst Road Station which links Majhgaon, Tadwadi, Vadibandar, Shivdas and Chapsi marg.

Coupon validity machines at many railway stations remain out of order which makes punching of coupons difficult. This problem needs to be tackled and these machines should be kept functional.

People are feeling very insecure after the terrorist attack on the railway station in Mumbai on 26/11/08. People are feeling panicky. There is no mention of the proposed steps for ensuring the safety of people and railway property in the Budget.

Doubling of Konkan Railway line needs to be carried out. Double decker trains should be run on suburban lines.

Kho-kho teams for men and women should be formed in Konkan Railways as also in Western and Central Railways. Konkan Railways should also have a kabaddi team each for men and women.

At the time of acquisition of Konkan Railways, the land owners had been promised employment in the railways for one person from each family. But there are many families where no one has been offered employment as yet. There is no express train for residents of Konkaran, Mumbai, Thane, Raigarh, Ratnagiri, and Sindhu Durg. Hence express trains for these areas should be started.

CCTV cameras in the station were not on when the attack took place. There should be a surveillance system in place. The railway forces should be equipped with 9 MM rifles, bullet proof jackets, and bullet proof cars. The training of railway police should be on the lines of the training provided to the Army and the BSF in Chhattisgarh and Indore.

No reduction has been effected in the fares of suburban trains which is resented by the passengers of these trains. Hence, the fares of these trains should be reduced.

If the Railways has earned a profit of Rs. 90,000 crore, then we should be given the entire amount of funds sanctioned for UTP Phase I and II. What is the use of their profit if it is not utilized to provide proper facilities to the people.

[English]

I would like to draw your kind attention to some genuine and real facts as follows:

1. In the matter of recruitment to the various posts in Govt. offices and public sector undertakings etc. due and prime consideration is not being accorded to the provisions contained under constitution of India laws passed by parliament/state Assembly. As such, element of arbitrariness and favouritism is prevailed which, in term result in the present situation to recruitment in Railways.

2. Some of the provision/laws on the subject are reproduced here in under: Article:344 (3): In making their recommendations under clause (2) the commission shall have due regard to the industrial, cultural and scientific advancement of India and the just claims and the interest of persons belonging to the non- Hindi speaking areas in regard to the public services.

3. On the basis of above provision Notification No. 2/8/60-OL dated 27th April, 1960 was issued by the President of India. Para 7 (b) there of is reproduced below:

"7 (b) in the opinion of the committee the staff structure of the administrative agencies and departments of the central government should be reviewed and decentralized on a regional basis and the recruitment methods and qualifications may have to be revised suitably."

It is seen that above provisions have not been implemented over a period of more than 45 years and thus led to present violence.

4. Extract from INDIAN RAILWAY ESTABLISHMENT MANUAL Volume-1 (Revised Edition-1989) on perusal of pages 6, 7, 38,166,194 it would be seen that Notification of vacancies in Railways is required to be notified to local employment exchange. In the context para (iv) on page 194 is mentioned below: -

"... and issued" to Employment Exchanges within the recruitment unit and to the recognized Association of Scheduled Castes and Scheduled Tribes so that Adequate publicity is given with a view of attracting the maximum number of local residents" This directive is also not being compelled with thus arbitrariness and favoritism is introduced.

An over-all review on the provisions detained under above there Para's need be considered on highest priority bases.

5. Report of the National Commission on Labour:-

Under para 7.39 (Son's of the soil): it is on record that the Rege. Committee referred to this question in relation to

the observation made in the Bihar Labour Enquiry Committee that the "son's of the soil" should be given their rightful share". It is thus established that "son's of Soil: concept was insisted upon by state of Bihar and as such they cannot shift to the other stand now being followed: It is held by Hon. Supreme Court in (1996 (6) SCALE 676) that "it should be mandatory for the requisitioning authority/ establishment to intimate the employment exchange" in the context D.O.P.T.O.M.dated May, 18th 1998 is relevant. It is added that despite such a specific directive the vacancies are not notified to Mumbai employment exchange.

The various directives in regard to printing in languages of money order and other similar forms made to use by public. Display of Notice in Regional language also" (Indian Railway commercial Manual Volume-1) Exhibition of time tables fare lists etc. in Regional languages i.e. Marathi are not being followed scrupulously by Government offices in General and Railways in particular. In this connection a brief data is mentioned below:

Exams taken by Railway Recruitment Board Mumbai

ASSISTANT STATION MASTER:- Employment Notice No. 2/98

Written exam taken on 06.06.1999 and 12.11.1999. out of 364 Passed =343 Non Marathi and 21 Marathi.

TRAFFIC APPRENTICE:- Employment Notice No. 2/99, Written exams on 24.9.2000 and 21.11.2000: 40 Non-Marathi

GUARD GOODS: Employment Notice No. 2/2001

Written exams on 30.3.2001. 99 Passed, 96 Non Marathi: Only 3 Marathi.

ASSISTANT DRIVER: Employment Notice No. 1/2001

Written Exam & Saico Exam: 24.03.2002 and 26.03.2002.

375 passed: 366: Non Marathi and only 9 Marathi.

APPRENTICE CHEMICAL ASSISTANT: Written Exam. 2001.

2 Vacancies: All 2 will be Non Marathi.

E.C.R.C.: Enquiry cum Reservation Clerk: Panel 11-10.2000.

39 Passed: 32 Non Marathi only 7 Marathi.

ELECTRIC STATION MASTER (E.S.M.) GRADE-II

Panel. 29.10.2000.

47 Passed: 30 Non Marathi. Only 9 Marathi.

ELECTRIC STATION MASTER (E.S.M.)

105 Passed: 90 Non Marathi, only 15 Marathi.

E.S.M.Grade-II Dated: 30.01.2000.

74 Passed: 63 Non Marathi, only 11 Marathi.

STAFF NURSE: Sushi-I Dated 16.12.1998.

65 Passed: 55 Non Marathi, only 10 Marathi.

STAFF NURSE: Sushi-II Dated 7.03.2001.

27 Passed: 21 Non Marathi, only 6 Marathi.

STAFF NURSE: Sushi-III Dated 25.08.2002.

29 Passed: 25 Non Marathi, only 4 Marathi.

R.R.B. Notification 1016.Mumbai

Assistant Loco Pilot:- Employment No. 1505

Dated 16 Feb. 2007 No. of Seats:- 1016

The facts of the matter appears as under 55000 appeared in exam from Mumbai R.R.B. passed out 76 only 15 are Maharashtrians. Recruitment to Mumbai circle of Central Railway was conducted at Allahabad Railway Recruitment Board instead of Mumbai. Balance posts were filled up from Railway Recruitment Board Allahabad. Railway transferred 1016 to Maharashtra above fact reflect scant respect to the lawful procedure and strong Malafide intention about Maharashtrian. Does it mean that Marathi people those passing all other competative exams in good numbers are not capable of passing this examination of Railways? It clearly shows partisans approach by the Railway Ministry and extremely politically motivated thinking instead of maintaining healthy democracy and unity of the country. This must be immediately stopped and rectified.

Assistant Loco Pilot : - Employment No. 1/2007.

Total Seats 578 (Result declared in May 2008) out of this 345 Mumbai Division, 77 Bhusawal, 56, Nagpur, 87, Solapur, 22 Pune, among this only 15-20 are Marathi.

From what has been stated here in above it is established that the appointments are being made without consideration of Constitutional provisions law's made by Parliament and thus appointments of 90/95% of Bihar amount to term as " Illegal/ Irregular" in the light of Judgment by Hon. Supreme court in Umadevi (3), (2006) 4, SSC-1 and lead to declare these appointments as "Vioid ab- anitio", and Hence these appointments made in Rly. And Mumbai Income Tax Dept. State bank of India are liable for Cancellation, in the states of Orissa, Karnataka, Punjab and Goa there is wide spread of resentment against Biharies for their appointments in Railway in the states.

[Shri Mohan Rawale]

With the formation of linguistic states it is incumbent upon Government to ensure that in each state the regional language is placed at the highest place, In Bengal there is Bengali, in Tamil Nadu there is Tamil, in Punjab there is Punjabi, In Bihar there is Bihari, in Gujarat there is Gujarati and in Maharashtra there is Marathi, so Marathi and Marathi people in Maharashtra must find highest place in all walks of life. If you sincerely feel that true meaning is to the accorded to national spirit, the implementation of above constitutional provisions is most urgent.

It is also added that such matters have been brought to your notice through many letters since 2005 as well as attention of concerned secretary in the D.O.P.T/ Cabinet Secretary was also drawn, it is mentioned that if due consideration and prompt action could have been taken earlier the present situation could have been avoided.

Hence, I request to your goodself as you are highly qualified and genius, kindly look into all the facts sympathetically and take appropriate action at the earliest.*

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: You can lay rest of the speech on the Table of the House. I am not allowing you any more.

*(Interruptions)...**

MR. CHAIRMAN: Hon. Members, discussion on this Interim Railway Budget is over. Hon. Railway Minister will reply to the debate tomorrow.

The House stands adjourned to meet tomorrow, the 19th February, 2009, at 11.00 a.m.

22.07 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on
Thursday, February 19, 2009/Magha 30, 1930 (Saka)*

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