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Chaitra 13, 1947 (Saka)

Fourth Session (Eighteenth Lok Sabha)



(Vol. VIII contains Nos. 21 to 26)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

LOK SABHA

Thursday, April 03, 2025/ Chaitra 13, 1947 (Saka)

The Lok Sabha met at Eleven of the Clock.

[HON. SPEAKER *in the Chair*]

... (व्यवधान)

OBITUARY REFERENCE

माननीय अध्यक्ष : माननीय सदस्यगण, मुझे अत्यंत दुःख के साथ, सभा को हमारे एक पूर्व साथी श्री ए.मुरुगेशन के निधन के बारे में सूचित करना है। वे तमिलनाडु के चिदंबरम संसदीय निर्वाचन क्षेत्र से छठी लोक सभा के सदस्य थे।

श्री ए.मुरुगेशन का निधन 31 मार्च, 2025 को 86 की आयु में चेन्नई में हुआ।

यह सभा श्री ए.मुरुगेशन के निधन पर गहरा शोक व्यक्त करती है और शोक संतप्त परिवार के प्रति अपनी गहन संवेदना व्यक्त करती है। अब सभा दिवंगत आत्मा के सम्मान में कुछ देर मौन रहेगी।

11.01 hrs

The Members then stood in silence for a short while.

माननीय अध्यक्ष: ओम शांति:, शांति:, शांति।

... (व्यवधान)

11.02 hrs

ORAL ANSWERS TO STARRED QUESTIONS

*Starred Question Nos. 461 to 466

माननीय अध्यक्ष : क्वेश्चन नम्बर - 461, श्रीमती मालविका देवी।

* The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member.

MANUFACTURING/SALE OF FAKE FOOD PRODUCTS

***461. SHRIMATI MALVIKA DEVI:**

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

- (a) the details of the steps taken/being taken by the Government to ensure that the organic way of growing vegetables is encouraged and used by the industries to maintain food quality;
- (b) the details of the steps taken/being taken by the Government to ensure that the exact amount of sugar content is mentioned in processed foods along with the type of sugar present in the specific product;
- (c) the details of the steps taken by the Government against the companies that are manufacturing fake products similar to the actual products made by big companies and sold in rural areas and small villages; and
- (d) the details of the punitive action taken by the Government along with the number of companies penalized in this regard during the last year and the current year?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI CHIRAG PASWAN):

(a) to (d): A **Statement** is laid on the Table of the House.

STATEMENT

(a): Government is promoting organic farming and growing all agricultural and horticulture crops including vegetables, through the schemes of Paramparagat Krishi Vikas Yojana (PKVY) in all the States/UTs (except North Eastern States), whereas for North Eastern States, Mission Organic Value Chain Development for North Eastern Region

(MOVCDNER) scheme is being implemented. Both the schemes stress on end-to-end support to farmers engaged in organic farming i.e. from production to post-harvest management training and capacity building. The main focus of the PKVY and MOVCDNER scheme is to promote natural resource based integrated and climate resilient sustainable farming systems that ensure maintenance and increase of soil fertility, natural resource conservation, on-farm nutrient recycling and minimize dependence of farmers on external inputs.

To promote marketing of organic produce, two types of organic certifications systems have been developed to ensure quality control of organic produce, as given below:

(i) Third Party Certification by Accredited Certification Agency under National Programme for Organic Production (NPOP) scheme under Ministry of Commerce and Industry for development of export market. Under NPOP certification scheme the production and handling of activities at all stages such as production, processing, trading and export requirements for organic products is covered.

(ii) Participatory Guarantee System (PGS-India) under Ministry of Agriculture and Farmers Welfare in which stakeholders (including farmers/ producers) are involved in decision making about the operation of the PGS-India certification itself by assessing, inspecting and verifying the production practices of each other. PGS- India certification is to meet the demand of domestic market.

Further, Food safety and Standards Authority of India (FSSAI), a statutory body under the administration of the Ministry of Health and Family Welfare, has notified the Food Safety and Standards (Organic Foods) Regulations, 2017 regarding manufacture, pack, sell, offer for sale, market or otherwise distribute or import of Organic food. As per this regulation, all foods offered for sale as 'Organic Food' has to comply with the provisions of National Programme for Organic Production (NPOP) or Participatory Guarantee System for India (PGS-India).

Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), implemented by the Ministry of Food Processing Industries, specify that the entire manufacturing process, including primary processing, of the food products eligible for coverage under the scheme, must occur in India, with the exception of additives, flavors, and edible oils. This approach aims to benefit farmers by procurement of domestically grown agricultural products in the manufacturing process thereby increasing their income. The Category II component of the scheme covers Innovative / Organic products including Free Range – Eggs, Poultry, Meat and Egg Products. 16 proposals of Organic products under Category II have been approved under the PLISFPI and an incentive of Rs. 4.24 crore has been disbursed.

(b) to (d): Food Safety and Standard Act 2006 and Rules and Regulations framed thereunder, lay down the quality and safety standards for various articles of food. The issues related to food safety, adulteration, labelling violations, Quality control, inspections and penalties for violation of Food Safety and Standards Act 2006, Rules and

Regulations, are dealt by Food Safety and Standards Authority of India (FSSAI) under the administrative control of the Ministry of Health and Family Welfare. Implementation and enforcement of these standards lies with the FSSAI and State/UT Governments.

FSSAI has notified “Food Safety and Standards (Labelling and Display) Regulations, 2020” and this regulation mandates the mention of nutritional information on the labels with respect to salt, sugar and fat. It also mandates mandatory declarations of the name of sweetener with purity and weight percent of marker compound. Further, FSSAI has published the draft Food Safety and Standards (Labelling and Display) Amendment Regulations, 2025 that mandates the mention of nutritional information on the labels with respect to salt, sugar and fat in bold letters and relatively increased font size on labels.

FSSAI undertakes regular surveillance, monitoring, inspection and random sampling of food products through its Regional Offices and State Food Safety Departments throughout the year in urban and rural areas.

In case of non-conformity found, measures are taken as per FSS Act and Rules & Regulations made thereunder. Chapter IX (Offences and Penalties) Section 48-67 describe the penalties for the production, sale, storage etc. of food which is in contravention of the FSS Act, 2006, the rules and regulations thereunder. Punitive action includes penalties and criminal prosecution in cases of unsafe food.

As informed by Food Safety and Standards Authority of India, the details of samples analysed and action taken including penalties imposed and convictions made, during last two years, is given below:

Year	No. of samples Analysed	No. of samples found nonconforming	Non-Conforming samples			Civil Cases		Criminal Cases	
			Unsafe	Sub-Standard	Labelling defects/ Misleading / Misc.	No. of convictions	Penalties Raised (Rs. In Crores)	No. of convictions	Penalties Raised (Rs. In Crores)
2022-23	177511	44626	6579	21917	16130	28464	33.23	1188	2.75
2023-24	170513	33808	6782	22603	4423	29586	74.12	1161	2.67

SHRIMATI MALVIKA DEVI: Thank you, Speaker Sir.

Thank you, our hon. Prime Minister and our hon. Minister of Food Processing Industries Shri Chirag Paswan Ji for giving such a detailed answer.

Through you, Speaker Sir, I would like to ask the Minister what steps are being taken to promote and encourage organic processed food products.

SHRI CHIRAG PASWAN: Sir, through you, I would like to inform the hon. Member that organic food products are those products in which the input has been organic, that has been processed from the ingredients by using the organic farming methods. ...

(Interruptions)

To promote the organic farming, I am very happy and very proud to share this that in the past one decade under the leadership and the guidance of our Prime Minister, the processing and the farming of the organic food process have been made more organized

and a lot of schemes through various other Ministries has been floated to enhance organic farming. ... (*Interruptions*)

Through these schemes, even through the Agriculture Ministry, they have come up with two new schemes that were started in the year 2015-16. Paramparagat Krishi Vikas Yojana was there in all the States except the North- Eastern States and there was the separate scheme for the North-Eastern States and that scheme was for the North-Eastern States. Mission Organic Value Chain Development (MOVCD) for the North Eastern Region. ... (*Interruptions*)

So, through these schemes, end to end support to the farmers, who are engaged in organic farming, was provided right from the production to processing, certification to marketing to post-harvest management training was provided. ... (*Interruptions*)

I am very happy to share the data, through you, to the hon. Member that under these schemes, cumulative of Rs. 3674.84 crore has been released, which has benefited around 27.4 lakh farmers across the country.

Sir, in my Ministry, through PMKSY, PMFME, and PLI Schemes, we are promoting organic farming, especially for organic food products... (*Interruptions*) We have created a dedicated category for innovation and organic food products under the PLI scheme... (*Interruptions*)

SHRIMATI MALVIKA DEVI: What mechanisms have been put in place by the Ministry to curb the sale of counterfeit, spurious, and adulterated products? ... (*Interruptions*)

SHRI CHIRAG PASWAN: Sir, first of all, I am surprised that when such important

questions are being asked concerning the consumers और अन्नदाताओं को लेकर जब ये सवाल पूछे जाते हैं तो विपक्ष का यह रवैया कभी-कभी चिंताजनक हो जाता है। प्रश्न काल के वक्त जब विपक्ष ऐसे करता है तो देश की जनता देखती है कि किसानों और कंज्यूमर्स को लेकर ये कितने चिंतित हैं।... (*Interruptions*)

11.06 hrs

At this stage, Shri Kodikunnil Suresh, Shrimati Supriya Sule and some other hon. Members left the House.

Coming back to the question that was asked by the hon. Member, while curbing the sale of counterfeit and spurious adulterated food products, to be very honest, it does not directly come under the mandate of my Ministry. However, the Government of India, through various other Ministries, including mine, has a comprehensive legal and institutional framework to address such issues, through the Consumer Protection Act, the Trade Marks Act, and the Food Safety and Standards Act of 2006, Bureau of Indian Standards Act of 2016 as well as the Bharatiya Nyaya Sanhita of 2023.

Through these frameworks, we try to control all the adulteration that is happening. They are the regulatory bodies that make regulations for this. This robust network of food testing laboratories notified by FSSAI plays a very critical role. We also support them through PMKSY and we provide these food testing labs across the country.

श्री नवीन जिंदल : अध्यक्ष महोदय, भारत सरकार द्वारा फेक प्रोडक्ट्स को रेगुलेट करने के लिए देशभर में 209 फूड टेस्टिंग लैब्स बनाई गई हैं, लेकिन धर्म क्षेत्र कुरुक्षेत्र जैसे महत्वपूर्ण स्थानों में कृषि क्षेत्र में अभी तक फूड टेस्टिंग लैब स्थापित नहीं की गई है।

सर, आप जानते हैं कि आजकल खाने के अंदर कई बार बहुत अधिक पेस्टिसाइड, विडिसाइड और कैमिकल की मात्रा पाई जाती है, जो खाने-पीने की चीजों की गुणवत्ता पर गंभीर सवाल खड़ी करती है।

मेरा आपके माध्यम से माननीय मंत्री जी से यह प्रश्न है कि क्या सरकार 'वन डिस्ट्रिक्ट, वन फूड टेस्टिंग लैब' के सिद्धांत पर चलते हुए धर्मक्षेत्र कुरुक्षेत्र की जनता के स्वास्थ्य के हित में और वहां के किसानों के विकास के लिए फूड टेस्टिंग लैब स्थापित करेगी? धन्यवाद।

श्री चिराग पासवान : सर, माननीय संसद सदस्य की चिंता एकदम जायज है। यह चिंता हमारी सरकार की भी है। जहां हम लोग फूड सिक्योरिटी की बात करते हैं, वहीं सरकार फूड सेफ्टी पर भी उतनी ही प्राथमिकता देने का कार्य करती है। इस बात की निरंतरता में, through all the possible regulatory bodies इस बात को हम लोग सुनिश्चित करने का प्रयास करते हैं कि फूड प्रोडक्ट्स की गुणवत्ता को लेकर किसी तरीके का कोई भी समझौता बर्दाश्त नहीं किया जाएगा और समय-समय पर जब भी ऐसी घटनाएं संज्ञान में आई हैं, हम लोगों ने इस व्यवस्था को और ज्यादा सशक्त और मजबूत करने का प्रयास किया है।

सर, मैं आपके माध्यम से इतना जरूर बताना चाहूंगा कि इसी चिंता को ध्यान में रखते हुए वर्ष 2024-25 में जब माननीय वित्त मंत्री जी के द्वारा बजट पेश किया गया था तो उसमें 100 नये फूड टेस्टिंग लैब्स के प्रावधानों को जोड़ा गया था। अभी देश में जैसा माननीय संसद सदस्य कह रहे थे, 205 फूड टेस्टिंग लेबोरेट्रीज हैं, जिनको लगभग 503.47 करोड़ रुपये की लागत से बनाया गया है, उनमें से 169 प्रोजेक्ट्स अभी तक कंप्लीट हो चुके हैं। 100 नये फूड टेस्टिंग लैब्स को आने वाले दिनों में देश भर में लाया जाएगा। इस बात को सुनिश्चित करने के लिए कि फूड की गुणवत्ता के साथ कहीं कोई समझौता न हो, मैं माननीय संसद सदस्य को बताना चाहता हूं कि उसके लिए स्टेट गवर्नमेंट की तरफ सुझाव आते हैं और समय-समय पर पोर्टल खुलता है। जैसा मैंने अभी कहा कि अभी 100 नये फूड टेस्टिंग लैब्स आ रहे हैं। जब आप प्रस्ताव भिजवाएंगे तो उस पर जरूर गंभीरता से विचार किया जाएगा।

धन्यवाद।

माननीय अध्यक्ष : क्वेश्चन नम्बर - 462, डॉ. राजकुमार सांगवान ।

राष्ट्रीय पथ प्रकाश कार्यक्रम

***462. डॉ. राजकुमार सांगवान:**

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में राष्ट्रीय पथ प्रकाश कार्यक्रम (एसएलएनपी) की वर्तमान स्थिति क्या है;
- (ख) क्या उक्त कार्यक्रम के अंतर्गत उत्तर प्रदेश के जिलों में बागपत को भी शामिल किया गया है;
- (ग) यदि हां, तो उक्त कार्यक्रम की शुरुआत से अब तक बागपत जिले में कितनी एलईडी स्ट्रीट लाइटें लगाई गई हैं या बदली गई हैं;
- (घ) उक्त कार्यक्रम के अंतर्गत बागपत जिले में आवंटित और उपयोग की गई धनराशि का ब्यौरा क्या है;
- (ङ) क्या उक्त कार्यक्रम के कार्यान्वयन में किसी विलंब या समस्या की सूचना मिली है; और
- (च) यदि हां, तो ऐसे विलंब और समस्याओं को दूर करने के लिए क्या विशिष्ट कदम उठाए गए हैं/उठाए जा रहे हैं?

**THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER
(SHRI MANOHAR LAL):**

(a) to (f): A **Statement** is laid on the Table of the House.

STATEMENT

(a) : Street Lighting National Programme (SLNP), launched in 2015, aims to reduce energy consumption and costs in public lighting through the widespread adoption of LED street lighting across India. Energy Efficiency Services Limited (EESL), a joint venture of CPSEs under the Ministry of Power is the implementing agency for SLNP.

More than 13.1 million LED streetlights have been installed across different urban and rural areas under SLNP. This has resulted in an annual electricity energy saving, approximately 8.8. billion kWh, and annual monetary savings of around ₹6,178 crore for municipalities and gram panchayats. The State-wise details of LED streetlights installed is given at **Annexure**.

(b) and (c): SLNP has been implemented in 69 State bodies/ Authorities including 51 Nos of Urban Local Bodies (ULBs) in Uttar Pradesh. The Scheme has not yet been implemented in Baghpat district.

(d) : Government of India has not allocated any budget for SLNP, as the programme is implemented by EESL in self-financing mode.

(e) and (f) : There have been generally no delays at EESL end in implementation of the SLNP scheme once the agreements and consents from the respective authority is finalised.

However, the outstanding receivables against SLNP amounting to approximately ₹2700.54 crores {excluding Delayed Payment Surcharge (DPS)}, as on 31/03/25 from various States and ULBs, is one of the major challenges being faced by the company owing to implementation of the programme. EESL and Ministry of Power are rigorously following up with the States/UTs concerned for expediting the release of EESL's outstanding payment towards SLNP.

SLNP has largely achieved its objective of catalysing the adoption of energy efficient street lights in the country and now urban and rural local bodies are taking it forward through alternative options including CAPEX model.

ANNEXURE

Since FY 2014-15, EESL has installed Street Lights in the below-mentioned States/UTs and the State-wise installation details as on 31.03.2025 are as under:

Sr. No.	State Name	Total LED Street Lights Installed by EESL (Nos.)
1	ANDHRA PRADESH	29,47,706
2	TELANGANA	17,31,072
3	TAMILNADU	7,876
4	PORTBLAIR	14,995
5	MAHARASHTRA	11,14,328
6	KERALA	4,33,979
7	KARNATAKA	13,226
8	GOA	2,07,183
9	LAKSHADWEEP	1,000
10	WEST BENGAL	94,198
11	JHARKHAND	5,54,091
12	BIHAR	5,75,922
13	RAJASTHAN	10,73,238
14	GUJARAT	9,03,519
15	UTTAR PRADESH	12,90,949
16	UTTARAKHAND	1,33,511
17	CHHATTISGARH	3,81,199
18	ODISHA	3,53,808
19	MADHYA PRADESH	2,95,417
20	DELHI	3,99,715
21	JAMMU & KASHMIR	1,88,860

22	HIMACHAL PRADESH	63,332
23	PUNJAB	1,27,267
24	CHANDIGARH	46,496
25	HARYANA	85,139
26	SIKKIM	1,073
27	TRIPURA	76,426
28	ASSAM	28,875
29	PONDICHERRY	1,520
TOTAL		1,31,45,920

डॉ. राजकुमार सांगवान : अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि बागपत जिले में अभी तक एसएलएनपी लागू क्यों नहीं किया गया है? इस जिले में योजना को लागू करने के लिए क्या कदम उठाए जा रहे हैं? इसकी संभावित समय सीमा क्या है? क्या सरकार ने यह सुनिश्चित करने के लिए कोई नीति बनायी है कि ग्रामीण क्षेत्रों में भी शहरी क्षेत्रों की तरह तेजी से एलईडी स्ट्रीट लाइटिंग कार्यक्रम लागू हो?

श्री मनोहर लाल : अध्यक्ष महोदय, जहां तक स्ट्रीट लाइट नेशनल प्रोग्राम का विषय है, वर्ष 2015 से यह कार्यक्रम शुरू हुआ था और सभी प्रदेशों में इसके लिए एमओयू किए गए। कुछ प्रदेशों ने एमओयू करने में कठिनाई बतायी, फिर भी 29 प्रदेशों ने इसमें भाग लिया और कुछ संस्थाओं ने अलग से भी अपने-अपने एमओयू किए। इस समय तक देश भर में कुल 1 करोड़ 31 लाख स्ट्रीट लाइट्स ईईएसएल द्वारा लगायी गयी हैं। इससे हर वर्ष 6000 करोड़ रुपये की हर वर्ष बचत हो रही है। एनर्जी एफिशिएंसी और कार्बन डाईऑक्साइड में भी काफी कमी आयी है। जहां तक ग्रामीण और शहरी क्षेत्र की बात है तो यह सब स्टेट पर निर्भर करता है और जब हम प्रदेशों को एमओयू साइन करने के लिए कहते हैं तो जिस जगह पर वह कहते हैं, हम वहां अपनी ईईएसएल टीम भेजकर शीघ्रातिशीघ्र सर्वे करवाकर इस काम को करते हैं।

डॉ. राजकुमार सांगवान : सर, मैंने बागपत जिले के बारे में जानना चाहा था, लेकिन माननीय मंत्री जी उस पर कोई बात नहीं बता पाए हैं। मेरा आग्रह है कि बागपत जिले के बारे में बताएं, क्योंकि वहां अभी कोई काम नहीं

हुआ है।

श्री मनोहर लाल : अध्यक्ष महोदय, जिन शहरों की नगरपालिकाओं के लिए उत्तर प्रदेश से हमारे पास विषय आए हैं, उनमें बागपत की नगरपालिका ने अपना हिस्सा नहीं लिया है। बागपत की ओर से हमारे पास कोई भी डिमांड नहीं आयी है। इसलिए बागपत को इसमें नहीं लिया गया है। Baghpat District in Uttar Pradesh did not opt for participation in SLFT. As per the State Government's Circular dated 2nd April 2018, Baghpat was an identified ULB. The EESL made follow up, however, the ULB chose to implement its own independent programme for street light upgrades, and it had chosen not to participate in EESL-centric SLNP.

श्री हरीश चंद्र मीना : सर, आपने मुझे राष्ट्रीय पथ प्रकाश कार्यक्रम के बारे में पूरक प्रश्न पूछने का मौका दिया, इसके लिए मैं आपका आभारी हूँ।

महोदय, यह भारत सरकार की योजना है। राष्ट्रीय पथ प्रकाश कार्यक्रम वर्ष 2015 में लागू किया गया था। यह केन्द्र की योजना है और मंत्री जी जवाब में दे रहे हैं कि इसके लिए हमने एक पैसा भी नहीं दिया है। मंत्री जी, यह कैसी योजना है, जिसके लिए पैसा नहीं दे रहे हैं और लाइट्स लग नहीं रही हैं? मेरे लोक सभा क्षेत्र में 12 नगरपालिकाएं हैं, उनमें से एक में भी अगर लगी हों तो मुझे बता दीजिए अन्यथा यह भ्रामक जवाब देना बंद करें। धन्यवाद।

श्री मनोहर लाल : आदरणीय अध्यक्ष महोदय, देश में हर प्रकार की योजना होती है, लेकिन देश में पहली बार ऐसी योजना बनायी गयी, जिसमें जो काम म्यूनिसिपैलिटीस अपनी ट्रेडिशनल लाइटिंग से करते थे, उसमें बिजली की खपत बहुत होती थी और कार्बनडाइऑक्साइड का एमिशन भी बहुत ज्यादा होता था। इस कंपनी के माध्यम से एक प्रोग्राम बनाया गया कि अगर आप इस कंपनी के माध्यम से कोई चीज करवाते हैं तो सात साल तक आपको किसी प्रकार का बिल नहीं देना पड़ेगा और सात साल तक आपको बिजली की जो बचत होगी, वह आपको मिलेगी। इसमें केवल इंस्टॉलेशन का खर्च ही आपको देना है। इस योजना में 1 करोड़ 31

लाख लाइट्स लग चुकी हैं। इसमें बाकी बचे हुए भी आगे आएंगे तो उनको इससे भरपूर लाभ होगा। लेकिन हमारे कांग्रेस के मित्रों को तो कुल-मिलाकर रोशनी से मतलब नहीं है, उनको अंधेरे से ज्यादा मतलब होता है। इसलिए वे आगे नहीं बढ़ना चाहते हैं। मैं इनके मन की बात बताना चाहता हूँ-

“बहुत सुकून से रहते थे हम अंधेरे में,
फसाद पैदा हुआ रोशनी के आने से।”

माननीय अध्यक्ष : माननीय मंत्री जी, प्रश्न काल में शेर-शायरी नहीं होती है।

डॉ. संजय जायसवाल : धन्यवाद अध्यक्ष महोदय। महोदय, जब यह सोलर लाइटिंग नेशनल प्रोग्राम वर्ष 2015 में शुरू हुआ तो सभी सांसदों को एक सुविधा मिली थी कि आप वन-फोर्थ राशि अपनी सांसद निधि से दीजिए और तीन-चौथाई राशि केन्द्र सरकार देगी। उसके तहत मेरे लोक सभा क्षेत्र में तीन हजार सोलर लाइट्स लगी थीं। ईईएसएल के द्वारा जो लाइट्स लगायी गयी थीं, मैं नौ साल बाद जब वहां गया तो वे सोलर लाइट्स 70 परसेंट जगहों पर आज भी जल रही थीं। लेकिन, बिहार सरकार के द्वारा और ग्राम प्रधानों के द्वारा जो सोलर लाइट्स पिछले एक साल में लगा है, उनमें से 80 प्रतिशत सोलर लाइट्स बंद हो गयी हैं। मेरा माननीय मंत्री जी से प्रश्न है कि क्या सांसद निधि से इन सोलर लाइट्स के लिए वन-फोर्थ पैसा हम दें और तीन-चौथाई पैसा केन्द्र सरकार देकर इस योजना को क्या पुनः चालू करेंगे? इसके अलावा जो लाइट्स ऑलरेडी लगी हुई हैं, उनके सोलर पैनल्स और पोल्स ऑलरेडी लगे हुए हैं, केवल बैटरी चेंज करनी है। अगर आप बैटरी चेंज करवा देंगे तो सभी सांसदों का एक बहुत बड़ा काम हो जाएगा और हमारी सोलर लाइट्स भी अच्छे से चलेंगी। मंत्री जी क्या इस विषय में कुछ करना चाहेंगे?

श्री मनोहर लाल : अध्यक्ष महोदय, हमारी किसी प्रकार की कोई कंडिशन नहीं है कि किस मद से कितना पैसा वहां लगना है। हमारा तो ईईएसएल के माध्यम से एमओयू होता है कि सात साल तक लाइट को मैनटेन वे करेंगे और लगाएंगे वे और उससे बिजली की बचत होगी, उस बचत को सात साल तक वह अपने पास लेंगे। यह आज भी चल रही है और कोई भी नगरपालिका, कोई भी प्रदेश एमओयू साइन करने के बाद अपने नये स्थानों का

चयन कर सकता है या जहां सात साल पूरे हो गए हैं, उन स्थानों पर एक्सटेंड भी कर सकता है। यह योजना कहीं रुकी नहीं है।

माननीय अध्यक्ष : क्वेश्चन नम्बर - 463, श्री श्रीरंग आप्पा चंदू बारणे।

CLEAN ENERGY FOR ECONOMIC GROWTH

***463. †SHRI SHRIRANG APPA CHANDU BARNE:
SHRIMATI BHARTI PARDHI:**

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

- (a) whether clean energy is projected to be a key factor in India's economic development and in addressing the needs of its population, if so, the details thereof;
- (b) whether the Government has been pitching for clean energy cooking fuel innovations and extended open invitation to the entrepreneurs for the said purpose;
- (c) if so, the details thereof;
- (d) the details of the existing gas-based economy of the country as on date along with the details of targets, if any, fixed by the Government for its future expansion;
- (e) the details of corrective steps taken/being taken by the Government for developing nation wide gas grid and other infrastructure required for achieving such targets; and
- (f) the details of expenditure likely to be incurred for developing such national assets along with the details of funds allocated and released so far by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI HARDEEP SINGH PURI):

(a) to (f): A **Statement** is laid on the Table of the House

STATEMENT

(a) :Yes, Clean energy occupies a pivotal place in Government's efforts for meeting increasing energy demand. As per Energy Institute's Statistical Review of World Energy 2024, India currently consumes about 6.3% of World Primary Energy (2023) which would reach 12.5% of the World's Primary Energy by 2050. Further, as per BP Energy Outlook, 2023, Renewable energy consumption will grow at an average of 4-6% a year in India and it will become the major source of primary energy for India in 2050.

India's energy demand is increasing continuously due to sustained economic growth over the last many years. India currently has an average GDP growth rate of 6.5% with a USD 4 trillion economy. As per the IEA's World Energy Outlook, 2024, India will have the highest increase in energy demand than any other country over the next decade mainly because of its size and the scale of rising demand from all sectors. Industrialisation, urbanisation, enhanced transportation needs, high capital expenditure for creation of infrastructure and improvements in standard of living are contributing to the rapid increase in energy demand.

At the 26th session of Conference of the Parties (COP 26), Glasgow, in November 2021, Hon'ble Prime Minister presented five nectar elements (Panchamrit) of India's

climate action which *inter-alia* included achieving 500GW of Non-fossil energy capacity by 2030, 50 per cent of its energy requirements from renewable energy by 2030 and achieving the target of net zero emissions by 2070. India is the first G20 country to meet its Paris commitments. As on 28.02.2025, a total of 222.86 GW non-fossil power capacity has been installed against a target of 500 GW in the country which includes 102.57 GW solar power, 48.59 GW wind power, 11.45 GW bio-power, 52.07 GW hydro power and 8.18 GW nuclear power. Further, the share of non-fossil power in the total installed electricity capacity in the country has increased from 31.53% in 2014 to 47.37% as of now.

India's strong commitment to clean energy is also being propelled by Ethanol Blending Petrol Programme, Pradhan Mantri JI-VAN scheme, Compressed Bio Gas (CBG) ecosystem, National Hydrogen Mission, etc.

As a green fuel, Ethanol supports the environmental sustainability efforts of the Government. Government have been promoting blending of ethanol in petrol under the Ethanol Blended Petrol (EBP) Programme to reduce import dependence on crude oil while saving foreign exchange and promote domestic agriculture sector. National Policy on Biofuels – 2018, as amended in 2022, *inter-alia*, advanced the target of 20% blending of ethanol in petrol to ESY 2025-26 from 2030. Interventions by the Government have led to increased ethanol blending with petrol from 38 crore litres in ESY 2013-14 to 707 crore litres in ESY 2023-24. In February 2025, ethanol blending of 19.68% has already been achieved.

In 2019, the Government notified the Pradhan Mantri JI-VAN (Jaiv Indhan – Vatavaran Anukool fasal awashesh Nivaran) Yojana 2019, amended in 2024, to provide financial support for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock. Further, towards decarbonizing of the aviation sector, Government has approved 1% Sustainable Aviation Fuel (SAF) indicative blending target in 2027 (initially for International flights).

To promote CBG, Government have initiated various schemes like Sustainable Alternative Towards Affordable Transportation (SATAT), financial assistance for procurement of Biomass Aggregation Machinery (BAM) and scheme for the development of pipeline infrastructure (DPI) for transportation of CBG into the City Gas Distribution (CGD) network. With these initiatives, 94 CBG plants, which include a major share by private entrepreneurs, with production capacity of about 650 TPD (tonnes per day) have already been commissioned and another 75 CBG plants with production capacity of about 550 TPD are in different stages of construction.

The Ministry of New and Renewable Energy is implementing the National Green Hydrogen Mission, with an objective to make India a global hub of production, usage, and export of Green Hydrogen and its derivatives. Government have launched several initiatives under the Mission, including scheme guidelines for incentive schemes for production of Green Hydrogen and electrolyser manufacturing under the Strategic Interventions for Green Hydrogen Transition (SIGHT) Programme.

(b) and (c): Government have promoted the use of LPG and Piped Natural Gas (PNG) for clean domestic cooking fuel. To promote LPG as a clean cooking fuel, Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May 2016, to provide deposit free LPG connection to adult women from poor households. As on 01.03.2025, there are more than 10.33 crore LPG connections released under PMUY scheme and about 33 crore LPG active domestic customers. As a result of various initiatives, LPG coverage in the country has improved from 62% in April 2016 to near saturation as of now. Piped Natural Gas (PNG) is being supplied through pipeline for domestic cooking and as of January 2025, the authorized entities have provided 1.44 crore PNG Domestic (PNG (D)) connections. With an aim to further create environmentally sustainable cooking solutions, OMCs are also working on innovative solutions and encouraging start ups to provide new age solutions like Ethanol and Solar cook stoves.

(d) to (f): The Government have targeted to increase the share of natural gas in the Primary Energy Mix from the current level of 6% to 15% by 2030. Various steps taken by the Government in this direction include expansion of National Gas Grid Pipeline & City Gas Distribution (CGD) network, setting up of Liquefied Natural Gas (LNG) Terminals, allocation of domestic gas to Compressed Natural Gas (Transport) / Piped Natural Gas (Domestic) CNG(T)/PNG(D) as priority sector, allowing marketing and pricing freedom with a ceiling price to gas produced from high pressure/high temperature areas, deep water & ultra-deep water and from coal seams etc.

After completion of 12/12A CGD bidding round Petroleum and Natural Gas Regulatory Board (PNGRB) has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering almost 100% of the mainland area for the development of CGD network across the country. As per Minimum Work Programme target, authorized entities have to provide approx. 12.6 crore PNG connections and establish 18,336 CNG stations by 2034. As on January 25, the authorized entities have established 7594 CNG stations.

With the aim to create a National Gas Grid (One Nation, One Gas Grid) and increase the availability of natural gas across the country, Petroleum and Natural Gas Regulatory Board (PNGRB) has authorised approximately 33,475 km natural gas pipeline network across the country out of which 25,124 km of natural gas pipeline including spur lines, tie-in connectivity, Sub-Transmission Pipelines (STPL) and dedicated pipelines are already operational and a total of 10,676 km length of pipelines are under various stages of construction. These pipelines are constructed by the various project proponents from their own funds keeping in view the technical and commercial feasibility following the various regulatory approvals. Further, Government have also approved (September 2016) Viability Gap Funding of 40% Capital Grant (Rs 5,176 crore) for Jagdishpur-Haldia/Bokaro-Dhamra Natural Gas Pipeline (JHBDPL) project and 60% (Rs 5559 crore) VGF for North East Gas Grid (NEGG) project (January 2020), as the critical constituents of the National Gas Grid.

श्री श्रीरंग आप्पा चंदू बारणे : माननीय अध्यक्ष महोदय, भारत में ऊर्जा सुरक्षा, पर्यावरण संरक्षण और कृषि

अपशिष्ट प्रबंधन को ध्यान में रखते हुए सीबीजी के उत्पादन को बढ़ावा देने की आवश्यकता है। घरेलू इंधन उत्पादन से आयात निर्भरता घटेगी और किसानों को अपशिष्ट से आय का एक नया स्रोत मिलेगा।

माननीय अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि सीबीजी उत्पादन को बढ़ावा देने के लिए महाराष्ट्र में अभी तक कितने संयंत्र स्थापित किए गए हैं और इसके अगले पांच वर्षों में देश में कितने सीबीजी संयंत्र स्थापित करने की योजना है?

SHRI HARDEEP SINGH PURI: Hon. Speaker, Sir, the shift from traditional energy to clean and green energy involves a number of tracks: I might mention, as we have in the body of the answer, biofuel blending, green hydrogen, which is the energy for the future, and as the hon. Member mentioned, compressed biogas (CBG).

Now, compressed biogas is an area where very ambitious targets have been set by the Government. In fact, the plan is ultimately to establish a Sustainable Alternative Towards Affordable Transportation (SATAT). The target is very large. Today, we have 94 CBG plants which are operational. Out of these 94 plants, if I might add, 11 of them are operational in Maharashtra. We have around 70 CBG plants in process which are at various stages of construction.

Sir, in order to encourage CBG, the Government is taking a number of steps. I will, with your permission, list out some of the incentives or steps we are taking to popularise the use of CBG.

One is that we have a system of assured price for the take-off of CBG through long-term agreements with the oil marketing companies. Secondly, we have an umbrella scheme of the National Bio-energy Programme by the MNRE, which is providing Central

financial assistance to all kinds of CBG and biogas plants. Additional Central assistance is also being provided for municipal solid waste-based CBG plants under the Swachh Bharat Mission – Urban 2.0.

Amongst the other things I might mention, Sir, is that whenever somebody wants to set up a CBG plant, the Government is providing assistance upto 50 per cent of the cost of the plant by way of assistance. Then there is a Rs. 10 crore capital subsidy from the Ministry of New and Renewable Energy, and the inclusion of bio-manure produced from CBG plants under the Fertilizer Control Order 1985. Market development assistance is being provided up to Rs. 1.5 per kilogram for fertilized organic manure to promote organic fertilizer produced from CBG projects. When you produce CBG, there is also manure produced which is very rich and can be sold, so some assistance is provided for offtake from there. Inclusion of CBG projects under priority sector lending by the Reserve Bank of India has led to a Rs. 1,000 crore scheme being set up.

माननीय अध्यक्ष : माननीय मंत्री जी, कृपया संक्षिप्त जवाब दीजिए ।

SHRI HARDEEP SINGH PURI: I would be happy to share very detailed information on this with the hon. Member.

श्री श्रीरंग आप्पा चंदू बारणे : माननीय अध्यक्ष महोदय, मंत्री जी ने इस विषय पर बहुत सारी और अच्छी जानकारी दी है ।

माननीय अध्यक्ष महोदय, भारत की ऊर्जा सुरक्षा को मजबूत करने, पर्यावरण संरक्षण को बढ़ावा देने और आयातित ज्वलनशील ईंधनों पर निर्भरता कम करने के लिए बायो सीएनजी, हरित हाइड्रोजन और इथेनॉल मिश्रित पेट्रोल जैसे स्वच्छ ईंधनों को व्यापक रूप से अपनाने की आवश्यकता है ।

माननीय अध्यक्ष महोदय, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि देश में बायो सीएनजी, हरित हाइड्रोजन एवं इथेनॉल मिश्रित पेट्रोल जैसे स्वच्छ ईंधनों को बढ़ावा देने के लिए मंत्रालय द्वारा क्या ठोस कदम उठाए गए हैं? इसमें निजी निवेश को प्रोत्साहन देने के लिए क्या कोई विशेष प्रोत्साहन योजना को लागू करने का विचार है?

SHRI HARDEEP SINGH PURI: Sir, I should like to start by providing a little explanation that we are moving, in overall terms, from toxic fuels to cleaner fuels. This is not going to be an easy journey; it is going to be a long journey. Even when this discussion at the international level commenced about doing away with fossil fuels, there were people, economists in 1976, who predicted that oil would reach a peak by the year 2000, but it did not happen. Today, if you were to ask any economist working in the energy sector, by when will oil peak – I am not so sure – nobody will even stick their necks out. Today, India is consuming 6.3 per cent of the world's primary energy, which will go up to 12.5 per cent by the year 2050. We have to try within this process to move away from all the traditional toxic fuels to cleaner and cleaner fuels.

The hon. Member mentioned biofuels. As far as biofuels are concerned, they are already a clean fuel. I mean, in the year 2014, when the hon. Prime Minister assumed responsibility, our total biofuel blending was only 1.4 per cent. In fact, in a previous era, a target was set for five per cent biofuel blending in 10 of our States and Union Territories, and we were never able to proceed beyond 1.4 per cent. We set ourselves a target of 10 per cent blending by November 2022, and we were able to do that five months in advance. We set ourselves a target of 20 per cent blending six years later from now. We

have almost reached 20 per cent. In fact, the last month's figures that we have, as my senior colleague would know, show that we have already reached 19.6 per cent. So, biofuels are doing very well.

Now, you also mentioned green hydrogen. Green hydrogen, I maintain is actually the energy, the fuel of the future. Why do I say it? It is because in order to produce green hydrogen, all you require is clean natural green solar energy, an electrolyser, and the ability to scale that up with new technologies like pump storage, etc.

It is proceeding very well. But the fact of the matter is that green hydrogen is a very new development. Now, what are the targets that we are setting for ourselves? The Government has set a target of 5,000 million tonnes for 2030. I personally believe that with the involvement of the private sector --and the hon. Member had read that, it is too conservative a target -- I believe with new technologies like pump storage, with the cost of batteries internationally coming down, and batteries having more storage, green hydrogen will take off. But when will it take off, I still think that we are only in 2025.

The fact of the matter is that we spend annually \$150 billion on the import of energy. Now, if we are in a position to produce green hydrogen and the cost is the most important thing, the most optimistic figures I have seen is the cost of green hydrogen per kilo would be about \$5 or so, and if we can bring it down to two \$2½ dollars, I can understand that we will be in a situation where people will say, let us move from traditional toxic fuels to green hydrogen straightaway.

I should have mentioned that our target is five million tonnes by 2030, not 5,000

million tonnes. That was slip of the tongue. But I also want to say that the Government is doing whatever it can. The Government introduced a PLI scheme for electrolyzers and I think it is about Rs. 19,700 crore or Rs. 20,000 crore, and there is a very good off-take on that.

In so far as the other fuels are concerned, let me tell you that all the green energy has positive outputs. When we did biofuel blending, today we have saved something like Rs. 110,000 crore on import bill and जैसा मैंने पहले कई बार कहा है कि हमारे जो अन्नदाता हैं, they are also financing the Annadatas. That money has been transferred to the agricultural sector as a result of the savings in that. So, the two are complimentary.

In regard to all the other areas of movement, there is definite progress in all the areas, but as I would like to say, the progress has to be realistically assessed. Why do I say that? It is because still a very large percentage of our economic needs on energy are met from coal and from fossil fuels. We are trying to progressively move away from that and most of our assessments all over the world said India's growth will take place. The World bp Outlook said 4 to 6 per cent growth will take place. ... (*Interruptions*)

I am always ready to oblige. I will just conclude by saying that the International Energy Agency in Paris predicts that of all the growth that will take place in the next 20 years, two decades, 25 per cent of that growth in energy will come from India. It is our collective resolve that we will make more and more and we will shift to green energy, as is the thrust of this Question.

श्रीमती भारती पारधी : अध्यक्ष महोदय, मैं अपने देश के यशस्वी प्रधानमंत्री आदरणीय नरेन्द्र मोदी जी को

धन्यवाद देना चाहूंगी, जिनकी इस महत्वाकांक्षी योजना का क्रियान्वयन सुचारु रूप से पूरे देश में हो रहा है। मैं आदणीय मंत्री जी को भी धन्यवाद देना चाहती हूँ, जिन्होंने मुझे विस्तृत जानकारी दी है।

मैं जानना चाहती हूँ कि क्या मध्य प्रदेश में गैस ग्रिड और संबंधित बुनियादी ढांचे के विकास के लिए केंद्र सरकार द्वारा कोई विशेष योजना बनाई गई है, और इस योजना के लिए अब तक आवंटित धनराशि और अनुमानित व्यय का ब्यौरा क्या है? इसके अलावा, इस योजना के तहत गैस ग्रिड की उपलब्धता और विकास से संबंधित अन्य बुनियादी ढांचे को मजबूत करने के लिए सरकार द्वारा क्या सुधारात्मक कदम उठाए जा रहे हैं? विशेष रूप से बालाघाट-सिवनी संसदीय क्षेत्र में, जहां ऊर्जा और गैस आधारित ढांचे की उपलब्धता की दिशा में खास चुनौती है, वहां इस योजना के तहत सरकार द्वारा कौन से विशिष्ट प्रयास किए जा रहे हैं, ताकि इस क्षेत्र में भी विकास कार्यों को गति दी जा सके और स्थानीय जनसंख्या को इसके लाभ मिल सकें?

SHRI HARDEEP SINGH PURI: Sir, after the 12th and 12A CGD bidding round, the Petroleum and Natural Gas Regulatory Board has authorized entities for the development of CGD network in 307 geographical areas, which almost covers 100 per cent of our mainland territory.

In fact, we are now moving to the island territories and other areas. But typically, what happens when you set up a plant wherever the CBG is being produced is that you need to provide connectivity to the existing pipeline. So, the Government is also providing incentives to make sure that this is going to move forward and take it to the pipeline so that the CBG producer is able to get a return on that straightway.

There are other incentives which I had mentioned when I was responding to the hon. Member earlier. Insofar as the areas which were covered, you have sought the figures for Madhya Pradesh. I will share the figures straightway. I will just add the figures

regarding Maharashtra with me. There are plants by HPCL, MNGL, and IOCL in different places. But in all the States of the country, we are doing that. I will provide the precise figures for Madhya Pradesh in a minute. We have installed 17 CBG plants in Madhya Pradesh. I also have the figures for districts. And wherever a CBG plant comes up, the economic benefits also come along for the local people. It also benefits the agricultural community and others. I am very happy to sit with the hon. Member and go through our experience in respect of the 94 CBG plants which are already operational, and we are also thinking what more we can do in order to further generate economic activity through this.

SHRIMATI PRATIMA MONDAL: Sir, I would like to know from the hon. Minister, through you, Sir, what steps is the Ministry taking to attract domestic and foreign investment in clean energy initiatives. Are there any research and development initiatives focusing on carbon capture, storage, and utilization in collaboration with global partners?

माननीय अध्यक्ष: माननीय सदस्य, कृपया संक्षेप में प्रश्न पूछें और संक्षेप में उत्तर दिया जाए।

SHRI HARDEEP SINGH PURI: Sir, the specific question is, whether we have a system whereby we seek or allow foreign direct investment or foreign collaboration. Yes, a green hydrogen, I think, is a case in point. I think one of the entities which is operating in that sector, if memory serves me right, has something like 32 billion dollars of foreign investment or collaborations which have come in for the production of green hydrogen. In the first instance, they are producing green ammonia which is being sold to entities in Europe and Singapore. There is an entity in Singapore; they are setting up a new

generation electricity plant with GE, and the green ammonia is going to be supplied by an Indian party. So, the answer is yes.

Insofar as our overall policies are concerned, it is our intention to take natural gas as a percentage in the energy mix from the current six per cent to 15 per cent. I would have been much happier if I could say that we are close to 15 per cent. No! I think we are still closer to six per cent, but we are moving clearly, and in the coming few years, we will be inching forward to 15 per cent. This involves a foreign investment of 72 billion dollars that will come from foreign investment. The technologies are incubated here. I can tell you for instance, in the case of biofuels, some of the second-generation plants which have been set up are all domestically produced technologies. I can tell you about a 2G plant in Panipat operated by IOCL. It is a local party of Pune which has developed the technology. The bamboo plant is also there.

Insofar as carbon capture is concerned, I have met various global CEOs of companies like Occidental and Schlumberger which use carbon sequestration for enhanced oil recovery. But again, this is a larger subject. I would be very happy to sit with the hon. Member. I am always ready for a discussion like this.

डॉ. निशिकान्त दुबे : अध्यक्ष जी, मेरा बड़ा ही सिम्पल सा सवाल है। प्रधानमंत्री जी ने ग्लासगो में पंचामृत का आह्वान किया था और यूक्रेन वॉर के बाद पता चला कि जब पूरे यूरोप को रूस ने गैस देने से मना कर दिया तो पूरी तबाही सी हो गई। अभी हमारे यहां पर 33 करोड़ कंज्यूमर्स हैं। हम पूरे सिस्टम को सिटी गैस डिस्ट्रीब्यूशन से जोड़ना चाहते हैं, जिसके बारे में उन्होंने कहा था। उसके लिए पूरे देश में 309 बिडिंग की गई है, ताकि सिटी गैस डिस्ट्रीब्यूशन हो। हमारे यहां पर फॉसिल फ्यूल के तौर पर कोयला है और कोल बेड मीथेन एक बड़ी अच्छी

टेक्नोलॉजी है, क्योंकि एक समय पर कोयला खत्म हो जाएगा। इसलिए क्या भारत सरकार कोयला मंत्रालय के साथ मिलकर कोल बेड मीथेन का एक्सप्लोरेशन करके इम्पोर्ट बिल को घटाएगी तथा क्या उसके माध्यम से सिटी गैस डिस्ट्रीब्यूट करेगी?

SHRI HARDEEP SINGH PURI: Sir, I don't think I am the correct person to answer when coal will be exhausted or when we will move to biogas and other cleaner energies. I can tell you that the effort on behalf of all my senior colleagues who are present here and otherwise is to move more and more rapidly in all forms of energy utilisation, whether it is transportation or refineries, to move to green energy.

The specific question on when we will be able to move away from coal is not easy to answer. When the discussion on energy transition took place internationally, very ambitious targets were set for energy transition. But I think some very basic mistakes were also made. You cannot transition from the present to the future unless you have the green fuel ready to transition away from coal. You cannot say you will stop using coal and fossil fuel like crude oil and suddenly not have a replacement. So today, the effort is to redouble on that. Insofar as this is concerned, I have recently taken a review of ONGC and they have recently started coal-bed methane in several areas.

Again, that is a subject which we need to discuss and see what more can be done. But I can assure you that even the oil marketing companies which have traditionally dealt with fossil fuels and crude oil, are also increasingly having their attention occupied by the transition to green energy.

माननीय अध्यक्ष : क्वेश्चन नम्बर – 464, श्री बी. मणिकम टैगोर।

SETTING UP OF DRIVING TRAINING CENTRES

***464. †SHRI B. MANICKAM TAGORE:**

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

- (a) the assessment of the effectiveness of the "Scheme for Setting up of Driving Training Centres (DTC)" in reducing the number of road accidents caused by driver error since its initiation;
- (b) the mechanism to ensure that this assistance is accessible to all stakeholders, particularly those in rural or underserved areas;
- (c) whether the Government has any monitoring mechanism to ensure the fair distribution of funds for the said purpose and if so, the details thereof;
- (d) the number of new jobs the Government expects through the establishment of these Driving Training Centres both in terms of direct employment within the centres and in the broader transport sector given the growing shortage of commercial vehicle drivers;
- (e) the steps taken to ensure timely implementation of this scheme across all districts; and
- (f) whether the scheme has been extended beyond 2020 owing to delays or challenges in setting up such Centres pan India and if so, the details thereof?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (च): **विवरण** सभा पटल पर रख दिया गया है।

विवरण

(क): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय राज्यों/संघ राज्य क्षेत्रों में ड्राइविंग प्रशिक्षण और अनुसंधान संस्थान (आईडीटीआर), क्षेत्रीय ड्राइविंग प्रशिक्षण केंद्र (आरडीटीसी) और ड्राइविंग प्रशिक्षण केंद्र (डीटीसी) की स्थापना के लिए एक केंद्रीय क्षेत्र योजना लागू करता है। इस योजना का उद्देश्य व्यवस्थित और वैज्ञानिक तरीके से ड्राइविंग प्रशिक्षण के माध्यम से बेहतर ड्राइविंग आदतें विकसित करके सड़क सुरक्षा में सुधार करना, कौशल परीक्षण की एक वस्तुनिष्ठ वैज्ञानिक प्रक्रिया के आधार पर ड्राइविंग लाइसेंस जारी करना और परिवहन क्षेत्र में रोजगार सृजन करना है।

अब तक, इस योजना के अंतर्गत कुल 87 संस्थानों/केन्द्रों को मंजूरी दी गई है:

केंद्र का प्रकार	स्वीकृत	संचालित किए जा रहे हैं
आईडीटीआर	31	22
आरडीटीसी	*15	2
डीटीसी	41	3
कुल	87	27

*इसमें कर्नाटक राज्य का सैद्धांतिक रूप से स्वीकृत एक प्रस्ताव भी शामिल है।

इस योजना के तहत केंद्रीय सड़क परिवहन संस्थान (सीआईआरटी), पुणे कार्यक्रम निगरानी इकाई (पीएमयू) है। सीआईआरटी, पुणे की रिपोर्ट के अनुसार, 2015-16 से 2022-23 की अवधि के दौरान संचालित किए जा रहे आईडीटीआर में कुल 9,21,448 प्रशिक्षुओं को प्रशिक्षित किया गया। प्रोग्राम मॉनिटरिंग एजेंसी (पीएमयू) की रिपोर्ट के अनुसार :

- **प्रशिक्षित ड्राइवरों की संख्या में वृद्धि:** इस योजना से पता चलता है कि पिछले कुछ वर्षों में विभिन्न राज्यों में प्रशिक्षित ड्राइवरों की संख्या में उल्लेखनीय वृद्धि हुई है, जो कार्यक्रम की बढ़ती पहुंच को दर्शाता है।

- **राज्यों में प्रशिक्षण का फैलाव :** विभिन्न राज्यों में भागीदारी का स्तर अलग-अलग है, दिल्ली, हरियाणा और उत्तराखंड जैसे कुछ राज्यों में संचालित किए जा रहे आईडीटीआर में प्रशिक्षित अभ्यर्थियों की संख्या अधिक है, जबकि हिमाचल प्रदेश और नागालैंड जैसे अन्य राज्यों में यह संख्या अपेक्षाकृत कम है।

- **वार्षिक प्रवृत्ति :**

- प्रशिक्षित ड्राइवरों की कुल संख्या 2019-20 में 159,182 अभ्यर्थियों के साथ अधिक थी।
- इसके बाद, 2020-21 और 2021-22 में (कोविड-19 महामारी और अन्य कारकों के कारण) प्रशिक्षित अभ्यर्थियों की संख्या में कमी आई तथा 2022-23 में 75,235 अभ्यर्थियों के साथ इसमें सुधार दिखना शुरू हो गया।

(ख): यह सुनिश्चित करने के लिए कि सहायता सभी हितधारकों, विशेष रूप से ग्रामीण या अल्पसेवित क्षेत्रों में रहने वाले लोगों तक पहुंच सके, योजना के दिशा-निर्देशों में एक मजबूत और सुव्यवस्थित तंत्र निर्धारित किया गया है। यह कार्यतंत्र ग्रामीण और आकांक्षी जिलों को प्राथमिकता देते हुए सभी क्षेत्रों तक पहुंच बनाने के लिए डिज़ाइन किया गया है। इसका संक्षिप्त विवरण इस प्रकार है :

1. **आईडीटीआर/आरडीटीसी के लिए मानदंड:** आईडीटीआर और आरडीटीसी की स्थापना के मानदंड अनुमानित जनसंख्या पर आधारित हैं, अर्थात् राज्यों/संघ राज्य क्षेत्रों में प्रति 2.5 करोड़ जनसंख्या पर एक आईडीटीआर और प्रति 1.00 करोड़ जनसंख्या पर एक आरडीटीसी। जिन राज्यों/संघ राज्य क्षेत्रों की अनुमानित जनसंख्या 1.00 करोड़ से कम है और जिनके लिए अभी तक इस योजना के तहत आईडीटीआर/आरडीटीसी स्वीकृत नहीं किया गया है, वे भी प्रति राज्य/संघ राज्य क्षेत्र एक आरडीटीसी की मंजूरी के लिए पात्र हैं। ड्राइविंग प्रशिक्षण और अनुसंधान संस्थान (आईडीटीआर) की स्थापना योजना कार्यनीतिक रूप से तैयार की गई है, ताकि कोई भी आईडीटीआर मुख्य शहर या नगरपालिका सीमा से 8-10 किमी से अधिक दूर न हो। यह व्यापक आबादी के लिए पहुंच सुनिश्चित करता है, जिसमें

ग्रामीण क्षेत्रों के लोग भी शामिल हैं जिन्हें अन्यथा प्रशिक्षण केंद्रों तक पहुंचने में कठिनाइयों का सामना करना पड़ सकता है।

2. **ड्राइविंग प्रशिक्षण केंद्र (डीटीसी):** ड्राइविंग प्रशिक्षण पहलों की पहुंच बढ़ाने के लिए सभी आकांक्षी जिलों और अन्य ग्रामीण क्षेत्रों में ड्राइविंग प्रशिक्षण केंद्र (डीटीसी) स्थापित करने की योजना लागू की गई है। पहले चरण में प्रत्येक जिले में एक परियोजना को स्वीकृति देने को प्राथमिकता दी जाती है।
3. **जनसंख्या के आधार पर अतिरिक्त डीटीसी:** इस योजना में अधिक जनसंख्या वाले जिलों के लिए निम्नलिखित मानदंडों के आधार पर अतिरिक्त डीटीसी पर विचार करने की अनुमति दी गई है:

- 10 लाख से 20 लाख की आबादी वाले जिलों के लिए एक अतिरिक्त डीटीसी।
- 20 लाख से 30 लाख की आबादी वाले जिलों के लिए दो अतिरिक्त डीटीसी।
- 30 लाख से 40 लाख की आबादी वाले जिलों के लिए तीन अतिरिक्त डीटीसी।
- 40 लाख से अधिक जनसंख्या वाले जिलों के लिए चार अतिरिक्त डीटीसी।

महत्वपूर्ण बात यह है कि डीटीसी उन जिलों में स्वीकृत किए गए हैं जहां आईडीटीआर या आरडीटीसी स्वीकृत नहीं किए गए हैं, ताकि यह सुनिश्चित किया जा सके कि अल्पसेवित क्षेत्रों को विकास के लिए प्राथमिकता दी जाए।

4. **संस्थाओं की पात्रता:** यह योजना विभिन्न संस्थाओं जैसे राज्य के उपक्रमों, गैर सरकारी संगठनों (एनजीओ), न्यासों, सहकारी समितियों, वाहन विनिर्माताओं और फर्म - अनिवार्य रूप से राज्य या केंद्र सरकार के कानूनों के तहत पंजीकृत कोई भी कानूनी संस्था के लिए खुली है। इस व्यापक पात्रता से यह सुनिश्चित होता है कि स्थानीय ज्ञान और अनुभव वाले हितधारकों सहित विविध प्रकार के हितधारक ड्राइविंग प्रशिक्षण केंद्रों के विकास और क्रियान्वयन में शामिल हो, जिससे यह सुनिश्चित हो सके कि देश के सभी कोनों तक इस योजना की पहुंच हो।

संक्षेप में, यह कार्यतंत्र ग्रामीण और अल्पसेवित क्षेत्रों को प्राथमिकता देकर, जनसंख्या सघनता के आधार पर पहुंच सुनिश्चित करके और योजना के कार्यान्वयन में योगदान करने के लिए विभिन्न प्रकार की संस्थाओं को अनुमति देकर समावेशिता पर जोर देता है। इस दृष्टिकोण का उद्देश्य ड्राइविंग प्रशिक्षण के लिए समान अवसर प्रदान करना है, जिससे अंततः सभी हितधारकों को लाभ होगा, खासकर ग्रामीण क्षेत्रों में जहां ऐसी सेवाओं तक पहुंच पारंपरिक रूप से सीमित है।

(ग) : योजना के कार्यान्वयन के लिए निधियों का उचित संवितरण सुनिश्चित करने के लिए सरकार में एक मजबूत निगरानी तंत्र है। परियोजनाओं के निष्पादन में पारदर्शिता और जवाबदेही सुनिश्चित करने के लिए प्रक्रिया तैयार की गई है। प्रक्रिया में शामिल प्रमुख चरण इस प्रकार हैं:

1. **विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करना:** पहले चरण में विभिन्न संस्थाएं डीपीआर तैयार करती हैं। इस रिपोर्ट में आईडीटीआर योजना के दिशा-निर्देशों के अनुसार लेआउट योजना और सिविल अनुमान की तैयारी आदि शामिल है।

➤ **सुस्पष्ट अनुशंसाएं:** प्रस्ताव परिवहन आयुक्त/मंडल आयुक्त/जिला कलेक्टर द्वारा, जैसा भी मामला हो, अनुशंसित किए जाएंगे।

2. **परियोजना प्रबंधन एजेंसी द्वारा डीपीआर की जांच और अंतिम अनुशंसा:** परियोजना प्रबंधन एजेंसी द्वारा डीपीआर की जांच की जाती है, ताकि यह सुनिश्चित किया जा सके कि यह योजना के उद्देश्यों के अनुरूप है। समीक्षा पूरी होने के बाद, परियोजना प्रबंधन एजेंसी स्वीकृति के लिए अंतिम अनुशंसा प्रदान करती है।

(घ): देश में प्रशिक्षित वाणिज्यिक वाहन चालकों की कमी है। इन केंद्रों की स्थापना से आईडीटीआर, आरडीटीसी और डीटीसी केंद्रों के संचालन के लिए अधिक संख्या में लोगों को रोजगार मिल रहा है और अप्रत्यक्ष रूप से संबंधित उद्योगों में हजारों रोजगार सृजित हो रहे हैं। इन प्रशिक्षण केंद्रों की स्थापना से निम्नलिखित अपेक्षा है:

- नये ड्राइवरों के लिए रोजगार के अवसर बढ़ेंगे।
- मांग में निरंतर वृद्धि के कारण वाणिज्यिक वाहन चालक कार्यबल में कमी दूर होगी।
- इससे संबंधित क्षेत्रों जैसे लॉजिस्टिक्स, परिवहन प्रबंधन और वाहन रखरखाव में रोजगार में संभावित वृद्धि होगी।

(ड.) : सभी जिलों में योजनाओं का समय पर कार्यान्वयन सुनिश्चित करने के लिए निम्नलिखित कदम उठाए गए हैं:

- परियोजनाओं की स्थिति की समीक्षा के लिए नियमित अंतराल पर राज्य सरकारों, परिवहन विभागों और कार्यान्वयन एजेंसियों के साथ समन्वय करना।
- निधियों का समय पर संवितरण सुनिश्चित करना।
- मानकों का अनुपालन सुनिश्चित करने के लिए साइट का दौरा करना।

(च) : इस योजना को 15वें वित्त आयोग चक्र अवधि यानी वित्त वर्ष 2021-22 से वित्त वर्ष 2025-26 के दौरान लागू करने की मंजूरी दी गई है। सरकार ने प्राप्त प्रतिक्रिया (फीडबैक) के आधार पर जनवरी, 2025 में योजना के दिशा-निर्देशों की समीक्षा की और उन्हें संशोधित किया, जिसमें डीटीसी की स्थापना के लिए बढ़ी हुई केंद्रीय सहायता, प्रशिक्षण परीक्षण क्लस्टर दृष्टिकोण, क्लस्टर दृष्टिकोण के तहत प्रस्तावों को प्राथमिकता देना आदि जैसे कुछ बदलाव शामिल हैं।

SHRI B. MANICKAM TAGORE: Hon. Speaker Sir, in the statement, the hon. Minister states that 9,21,448 trainees were trained at the operational IDTRs from 2015 to 2023, with a peak of 1,59,182 in 2019-20, followed by a decline in COVID times. However, no direct correlation is provided between this training and the reduction in the road accidents caused by driver errors, given that India reported 4,61,312 road accidents in 2022, with over 70 per cent attributed to human error as per the Ministry's data. Can the hon.

Minister clarify how the Government assesses the scheme's impact on reducing such accidents, and what specific metrics or studies link the training of 9,21,448 drivers to improve road safety outcomes?

SHRI NITIN JAIRAM GADKARI: Hon. Speaker Sir, one of the important things related with road safety is the training of drivers. Actually, in India, we have a shortage of 22 lakh skilled drivers. It is from the World Bank report. Firstly, it is very important that we need to have good facilities for training drivers. Not only that, we are now going to start learner's license module with Aadhaar-based face authentication. On that basis, a person can use his mobile or his computer, he can give that test, and after passing that test, he will get a certificate or license for driving.

The test can be given from home also. We have three schemes. One is the Institute of Driving Training and Research (IDTR). The second is the Regional Driving Training Centre (RDTC), and the third is the District Driving Training Centre (DTC). So, it is very important. Our Ministry has taken a new decision and has now launched a policy regarding Driving Training Centres, which was launched on 7th January, 2025. The capital investment for this scheme is Rs.4,500 crore. This scheme is going to generate 50 lakh employments. So, 1,600 institutes will be set up in the three-tier system with an additional grant of Rs.1.5 crore for every District Training Centre with fitness station cluster. Recently, I have sanctioned 12 proposals worth Rs.33.5 crore for RDTCs and DTCs under the new policy in the States of Chhattisgarh, Uttar Pradesh, Madhya Pradesh and Maharashtra, out of which eight proposals are in the rural and aspirational

districts. So, my request to all the Members of Parliament is this. This is a very important scheme. The Government is giving a support of Rs.2.5 crore per Driving Training Centre, particularly in the area which is socially, economically and educationally backward, the tribal area, aspirational districts and aspirational tahsils. If we can start a Driving Training Centre, it can be an opportunity for them to get employment.

Under this new policy, already 32 new proposals are received. Already, we have called the meeting of Transport Ministers. We have a full discussion on this issue. This new policy is very friendly and supportive, and it is giving more grants. That is to be a very attractive scheme. So, there will be one DTC in each district, with priority to rural and aspirational districts. In the North Eastern States, and also in the Union Territories, one RDTC will be set up irrespective of population.

This is a three-tier system. The first tier is the institute at the State-level. Already, 22 drivers is the capacity of this centre. Financial support from the Government is Rs.17.25 crore. The population criteria is 2.5 crore. Under the new policy, 30 centres are to be sanctioned. In tier-two, that is Regional Driving Training Centres (RDTCs), the annual training capacity is 11,000 drivers, financial support is Rs.5.5 crore, and population criteria is one crore. Previously, in the old policy, it was 2.5 crore. Under the new policy, 125 centres are to be sanctioned. In tier-three, that is District Training Centre, the annual training capacity is 6,700 drivers; financial support is Rs.2.5 crore. In the old one, it was Rs.1 crore. Population criteria is 10 lakhs. In the old one, it was 20 lakhs. Under the new policy, we can sanction 1,500 Driver Training Schools. I request all

the Members of Parliament and all the State Governments that if they can take advantage of this scheme, this scheme is going to create more employment potential in the backward areas.

One of the reasons is related to accidents. This is also very important. Already, in our country, we have 1,80,000 deaths. There are 30,000 deaths because of the truck drivers, without licence. So, this is the time that in our country, we have to make driving training of international standard. It is very important. India is the country in the whole world where you can get a driving licence very easily. We have to make it with a correct procedure to make it qualitatively, and we are trying for that.

SHRI B. MANICKAM TAGORE: Sir, the hon. Minister has given a detailed reply. I represent an aspirational district called Virudhunagar in Tamil Nadu. In his statement, the hon. Minister indicated that out of 87 sanctioned centres, only 27 are operational now with just three out of the 41 DTCs functional. This leaves over 90 per cent of the sanctioned DTCs non-operational.

What are the primary reasons for the significant delay in operationalising these centres, particularly the DTCs meant for rural and aspirational districts, including the one which is being sanctioned at Virudhunagar district? The District Administration has handed over the land but there is no progress in this direction.

What are the concrete timelines the Government has set to ensure that all the 87 centres are fully operational by the end of the 15th Finance Commission cycle in 2025-26? Thank you, Sir.

SHRI NITIN JAIRAM GADKARI: Hon. Speaker, Sir, actually, we had only received two proposals from the State Government of Tamil Nadu previously. But after declaring the new policy, we have not received any proposal from Tamil Nadu.

The IDTR-III centres are required in Tamil Nadu; an RTDC-7 is required in Tamil Nadu; a DTC-78 is required in Tamil Nadu. I am always trying to convince the Transport Minister and the State Government to send a proposal. And for that reason, we have now relaxed that condition that your proposal should be recommended by the RTO or by the Transport Ministry. Now, we have given an alternative that even a collector can recommend it and we can consider that.

So, my suggestion is this. I am open for that. We are ready to sanction it. We only need an application from the State of Tamil Nadu. There is a huge potential which is available. Particularly for Tirunelveli, CRT observation is shared with the State and response is awaited. With respect to Salem, CRT observation is shared with the State and response is awaited.

My suggestion to the hon. Member is, please convince your Transport Minister and please send me the proposal. I am ready to sanction it.

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH : Thank you, hon. Speaker, Sir.

The revised guidelines in January, 2025 have enhanced Central assistance for DCCs. However, given the persistent shortage of trained commercial vehicle drivers, how does the Government plan to address the increase in demand for trained commercial vehicle drivers?

SHRI NITIN JAIRAM GADKARI: Sir, actually, the World Bank Report indicates that we have a shortage of 22 lakh drivers. There is an increase in economic growth. And the problem is that with an increase in economic growth, 80 per cent of our goods traffic is on the road. Now, our drivers are working for 16 hours. As per the labour laws, it is not correct and it is not lawful. But the problem is that if you are going to restrict it to eight hours, there will be a big shortage of drivers. So, today, it is important that we have to train the drivers. There is a huge potential for employment. The Government is very positive about it.

Our new policy, which has already been declared in January, is very friendly. Even I am requesting all the Members of Parliament to start these Driving Training Centres in their constituencies, which are going to create employment potential. Even you can start a fitness centre there. You can start a scrapping centre. Making this cluster is economically viable. The Government is giving special grants for all these things. So, it is to be professionally and economically viable. And that is the reason, today, our country has a huge potential in the field of drivers. There is a huge potential for scrapping. There is a huge potential for fitness centres. Already, the Government has formulated a law for that.

In this situation, these proposals are very attractive and now the policy is very friendly. I am requesting the Members of Parliament and all the State Governments that - under the leadership of Prime Minister Modi ji -- on the basis of the friendly policy that we have, you can think about it and take the initiative. My Ministry is ready to cooperate

and support you.

श्री राजीव राय : माननीय अध्यक्ष जी, माननीय मंत्री जी का विभाग ऐसा है जिसमें नई योजनाएं शुरू होती रहती हैं। यह योजना भी तारीफ के काबिल है।

मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूं कि उत्तर प्रदेश में कुल कितने डीटीसी सेंटर्स खुले हैं? अगर खुले हैं तो क्या मऊ और बलिया में हैं?

माननीय अध्यक्ष जी, मैं आपके माध्यम से एक सुझाव देना चाहता हूं, हमारे यहां एक्सीडेंट्स होते हैं और ड्राइवरों की मौत हो जाती है। ये मौतें ओवर ड्राइविंग करने की वजह से होती है यानी 10, 12, 14 या 16 घंटे ड्राइविंग करने से होती है। क्या दुर्घटनाओं को रोकने के लिए किसी योजना पर विचार किया जा सकता है ताकि ड्राइवर्स सीमित घंटे से ज्यादा ड्राइविंग न करें? ड्राइवर्स अनऑर्गेनाइज्ड सैक्टर में आते हैं, कई तो दिहाड़ी पर काम करते हैं। अगर इनके लाइसेंस के साथ इंश्योरेंस स्कीम शुरू हो जाए तो दुर्घटना होने पर इनके परिवारों को सहारा मिल जाएगा।

श्री नितिन जयराम गडकरी : माननीय अध्यक्ष महोदय, यह बहुत इम्पोर्टेंट है कि हमारे एक्सीडेंट्स ड्राइवर्स के द्वारा क्यों होते हैं? आपने सही बात कही है कि वे 16-16 घंटे काम करते हैं और उसमें 46-47 डिग्री टेम्परेचर रहता है। इसलिए अब हमारे डिपार्टमेंट ने निर्णय लिया है कि इसके बाद कोई भी ट्रक, जो नया आएगा, वह एयर कंडीशन कैबिन के साथ ही आएगा, ताकि ड्राइवर अच्छा काम कर सके। अगर यहां पर ए.सी. नहीं होता तो हमारी हालत क्या होती, इसलिए हमने उसको मेनडेटरी किया है।

दूसरी बात यह है कि हमने एक्टिव सेफ्टी सिस्टम इम्प्लिमेंट किए हैं। हमने इलैक्ट्रॉनिक स्टेबिलिटी कंट्रोल को ट्रक ड्राइवर, ट्रक सिस्टम में लाये हैं। हेवी ब्रेकिंग होने पर गाड़ी एकदम स्थिर होती है। एडवांस ड्राइवर असिस्टेंस सिस्टम (एडीएस) – 12 प्रकार की टेक्नोलॉजी हैं, जिसमें ड्राइवर को एकदम से ब्रेक मारने पर कॉलिजन से बचाता है। ड्राइवर ड्राउजीनैस सिस्टम – ड्राइवर को नींद आने पर एक अलार्म बजेगा, ताकि ड्राइवर तुरंत अलर्ट हो जाएगा। ड्राइवर को अलर्ट करना बहुत इम्पोर्टेंट है।

दूसरी बात यह है कि हथौड़े लेकर बस की बॉडी बनाने का काम हमारे देश में चलता है। मैंने दयालु दृष्टिकोण रखकर बहुत दिनों तक उनको मदद दी कि आप अच्छी बॉडी बनाओ। इस प्रकार के हरियाणा में बहुत लोग हैं। जालंधर, लुधियाना और इंदौर में हैं। हमारा रोजगार जाएगा। मैं कहता हूं कि आप नई इंडस्ट्री चालू करो और इंटरनेशनल बॉडी बनाओ। मैं 11 साल से मंत्री हूं। मैं थक गया हूं। अब मैंने कहा कि नथिंग डूइंग, क्योंकि हमारे समृद्धि महामार्ग पर एक बस गिर गई, जिसमें 40 लोग मर गए। इसके बाद हम बस-बॉडी कोड को लाये हैं। अब यूरोपियन स्टैंडर्ड की ही बस तैयार होगी। यह हथौड़े छाप बसेस बनाने की बॉडी अब बंद होगी।

उत्तर प्रदेश की जो बात है, मेरे पास लिस्ट नहीं है। मैं आपको कहता हूं कि आप प्राइवेट प्रपोजल लाइये। आप मेरे पास ले आइये। मैं आपको देने के लिए तैयार हूं और आपकी हर तहसील में देने के लिए तैयार हूं। आप वहां ड्राइवर ट्रेनिंग सेंटर बनाइये, स्क्रेपिंग सेंटर बनाइये और फिटनेस सेंटर भी बनाइये। उससे कम से कम 700-800 लोगों को रोजगार मिल जाएगा। हम आपको जरूर सहयोग करेंगे।

SHRI PRATAP CHANDRA SARANGI: Sir, how many driving training centres have been established in Odisha and how many drivers have been trained during these years and what is the present status?

Sir, I want to know whether the Government is aware of the fact that many accidents are frequently taking place due to the worst road conditions of the NH from Bhadrak to Baleshwar. In spite of repeated requests, these things have not been developed. So, will the Minister take care of it?

SHRI NITIN JAIRAM GADKARI: Sir, today, my Question is related to driving training centres but whatever suggestions are given by hon. Member, I will consider that. If the blackspots are there or any reasons are there for those accidents, we will find out and I will do it.

उत्तर प्रदेश में नई स्कीम के अंदर आईडीटीआर 10, रीजनल ड्राइवर ट्रेनिंग सेंटर 24, डिस्ट्रिक्ट ट्रेनिंग सेंटर 236 मंजूर हो सकते हैं। उसी प्रकार से ओडिशा में, इसमें से केवल तीन सैंक्शन हो गए हैं, बाकी खाली पड़े हैं। आप अप्लाई करिये। ओडिशा में केवल दो सैंक्शन हुए हैं। नई पॉलिसी के मुताबिक हम 53 सेंटर्स इसमें आईडीटीआर 2, रीजनल ड्राइवर ट्रेनिंग सेंटर 5, ड्राइविंग ट्रेनिंग सेंटर्स (डीटीसी) 46 सैंक्शन कर सकते हैं। आप लोग भी इनिशिएटिव लीजिए। आप प्रपोजल तैयार करके लाओ। प्रपोजल कैसे बनाना है, अगर इसके बारे में मदद चाहिए तो मेरे ऑफिस में आओ। मैंने आपको उसकी बुक तैयार करके दी है। इसके कारण आपके क्षेत्र के लोगों को रोजगार मिलेगा। हम सबको उसके लिए मदद देने को तैयार हैं।

माननीय अध्यक्ष : क्वेश्चन नंबर 465.

श्रीमती रुचि वीरा जी – उपस्थित नहीं।

मुरादाबाद विमानपत्तन का उन्नयन

***465. @श्रीमती रुचि वीरा:**

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को यह जानकारी है कि उत्तर प्रदेश के मुरादाबाद के मुंथा पांडे विमानपत्तन पर उड़ानों का संचालन 05 दिसंबर, 2024 से निलंबित है और यदि हां, तो इसके क्या कारण हैं;

(ख) 'क्षेत्रीय संपर्क योजना - उड़ान' के तहत जोड़े जाने वाले लक्षित शहरों का ब्यौरा क्या है;

(ग) 'उड़ान' योजना के तहत कुल कितने मार्ग आवंटित किए गए हैं और वित्तीय वर्ष 2023-24 के दौरान उक्त मार्गों से कुल कितनी आय अर्जित हुई है; और

@ Since Shrimati Ruchi Vira was not present, Hon'ble Speaker asked the Hon'ble Minister to lay the reply and allowed Shri Jagdish Shettar and Shri Anand Bhadauria to ask the Supplementary Questions.

(घ) सरकार ने इस तथ्य के दृष्टिगत कि लोग मुरादाबाद में पीतल और हस्तशिल्प व्यवसाय के लिए आते हैं, मुरादाबाद को दिल्ली, मुंबई, कोलकाता, चेन्नई और अन्य महानगरों से विमान सेवाओं से जोड़ने के लिए क्या कदम उठाए हैं?

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

(a) to (d): A **Statement** is laid on the Table of the House.

STATEMENT

(a): Flight operations on Moradabad-Lucknow route were commenced by Flybig Airline on 10.08.2024 under the RCS-UDAN scheme. The airline, however, discontinued the flight operation due to poor visibility in North India from 03.11.2024. At present, resurfacing work is in progress at Lucknow airport in a phased manner and the runway is closed during the day time, hence the flight operations cannot be resumed since Moradabad is a VFR airport.;

(b) and (c): The Government launched Regional Connectivity Scheme (RCS)-UDAN scheme on 21-10-2016 to facilitate / stimulate regional air connectivity by reviving unserved and underserved airports in Tier-2 & Tier3 cities. 625 RCS routes connecting 88 unserved and underserved airports including 13 heliports and 02 water aerodromes, have been operationalised across the country under the Scheme. More than 149 lakhs domestic passengers have travelled through RCS-UDAN in more than 2.97 lakh RCS flights.; The Government has announced its plan to launch modified UDAN Scheme to enhance regional connectivity to 120 new destinations and carry 4 crore passengers in the next 10 years. The scheme will also support helipads and smaller airports in hilly,

aspirational, and North East region districts.; The Government does not generate any revenue by operationalising UDAN routes.

(d): UDAN is a demand-driven scheme wherein airline operators assess the feasibility of operations on a particular route and bid under the scheme from time to time. If any airline submits a valid bid for the operation of RCS flights connecting Moradabad to Delhi, Mumbai, Kolkata, Chennai and other metro cities in future bidding rounds, the same will be considered as per provisions of UDAN Scheme.

Further, with the repeal of Air Corporation Act in March 1994, the Indian domestic aviation has been deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network/route they wish to service, depending on their commercial and operational feasibility.

SHRI JAGADISH SHETTAR: Thank you Sir for giving me an opportunity to supplement a question.

Here, the important thing is that the Union Government launched the Regional Connectivity Scheme (UDAN Scheme) on 21.10.2016 to facilitate and stimulate regional air connectivity by having unserved and underserved airports in Tier-2 and Tier-3 cities.

It is because of the UDAN Scheme airports have developed in many Tier 2 cities. Take for example, Belgaum. Due to the UDAN Scheme, Belgaum has gained connectivity to more than 14 cities. However, my only request and insistence to the Civil Aviation Minister is that after the lapse of the UDAN Scheme, all airlines are withdrawing their flights to other cities.

We initially had 14 cities connected, but now we have only seven or eight cities. Is there any consideration for the extension of the Scheme for Tier 2 cities? If this Scheme is extended, it will lead to the development of the airports.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, the hon. Member has asked a very important question that often comes into discussion: how long will the UDAN Scheme run? When the bidding for the UDAN scheme is completed and the airlines are ready to operate the route, it is granted for three years. The Government's intention is not to continuously fund the airlines or passenger airfare, but to provide a kick-start to operations from that airport, especially on routes where viability is lacking.

That is why, we have stated that UDAN Scheme will serve unserved areas, where there are no operations at all, or underserved areas, where there are fewer than seven flights operating from that airport. For instance, at Belgaum Airport, we initiated the UDAN scheme, and now, if you observe, there are more than 98 flights operating from Bangalore, Delhi, Shamshabad, Ahmedabad, Mumbai, Jaipur, Nagpur, and Tirupati. Due to the demand, many operations are now in place.

However, even after three years of running that route, if we still find that connectivity to those airports is inadequate, we can bid for the route again within a one-year cooling period, allowing the UDAN Scheme to restart itself for another three years. Moreover, the UDAN Scheme was originally envisaged for ten years. It started in 2016 and is up to 2026. We anticipated that this would be the period during which regional connectivity would receive a significant boost.

Under the visionary leadership of our Prime Minister, Shri Narendra Modi ji, we have now extended it for another ten years. Not only that, but we also aspire to connect 120 new destinations. So, this is just the beginning. We believe there is substantial scope for the growth of aviation in the country. When it comes to the UDAN Scheme, let us all remember that we are implementing it to kick start the operations, not to continuously fund the route itself.

श्री आनंद भदौरिया : माननीय अध्यक्ष महोदय, मुरादाबाद में पीतल और हस्तशिल्प के व्यवसाय के लिए देश भर से लोग आते हैं।

माननीय अध्यक्ष : भदौरिया जी, आपको मुरादाबाद में प्लेन चलाने के संबंध में पूछना है न, तो आप सीधे रूप से पूछिए।

श्री आनंद भदौरिया : महोदय, मुरादाबाद स्थित जो मुंधा पांडे विमानपत्तन है, वहाँ पर पिछले साल दिसम्बर से उड़ानें रद्द हैं। मैं आपके माध्यम से, माननीय मंत्री जी से जानना चाहता हूँ कि वहाँ कब तक हवाई सेवाएं प्रारम्भ हो जाएंगी?

श्री किंजरापु राममोहन नायडू : सर, मुरादाबाद एयरपोर्ट एआई एयरपोर्ट था। हमने 'उडान' योजना के तहत 30 करोड़ रुपए खर्च करके एक अच्छी-सी टर्मिनल बिल्डिंग भी बनायी गयी है, उसके बाद उस एयरपोर्ट को 'उडान' में लिस्ट करके बिडिंग के द्वारा मुरादाबाद और लखनऊ के रूट को फ्लाईबिग एयरलाइंस ने लिया और उसे अगस्त में चालू भी किया था। अगस्त के बाद नवम्बर में, चूंकि नॉर्थ इंडिया में नवम्बर के महीने में थोड़ा फॉग होता है और उसमें विजिबिलिटी का इश्यू होता है, इस कारण से उन्होंने उस समय इसे बंद किया था। फॉग का सीज़न खत्म हो गया, समर सीज़न स्टार्ट हो गया, लेकिन अभी एक और चैलेंज आ गया है कि लखनऊ एयरपोर्ट का जो रनवे है, उसके रीसरफेसिंग का काम चल रहा है। रीसरफेसिंग के काम के कारण डे-टाइम ऑपरेशन्स में जो मेजॉरिटी टाइम है, वह 11 बजे से 5 बजे शाम तक है। वह पूरी तरह से बंद पड़ा है।

अभी लखनऊ एयरपोर्ट पर कोई ऑपरेशन्स नहीं हो रहे हैं। इसके कारण न केवल मुरादाबाद का, बल्कि जो भी छोटे-छोटे एयरपोर्ट्स लखनऊ एयरपोर्ट से कनेक्टेड हैं, उन सबकी कनेक्टिविटी में थोड़ी-सी दिक्कत है।

15 जुलाई तक रिसरफेसिंग का काम खत्म होने वाला है, उसके बाद उस एयरलाइन के साथ फिर से बात की जाएगी। इसके साथ ही, आजमगढ़ एयरपोर्ट, कुशीनगर एयरपोर्ट भी है, ऐसे चार-पाँच एयरपोर्ट्स हैं। उत्तर प्रदेश एक ऐसा राज्य है, जहाँ आज 16 एयरपोर्ट्स हैं। उत्तर प्रदेश में शायद सबसे ज्यादा एयरपोर्ट्स हैं। यह स्वाभाविक है कि जितने भी एयरपोर्ट्स हैं, सबसे पहले उनकी कनेक्टिविटी राजधानी से हो, यही उनकी इच्छा रहती है। जितनी एयरलाइंस ने भी जहाँ के लिए बिड किया है, जहाँ पर भी अवॉर्डेड है, हम उनसे बात करेंगे कि वे जल्दी से जल्दी कनेक्टिविटी शुरू करें।

माननीय अध्यक्ष : क्वेश्चन नम्बर - 466, श्री ए. राजा-उपस्थित नहीं।

ROAD PROJECTS IN TAMIL NADU

***466. @ SHRI A. RAJA:**

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

(a) the details of the key road connectivity goals and priorities outlined for Tamil Nadu and the proposals submitted by the State Government in this regard; and

(b) the steps taken by the Union Government to address challenges such as land acquisition, environmental concerns and community engagement in road projects in Tamil Nadu to ensure their timely completion ?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

श्री नितिन जयराम गडकरी : अध्यक्ष महोदय, **विवरण** सभा पटल पर रख दिया गया है। ... (व्यवधान)

[@] Since Shri A. Raja was not present the Hon'ble Speaker asked the Hon'ble Minister to lay the reply.

विवरण

(क): तमिलनाडु राज्य सहित देश में राष्ट्रीय राजमार्गों का विकास और रखरखाव एक सतत प्रक्रिया है। तदनुसार, राष्ट्रीय राजमार्गों पर कार्य शुरू किए जा रहे हैं, ताकि उन्हें पारस्परिक प्राथमिकता, यातायात सघनता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर यातायात योग्य स्थिति में रखा जा सके। राज्य सरकार द्वारा दिए गए और वित्त वर्ष 2024-25 के दौरान सरकार द्वारा अनुमोदित प्रस्तावों का ब्यौरा **अनुबंध** में संलग्न है।

(ख): तमिलनाडु राज्य में परियोजनाओं सहित राष्ट्रीय राजमार्गों पर सभी परियोजनाओं की नियमित रूप से निष्पादन एजेंसी स्तर पर परियोजना प्रबंधन सूचना प्रणाली (पीएमआईएस) पोर्टल और डेटा लेक पोर्टल और मंत्रालय स्तर पर परियोजना निगरानी समूह (पीएमजी) पोर्टल के माध्यम से निगरानी की जाती है। परियोजनाओं की समय-समय पर सरकार में विभिन्न स्तरों पर समीक्षा भी की जाती है।

सरकार ने राज्य सरकारों और अन्य हितधारकों के साथ सक्रिय सहयोग से, चल रही परियोजनाओं में बाधाओं/अड़चनों की समीक्षा और समाधान की व्यवस्था का लाभ उठाकर भूमि अधिग्रहण प्रक्रिया को सुव्यवस्थित करने के लिए कदम उठाए हैं। कार्य के विभिन्न चरणों (जैसे कि आरंभिक/व्यवहार्यता चरण, प्रारंभिक डिजाइन चरण और अंतिम डिजाइन चरण) में समस्याओं के समाधान के लिए सड़क के किनारे बसे समुदायों, क्षेत्र में काम करने वाले गैर सरकारी संगठनों (एनजीओ), अन्य हितधारकों और संबंधित सरकारी विभागों के साथ परामर्श सहित सार्वजनिक परामर्श नियमित रूप से किया जाता है।

परियोजना के लिए आवश्यक पर्यावरणीय मंजूरी पर्यावरण, ऑनलाइन प्रणाली (परिवेश पोर्टल के माध्यम से) से प्राप्त की जाती है, जिसके लिए जिला और राज्य सरकार के साथ प्रभावी समन्वय नियमित रूप से किया जाता है और उसकी निगरानी की जाती है।

अनुबंध**वित्त वर्ष 2024-25 के दौरान सरकार द्वारा अनुमोदित प्रस्तावों का ब्यौरा**

क्र.सं.	एनएच सं.	कार्य का नाम	स्वीकृत लंबाई (किमी)	स्वीकृत धनराशि, करोड़ रुपये
1	381ए	एनएच 381ए के वेल्लकोविल - संकरी रोड के किमी 58/700- 68/900 तक चयनित खंडों का सुदृढीकरण	9.6	19.0079
2	38	एनएच 38 के किमी 110/2-142/0 तक चयनित खंडों का सुदृढीकरण	31.8	42.5242
3	81	तमिलनाडु में ईपीसी पर एनएच-81 के किमी 1/2 से किमी 23/6 (9.50 किमी) तक चयनित खंडों का सुदृढीकरण तथा एनएच-181 के किमी 6/0 से किमी 23/0 (1.8 किमी) तक चयनित खंडों का सुदृढीकरण, जिसमें एनएच-181 के किमी 6/0 से किमी 6/4 तक जंक्शनों का सुधार शामिल है।	11.3	47.5724
4	38/234	एनएच 38 (पुराना एनएच 234) के मैंगलोर – विल्लुपुरम के किमी 0/0-12/3 से सुदृढीकरण	12.3	20.8271
5	181	एनएच 181 के किमी 66/4-155/8 (चयनित खंड) तक ब्रेस्टवॉल, गोबियन वॉल का निर्माण, ग्रास सिडिंग सहित अर्थ स्लीप वाले भागों का जिओ कवरिंग और पुलिया का निर्माण	1.75	19.4739
6	38	तमिलनाडु में वार्षिक योजना 2024-25 के अंतर्गत ईपीसी आधार विवरण पर तमिलनाडु में ईपीसी मोड पर एनएच-38 (मैंगलोर - विल्लुपुरम रोड) के किमी 22/000 से 78/000 तक सुदृढीकरण	54.223	71.03
7	181	एनएच 181 (कोयंबटूर - ऊटी - गुडलपेट रोड) के किमी 56/000-58/400 तक कल्लर हाथी कॉरिडोर में गति नियंत्रण उपाय का प्रावधान करना	2.4	0.68
8	38	तमिलनाडु में एनएच-38 मैंगलोर- विल्लुपुरम रोड पर चैनेज 0/0 से चैनेज 4/465 तक वेद्दावलम टाउन से चार लेन बाईपास का निर्माण (किमी 104/850 से शुरू होकर किमी 109/190 पर समाप्त)	4.465	50.6832

9	948	तमिलनाडु में तीन ब्लैक स्पॉट (आईडी- टीएन-02-238, टीएन-02-239 और टीएन-03-260) के स्थायी सुधार सहित एनएच-948 (कोयंबटूर - सत्यमंगलम रोड) (लंबाई 5.40 किमी) के किमी 268/400 से 273/8 तक 4 लेन में चौड़ीकरण और सुधार कार्य	5.4	52.21
10	381ए	एनएच 381ए (वेल्लाकोइल - संकागिरी रोड) के किमी 15/600 - 40/900 (किमी 28/2 - 28/6 को छोड़कर) में पेव्ड शोल्डर के साथ दो लेन में चौड़ीकरण और किमी 17/300 - 21/300, 22/200 - 26/0, 26/600 - 28/0, 28/600 - 30/8, 31/700 - 33/100, 33/200 - 35/200, 36/200 - 38/800, 40/0 - 40/100 में सुधार	22.7	63.5981
11	207/648	एनएच 207 (नया एनएच 648) के किमी 16/170-18/110 (किमी 141/060-143/00) तक मौजूदा कैरिजवे को मजबूत करने और किमी 16/0-16/170 (किमी 140/890-141/060) में सुधार सहित मौजूदा दो लेन को चार लेन में चौड़ा करने का शेष कार्य	2.11	12.8079
12	948	तमिलनाडु में ईपीसी आधार पर सीडी कार्यों और नाली कार्यों सहित एनएच 948 के किमी 302/60 से किमी 306/60 तक पेव्ड शोल्डर के साथ मौजूदा दो लेन को चार लेन में चौड़ा करना और सुधार करना	4	44.09
13	948	तमिलनाडु में एपी-2024-25 के अंतर्गत एनएच 948 (लंबाई 3.40 किमी) (बेंगलोर - सत्यमंगलम - कोयंबटूर रोड) के किमी 312/0 से किमी 315/4 पर गणपति मूर मार्केट जंक्शन (टीएन-02-623) पर ब्लैकस्पॉट को समाप्त करने के लिए सुधार।	3.4	51.02
14	181	भूमि अधिग्रहण सहित (कोयंबटूर - ऊटी - गुंडलुपेट रोड) एनएच 181 के किमी 31/600 - 32/0 तक पेरियानायकेनपालयम फ्लाईओवर की साइड पहुंच, मेडुपालयम में सर्विस रोड का चौड़ीकरण	0.4	7.43
15	136	तमिलनाडु में ईपीसी पर एनएच 136 तंजावुर – पेरम्बलुर – अत्तुर सड़क पर किमी 78/200 से 106/200 तक सुदृढीकरण	28	28.8223

16	179ए	तमिलनाडु में एनएच-179ए (सलेम - थिरुपाथुर - वानियमबाड़ी) के किमी 15/4 से किमी 16/350 तक पुनर्संरचना	0.95	12.6532
17	एनएच-87 और 85	तमिलनाडु में ईपीसी पर एनएच-87 पर किमी.0/000 से 3/200 तक तथा एनएच-85 पर किमी.46/275 से 48/175 तक सुदृढीकरण	5.1	11.32
18	336	तमिलनाडु में ईपीसी पर पुदुक्कोट्टई-त्रिची सड़क (एनएच-336) के किमी 33/610 - 44/010 पर मौजूदा कैरिजवे में सुधार	10.4	7.5178
19	38& 75	चैनेज 0.00 से चैनेज 20.85 तक वेल्लोर शहर तक 4 लेन बाईपास का निर्माण (राष्ट्रीय राजमार्ग 75 के किमी 47.400 से शुरू होकर राष्ट्रीय राजमार्ग 38 के किमी 12.650 पर समाप्त)	20.492	752.94
20	181	तमिलनाडु राज्य में राष्ट्रीय राजमार्गों पर विभिन्न चयनित खंडों की क्षमता वृद्धि के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने हेतु परामर्श सेवाएं (पैकेज-III)	0 (डीपीआर 62.6 किमी)	1.2046
		कुल	230.79 किमी	1316.21 करोड़ रुपये

माननीय अध्यक्ष : मुझे एक क्वेश्चन लेना था ।

... (व्यवधान)

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 467 to 480

***467. SHRI SAPTAGIRI SANKAR ULAKA:**

SHRI CHARANJIT SINGH CHANNI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the total number of rural households in the Koraput and Jalandhar Parliamentary Constituencies as per the latest available data;
- (b) the number of rural households provided with Functional Household Tap Connections (FHTCs) under the Jal Jeevan Mission (JJM) – 'Har Ghar Jal' scheme in the said Constituencies since its inception in August 2019, year-wise;
- (c) the number of rural households yet to receive FHTCs under the said scheme in the said Constituencies; and
- (d) the total funds allocated, disbursed and utilized for the implementation of the said scheme in the said Constituencies since August 2019, year-wise?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) to (c): Since August 2019, Government of India is implementing Jal Jeevan Mission (JJM), in partnership with States/ UTs, to make provision of tap water supply to every rural household of the country. Drinking Water is a state subject, and hence, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under JJM, lies with State/UT Governments. The Government of India supports the states by providing technical and financial assistance.

As reported by state of Odisha, there are 5,32,290 rural households in Koraput parliamentary constituency and tap water connections have been provided 3,96,592 rural households since the launch of JJM in Koraput parliamentary constituency leaving a

balance of 1,28,649 rural households which are yet to be covered. The year-wise coverage in Koraput parliamentary constituency has been given below:

Year	No. of FHTCs provided during the year
2019-20	18,080
2020-21	68,458
2021-22	73,018
2022-23	84,032
2023-24	1,06,579
2024-25	46,425
Total	3,96,592

As reported by state of Punjab, all the 2,24,197 rural households in Jalandhar parliamentary constituency have been provided with tap water connections. Out of which, 99,542 rural households that were provided tap water connection after launch of Jal Jeevan Mission. The year-wise coverage in Jalandhar constituency has been given below:

Year	No. of FHTCs provided During the year
2019-20	3,329
2020-21	61,465
2021-22	33,805
2022-23	-
2023-24	-
2024-25	943
Total	99,542

(d):Under JJM, funds are released directly to the States/ UTs. The parliamentary constituency/ district-wise fund details are not maintained at the Government of India

level. The details of fund allocation, fund drawn and reported fund utilization during the last five years (2019-20, 2020-21, 2021-22, 2022-23 and 2023-24) and current financial year 2024-25 (as on 31.03.2025) by the state of Odisha are as under:

(Amount in Rs. Crore)

Year	Central					Expenditure under State share
	Opening Balance	Allocation	Fund Drawn	Available Fund	Reported utilization	
2019-20	0.78	364.74	364.74	365.52	260.46	241.12
2020-21	105.07	812.15	609.11	714.18	686.41	671.03
2021-22	27.77	3,323.42	2,492.56	2,520.33	1,305.79	1,289.31
2022-23	1,214.54	3,608.62	1,768.73	2,983.27	2,166.00	2,149.50
2023-24	817.27	2,108.54	2,108.54	2,925.81	2,441.58	2,428.36
2024-25*	484.23	2,455.94	368.39	852.62	628.93	2,565.20

Source: JJM-IMIS

*as on 31.03.2025

Similarly, the details of fund allocation, fund drawn and reported fund utilization during the last five years (2019-20, 2020-21, 2021-22, 2022-23 and 2023-24) and current financial year 2024-25 (as on 31.03.2025) by the state of Punjab are as under:

(Amount in Rs. Crore)

Year	Central					Expenditure under State share
	Opening Balance	Allocation	Fund Drawn	Available Fund	Reported utilization	
2019-20	102.91	227.46	227.46	330.37	73.27	78.20
2020-21	257.10	362.79	0.00	257.10	146.74	152.77
2021-22	110.36	1,656.39	402.24	512.60	247.83	175.81
2022-23	267.48	2,403.46	0.00	264.78	264.80	210.69

Year	Central					Expenditure under State share
	Opening Balance	Allocation	Fund Drawn	Available Fund	Reported utilization	
2023-24	0.00	479.02	119.76	119.76	103.79	166.43
2024-25*	15.97	644.54	50.00	65.97	47.16	197.18

Source: JJM-IMIS

*as on 31.03.2025

प्रधानमंत्री आवास योजना-शहरी 2.0 के तहत बिहार में आवंटित आवास

*468. श्री दिनेश चंद्र यादव:

श्री कौशलेन्द्र कुमार:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) 2.0 के तहत बिहार में कितने आवास आवंटित किए गए हैं और उनका ब्यौरा क्या है;

(ख) उक्त योजना के तहत देश भर में राज्यवार कितने आवास बनाए जाने की संभावना है और उनका ब्यौरा क्या है; और

(ग) आवासन और शहरी कार्य मंत्रालय द्वारा बिहार में कार्यान्वित की जा रही योजनाओं का ब्यौरा तथा उनकी प्रगति की स्थिति क्या है?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल) :

(क) से (ग): 'भूमि' और 'कॉलोनीकरण' राज्य के विषय हैं। इसलिए, अपने नागरिकों के लिए आवास और अन्य नागरिक सुविधाओं से संबंधित योजनाओं का कार्यान्वयन राज्यों/संघ राज्य क्षेत्रों (यूटी) द्वारा किया जाता है। हालाँकि, आवासन और शहरी कार्य मंत्रालय विभिन्न मिशनों, जैसे प्रधानमंत्री आवास योजना - शहरी (पीएमएवाई-यू), स्मार्ट सिटीज मिशन (एससीएम), अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत

2.0), स्वच्छ भारत मिशन - शहरी 2.0 (एसबीएम-यू 2.0), प्रधान मंत्री पथ विक्रेता आत्म निर्भर निधि (पीएम स्वनिधि), पीएम-ई-बस सेवा आदि के माध्यम से बिहार राज्य सहित देश के शहरी क्षेत्रों में राज्यों/संघ राज्य क्षेत्रों के प्रयासों में सहायता करता है।

मंत्रालय देश भर में पात्र शहरी परिवारों को बुनियादी नागरिक सुविधाओं के साथ पक्के आवास उपलब्ध कराने के लिए 25.06.2015 से पीएमएवाई-यू का कार्यान्वयन कर रहा है। पीएमएवाई-यू के तहत, मंत्रालय द्वारा कुल 118.64 लाख आवासों को स्वीकृति दी गई है, जिनमें से 112.74 लाख आवासों का निर्माण कार्य शुरू किया जा चुका है और 24.03.2025 तक देश भर में 92.02 लाख आवास बन चुके हैं/लाभार्थियों को सौंपे जा चुके हैं। इसके अलावा, पीएमएवाई-यू के तहत बिहार राज्य में कुल 3,14,477 आवासों को स्वीकृत किया जा चुका है, जिनमें से 2,92,162 आवासों का निर्माण कार्य शुरू किया जा चुका है और 24.03.2025 तक 1,76,880 आवास बन चुके हैं/लाभार्थियों को सौंपे जा चुके हैं।

इसके अलावा, पीएमएवाई-यू के 9 वर्षों के कार्यान्वयन के अनुभवों से प्राप्त सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने इस योजना को नया रूप दिया है और 01.09.2024 से देश भर के शहरी क्षेत्रों में कार्यान्वयन के लिए पीएमएवाई-यू 2.0 'सभी के लिए आवास' मिशन का शुभारंभ किया है। इसका उद्देश्य चार घटकों अर्थात् लाभार्थी आधारित निर्माण (बीएलसी), साझेदारी में किफायती आवास (एएचपी), किफायती किराया आवास (एआरएच) और ब्याज सब्सिडी योजना (आईएसएस) के माध्यम से 1 करोड़ अतिरिक्त पात्र लाभार्थियों को लाभान्वित करना है।

पीएमएवाई-यू 2.0 एक मांग आधारित योजना है। राज्य/संघ राज्य क्षेत्र अपने संसाधनों के आधार पर चरणबद्ध तरीके से आवासों की अपनी निर्धारित मांग के अनुसार परियोजना प्रस्ताव तैयार करते हैं। इन प्रस्तावों को राज्यों/संघ राज्य क्षेत्रों के मुख्य सचिव की अध्यक्षता वाली राज्य स्तरीय स्वीकृति और निगरानी समिति (एसएलएसएमसी) द्वारा अनुमोदित किया जाता है ताकि केंद्रीय स्वीकृति और निगरानी समिति (सीएसएमसी) स्वीकार्य केंद्रीय सहायता जारी करने पर आगे विचार कर सके। पीएमएवाई-यू 2.0 के तहत 6.92 लाख से

अधिक आवासों को सैद्धांतिक अनुमोदन दिया गया है। इसके अलावा, राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत परियोजना प्रस्तावों के आधार पर 20.03.2025 को हुई बैठक के दौरान सीएसएमसी द्वारा कुल 3,52,915 आवासों को स्वीकृति दी गई है। इन स्वीकृत आवासों में से बिहार राज्य में पात्र लाभार्थियों के लिए 1,00,124 आवास स्वीकृत किए गए हैं।

स्मार्ट सिटीज मिशन (एससीएम) ने 'स्मार्ट' समाधानों के अनुप्रयोग के माध्यम से अपने नागरिकों को बुनियादी ढाँचा और गुणवत्तापूर्ण जीवन प्रदान करके शहरों को बढ़ावा दिया। इस मिशन ने बिहार के चार शहरों अर्थात् भागलपुर, पटना, मुजफ्फरपुर और बिहारशरीफ सहित 100 शहरों में रेट्रोफिटिंग, पुनर्विकास और हरित क्षेत्र विकास के माध्यम से क्षेत्र-आधारित विकास दृष्टिकोण अपनाया। इस दृष्टिकोण ने अन्य केंद्रीय और राज्य सरकार की योजनाओं, सार्वजनिक निजी भागीदारी आदि के साथ तालमेल करके कई वित्तपोषण स्रोतों से निवेश को बढ़ावा दिया है। इन चार शहरों को लगभग 1,901 करोड़ रु. की केंद्रीय सहायता जारी की गई है।

अमृत मिशन की शुरुआत राज्यों/संघ राज्य क्षेत्रों द्वारा विकसित योजनाओं के आधार पर 1 लाख से अधिक शहरी आबादी वाले 500 चयनित शहरों में जलापूर्ति, सीवरेंज और सेप्टेज प्रबंधन, वर्षा जल निकासी, हरित स्थान और पार्क तथा बिना मोटर वाले शहरी परिवहन की सुविधा प्रदान करने के लिए की गई थी। इसके अलावा, शहरों को जल सुरक्षित बनाने के लिए 1 अक्टूबर, 2021 को अमृत 2.0 की शुरुआत की गई, जिसमें 76,760 करोड़ रुपये की कुल केंद्रीय सहायता सहित 2,77,000 करोड़ रुपये का अनुमानित निवेश शामिल है। अमृत के तहत, बिहार राज्य ने लगभग 2,575 करोड़ रुपये की 65 परियोजनाएं शुरू की हैं, जिनमें से 2,489 करोड़ रुपये के कार्य पूरे हो चुके हैं।

अमृत 2.0 के अंतर्गत बिहार राज्य में आवासन और शहरी कार्य मंत्रालय द्वारा 8,481 करोड़ रु. (संचालन और रखरखाव लागत सहित) की कुल 64 परियोजनाओं को अनुमोदित किया जा चुका है।

स्वच्छ भारत मिशन - शहरी (एसबीएम-यू) की शुरुआत 2 अक्टूबर 2014 से शहरी क्षेत्रों को खुले में शौच से मुक्त (ओडीएफ) बनाने के उद्देश्य से की गई थी। एसबीएम-यू के तहत कुल 11,905 करोड़ रु. की केंद्रीय

सहायता जारी की गई है। बिहार में, 556 करोड़ रु. की प्रतिबद्ध केंद्रीय सहायता में से, एसबीएम-यू के तहत कुल 386 करोड़ रु. की केंद्रीय सहायता जारी की गई है।

1,41,600 करोड़ रुपये (36,465 करोड़ रुपये की केंद्रीय सहायता सहित) के कुल निवेश के साथ संशोधित एसबीएम 2.0 को 1 अक्टूबर, 2021 को शुरू किया गया था, जिसका उद्देश्य 1 लाख से कम आबादी वाले शहरों को कचरा मुक्त शहर बनाना, अपशिष्ट की सभी पुरानी डंपसाइटों का सुधार और प्रयुक्त जल का शोधन करना है। बिहार के लिए, 1045.50 करोड़ रुपये की अनुमोदित केंद्रीय सहायता में से, बिहार राज्य द्वारा तीन घटकों शौचालय निर्माण/ प्रयुक्त जल प्रबंधन (यूडब्ल्यूएम)/ ठोस जल प्रबंधन (एसडब्ल्यूएम) के लिए 229.62 करोड़ रुपये की राशि का दावा किया गया है।

पीएम स्वनिधि योजना 1 जून, 2020 को शुरू की गई थी, जिसका उद्देश्य पथ विक्रेताओं को बिना किसी गारंटी के कार्यशील पूंजी ऋण उपलब्ध कराना था। इस योजना के तहत बिहार राज्य में 1,28,847 आवेदनों के लिए पहला ऋण, 29,476 आवेदनों के लिए दूसरा ऋण और 4,502 आवेदनों के लिए तीसरा ऋण संवितरित किया गया है।

शहरी क्षेत्रों में सिटी बस संचालन को बढ़ाने के लिए 16 अगस्त, 2023 को “पीएम-ई-बस सेवा” योजना शुरू की गई है। इसके लिए पीपीपी मोड के तहत इलेक्ट्रिक बसें चलाने के लिए 20,000 करोड़ रुपये की केंद्रीय सहायता (सीए) है। 2011 की जनगणना के अनुसार 3-40 लाख की आबादी वाले शहर और राज्यों की 3 लाख से कम आबादी वाली अन्य राजधानियाँ इस योजना के तहत सहायता के लिए पात्र हैं। इस योजना के तहत बिहार राज्य के 6 शहरों में 400 बसें स्वीकृत की गई हैं। कुल संवितरित राशि 87.55 करोड़ रुपये है।

PROGRESS OF PIPED WATER AND SEWERAGE CONNECTIONS UNDER AMRUT

***469. SHRI VISHALDADA PRAKASHBAPU PATIL:**

Will the Minister of **Housing and Urban Affairs** be pleased to state:

- (a) whether the Government has formulated any strategy to expand urban household access to piped water and sewerage systems under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and other related schemes;
- (b) if so, the details of the key infrastructure projects along with their expected impact on improving urban sanitation and water supply;
- (c) whether the Government has any data on the progress of the piped water and sewerage connections achieved under AMRUT;
- (d) if so, the details thereof, State-wise along with the current coverage levels and targets set for the next phase of implementation; and
- (e) whether any technological advancements or smart water management solutions are being integrated to enhance efficiency and sustainability in urban water supply systems and if so, the details thereof?

**THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER
(SHRI MANOHAR LAL):**

(a) and (b): Water and Sanitation are State subjects and their management is the responsibility of the State Government. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0.

Ministry of Housing and Urban Affairs (MoHUA) is implementing AMRUT, which was launched on 25 June 2015 in selected 500 cities and towns (now 485 cities including 15 merged cities) across the country. MoHUA has approved State Annual Action Plans (SAAPs) of all the States/Union Territories (UTs) amounting to ₹77,640 crore for the entire Mission period, which includes committed Central Assistance (CA) of ₹35,990 crore. So far, States/UTs have grounded 6,010 projects worth ₹83,578 crore including 2,295 projects worth ₹77,935 crore in water/ sewerage sector. Overall, works worth around ₹79,401 crore have been physically completed and expenditure of ₹72,656 crore has been incurred.

Under AMRUT Mission and in convergence, so far 189 lakh water tap connections (new/ serviced) provided against target of 139 lakh; 149 lakh sewer connections (new/ serviced) (including households covered through Faecal Sludge and Septage Management-FSSM) provided against target of 145 lakh; Water supply network of 64,463 kilometres & sewer network of 19,598 kilometres constructed; 4,734 Million Litre Per Day (MLD) Water Treatment Capacity (WTP) and 4,447 Million Litre Per Day (MLD) Sewerage Treatment Capacity (STP) developed of which 1,437 MLD STP developed for recycle/reuse; 1,434 km length of drains constructed with elimination of 3,708 numbers of water logging points; 5,086 acres of green space developed.

Further to expand the coverage in urban household access to piped water and sewerage systems, AMRUT 2.0 has been launched on 01 October 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'.

Providing universal coverage of sewerage & septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0.

Under AMRUT and AMRUT 2.0, States/ Union Territories (UTs) are empowered to select, prioritize, design, implement and monitor the projects within the broad framework of Mission guidelines. So far, under AMRUT 2.0 a total of 3,568 water supply projects worth ₹1,14,220.62 crore and 592 sewerage and septage management projects worth ₹67,607.67 crore (including Operations & Maintenance cost) have been approved by MoHUA.

State-wise details of water and sewerage connections and tap coverage as reported by the States is given in **Statement-I**.

(c) and (d): As per the information provided by the States in 2023, the tap coverage has increased to 70% from 49% in 2011 through the joint efforts of States and AMRUT/AMRUT 2.0. Further, 181 lakh new tap connections, 67.11 lakh new sewer connections, 10,647 MLD water treatment plant capacity and 6,739 MLD sewage treatment plant capacity have been approved under AMRUT 2.0 projects. **State-wise targets** in approved **water and sewerage** projects **are given in Statement-II**.

(e): Smart elements, components and technologies are part of AMRUT projects and this aims to promote sustainable urban development. AMRUT guidelines provides for smart elements such as Supervisory Control and Data Acquisition (SCADA) as part of the water supply and sewerage projects. As reported by States/ Union Territories (UTs), 230

Water supply projects and 146 Sewerage projects have been implemented with SCADA. Further, as reported by States/UTs under AMRUT 2.0, 1,487 water supply projects, 235 Sewerage projects are approved with SCADA.

Technology Sub-Mission is another important component of AMRUT 2.0 to encourage start-up ideas and private entrepreneurship, and commissioning them into the pilot projects. Under this Sub-Mission, 120 Start-ups have been shortlisted so far and mapped with 82 AMRUT cities.

STATEMENT-I

STATE-WISE PROGRESS OF TAP CONNECTIONS UNDER AMRUT

S.No.	Name of States/UTs	Target Household as per SAAP - AMRUT	Achievement Under AMRUT & Convergence
1	A&N Islands	2,705	7,198
2	Andhra Pradesh	7,28,997	4,20,579
3	Arunachal Pradesh	1,785	4,312
4	Assam	1,08,447	72,497
5	Bihar	8,24,823	7,04,788
6	Chandigarh	24,731	1,76,434
7	Chhattisgarh	3,70,151	3,09,871
8	Dadra & Nagar Haveli	5,895	22,459
	Daman & Diu	7,528	7,000
9	Delhi	1,82,196	27,52,255
10	Goa	400	2,099
11	Gujarat	1,54,495	20,94,249
12	Haryana	2,73,670	3,62,888
13	Himachal Pradesh	13,003	26,676
14	Jammu & Kashmir	1,07,674	77,170
15	Jharkhand	3,61,170	2,99,296
16	Karnataka	12,89,119	9,20,304

S.No.	Name of States/UTs	Target Household as per SAAP - AMRUT	Achievement Under AMRUT &
17	Kerala	1,53,387	6,56,652
18	Ladakh		1,620
19	Lakshadweep	-	-
20	Madhya Pradesh	10,09,765	14,40,652
21	Maharashtra	19,83,405	11,73,069
22	Manipur	33,867	28,947
23	Meghalaya	7,170	15,143
24	Mizoram	12,127	56,535
25	Nagaland	32,881	5,515
26	Odisha	2,91,204	5,18,395
27	Puducherry	7,607	5,250
28	Punjab	4,59,365	2,53,589
29	Rajasthan	6,66,761	4,45,361
30	Sikkim	4,754	3,907
31	Tamil Nadu	16,15,641	16,06,924
32	Telangana	9,01,031	5,54,204
33	Tripura	20,130	38,620
34	Uttar Pradesh	7,02,907	9,29,493
35	Uttarakhand	56,347	79,538
36	West Bengal	14,61,620	27,83,678
Total		1,38,76,758	1,88,57,167

**STATE-WISE PROGRESS OF COVERAGE THROUGH SEWERAGE / SEPTAGE
UNDER AMRUT**

S.No	Name of States/UTs	Target as per SAAP	Sewer connections and HH covered under septage management
1	A&N Islands	13,525	-
2	Andhra Pradesh	1,30,580	3,99,916
3	Arunachal Pradesh	11,898	16,000
4	Assam	-	-
5	Bihar	1,76,748	-

S.No	Name of States/UTs	Target as per SAAP	Sewer connections and HH covered under septage management
6	Chandigarh	-	1,76,434
7	Chhattisgarh	6,42,976	3,65,217
8	Dadra & Nagar Haveli	-	25,464
	Daman & Diu	8,856	4,134
9	Delhi	1,65,633	21,55,226
10	Goa	3,521	1,982
11	Gujarat	23,17,426	30,84,726
12	Haryana	2,64,923	3,85,076
13	Himachal Pradesh	23,006	38,920
14	Jammu & Kashmir*	2,65,802	3,32,292
15	Jharkhand	4,58,774	33,000
16	Karnataka	14,34,839	7,08,638
17	Kerala	2,18,023	3,79,976
18	Ladakh	With J&K	1,620
19	Lakshadweep	-	-
20	Madhya Pradesh	8,52,690	4,02,139
21	Maharashtra	11,39,054	4,44,966
22	Manipur	57,764	4,000
23	Meghalaya	31,025	31,000
24	Mizoram	30,317	-
25	Nagaland	32,881	30,520
26	Odisha	2,17,489	4,14,177
27	Puducherry	68,463	15,954
28	Punjab	2,69,064	1,21,218
29	Rajasthan	11,28,812	6,15,048
30	Sikkim	9,509	17,400
31	Tamil Nadu	27,04,442	25,20,304
32	Telangana	7,24,967	87,570
33	Tripura	40,260	600
34	Uttar Pradesh	5,37,517	18,62,868
35	Uttarakhand	1,07,059	74,914
36	West Bengal	4,06,006	1,84,215

S.No	Name of States/UTs	Target as per SAAP	Sewer connections and HH covered under septage management
Total		1,44,93,849	1,49,35,514

STATEMENT-II

State-wise Tap Coverage as in 2023

S.No.	State / UT	Total No. of urban House-holds	No. of urban Households with Household tap Connection	Urban House-holds Coverage (in %) as in 2023
1	Andaman And Nicobar Islands	48154	48154	100.00%
2	Andhra Pradesh	43,80,256	30,67,015	70.02%
3	Arunachal Pradesh	1,35,050	50967	37.74%
4	Assam	10,22,270	1,66,420	16.28%
5	Bihar	28,11,338	23,30,401	82.89%
6	Chandigarh	3,13,580	2,98,083	95.06%
7	Chhattisgarh	16,41,191	10,46,208	63.75%
8	Dadra N.H & D & D	44373	44373	100.00%
9	Delhi	40,09,814	32,82,204	81.85%
10	Goa	1,20,844	1,15,010	95.17%
11	Gujarat	75,93,306	65,95,682	86.86%
12	Haryana	30,99,882	23,37,852	75.42%
13	Himachal Pradesh	2,48,537	1,85,867	74.78%
14	Jammu And Kashmir	9,80,232	6,75,052	68.87%
15	Jharkhand	17,69,039	6,30,692	35.70%
16	Karnataka	70,80,680	50,23,524	70.95%
17	Kerala	23,18,753	11,56,750	49.89%
18	Ladakh	12850	1472	11.46%
19	Lakshadweep	3321	0	0.00%
20	Madhya Pradesh	39,00,000	30,02,047	76.98%

S.No.	State / UT	Total No. of urban House-holds	No. of urban Households with Household tap Connection	Urban House-holds Coverage (in %) as in 2023
21	Maharashtra	1,64,12,457	1,37,27,737	83.64%
22	Manipur	1,83,116	73143	39.94%
23	Meghalaya	1,72,129	1,01,789	59.14%
24	Mizoram	1,71,884	1,13,825	66.22%
25	Nagaland	1,80,354	30781	17.07%
26	Odisha	13,24,738	11,43,116	86.29%
27	Puducherry	2,53,291	2,35,216	92.86%
28	Punjab	26,76,537	24,53,678	91.67%
29	Rajasthan	39,93,009	32,08,607	80.36%
30	Sikkim	44127	16732	37.92%
31	Tamil Nadu	86,59,292	47,51,054	54.87%
32	Telangana	40,22,960	37,20,003	92.47%
33	Tripura	1,81,177	1,09,231	60.29%
34	Uttar Pradesh	1,31,70,455	58,15,017	44.15%
35	Uttarakhand	10,36,818	9,21,584	88.89%
36	West Bengal	62,55,544	40,77,761	65.19%
	Total	10,02,71,358	7,05,57,047	70.36%

State-wise targets in approved projects under AMRUT 2.0

S.No.	State/UT	New Water Tap Connections	New Sewer Connections
1	ANDAMAN AND NICOBAR ISLANDS	2,390	
2	ANDHRA PRADESH	10,59,981	3,49,852
3	ARUNACHAL PRADESH	15,616	
4	ASSAM	1,58,131	4,363
5	BIHAR	6,45,418	8,57,209
6	CHANDIGARH	0	0
7	CHHATTISGARH	1,00,562	0
8	DADRA AND NAGAR HAVELI AND		16,722

S.No.	State/UT	New Water Tap Connections	New Sewer Connections
	DAMAN AND DIU		
9	DELHI	8,096	4,74,209
10	GOA	0	32
11	GUJARAT	11,73,347	2,70,125
12	HARYANA	1,18,571	39,958
13	HIMACHAL PRADESH	14,910	1,023
14	JAMMU AND KASHMIR	2,24,490	72,872
15	JHARKHAND	2,05,416	1,58,665
16	KARNATAKA	9,34,563	
17	KERALA	4,35,531	45,819
18	LADAKH		8,817
19	LAKSHADWEEP		
20	MADHYA PRADESH	28,00,428	12,94,201
21	MAHARASHTRA	17,43,361	15,57,678
22	MANIPUR	33,509	
23	MEGHALAYA	7,229	
24	MIZORAM	65,592	9,335
25	NAGALAND	16,398	49,477
26	ODISHA	1,17,488	
27	PUDUCHERRY	4,002	480
28	PUNJAB	2,73,673	13,767
29	RAJASTHAN	8,35,043	3,56,147
30	SIKKIM	25,997	
31	TAMIL NADU	5,51,361	4,71,644
32	TELANGANA	2,92,993	1,33,155
33	TRIPURA	77,811	
34	UTTAR PRADESH	42,48,109	4,71,417
35	UTTARAKHAND	30,076	
36	WEST BENGAL	19,48,243	54,046
	Grand Total	1,81,68,335	67,11,013

स्वच्छ भारत मिशन-ग्रामीण

***470. श्रीमती मंजू शर्मा:**

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का स्वच्छ भारत मिशन-ग्रामीण का स्वच्छ भारत मिशन के अंतर्गत राज्य के हिस्से की धनराशि जारी किए जाने में विलंब की समस्या के समाधान के लिए कोई प्रभावी वित्तीय प्रबंधन तंत्र स्थापित करने का विचार है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) और (ख): राज्य के हिस्सों को जारी करने में होने वाले विलंब की समस्या का समाधान करने के लिए, वित्त मंत्रालय, व्यय विभाग ने केन्द्रीय प्रायोजित योजना (सीएसएस) के अंतर्गत निधियों को समय पर जारी करने हेतु एक नई प्रणाली शुरू की है, जिसे एकल नोडल खाता - समयोचित प्रणाली शीघ्र हस्तांतरण [एसएनए-स्पर्श] कहा जाता है जो आरबीआई की ई-कुबेर प्रणाली और राज्यों की एकीकृत वित्त प्रबंधन प्रणाली (आईएफएमएस) के साथ जुड़ी हुई है। इस नई प्रणाली में, केन्द्रीय अंश के संबंध में मूल स्वीकृति जारी करके राज्यों के लिए सार्वजनिक वित्त प्रबंधन प्रणाली (पीएफएमएस) में निधियां आबंटित की जाती हैं। राज्य सरकार को आनुपातिक राज्य हिस्सेदारी (इस प्रणाली को शामिल करने के समय राज्य के लिए पहले से ही परिभाषित) के लिए प्रावधान करना होगा ताकि इसकी कार्यान्वयन एजेंसियों को नई प्रणाली में भुगतान फाइलों को आगे बढ़ाने में सक्षम बनाया जा सके। भारत सरकार द्वारा प्रत्येक भुगतान फाइल के लिए तदनुरूपी केन्द्रीय अंश हेतु राज्य सरकार से प्राप्त भुगतान फाइलों के अनुसार दैनिक आधार पर स्वीकृति आदेश जारी किया जाता है जिसे बाद में राज्य के हिस्से के अनुरूप वास्तविक समय पर आशयित लाभार्थियों/कार्यरत एजेंसियों को अदा कर दिया जाता है। अतः इस नई प्रणाली में राज्य के हिस्से को जारी करने में कोई विलंब नहीं होगा क्योंकि राज्य सरकारों को मूल स्वीकृति के लिए अग्रिम रूप से राज्य के हिस्से का प्रावधान करना होता है और समतुल्य राज्य के हिस्से के साथ वास्तव में निधियां जारी की जाती हैं।

दिल्ली में विद्यालयों के लिए भूमि का आवंटन

* 471. श्री रामवीर सिंह बिधूड़ी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या विगत दस वर्षों के दौरान दिल्ली सरकार ने विद्यालयों की स्थापना के लिए दिल्ली विकास प्राधिकरण (डीडीए) से भूमि का आवंटन करने के लिए कहा है और यदि हां, तो विगत दस वर्षों के दौरान प्राप्त ऐसे प्रस्तावों की संख्या और ब्यौरा क्या है;

(ख) दिल्ली सरकार को उक्त अवधि के दौरान वर्षवार कितने विद्यालयों के लिए भूमि आवंटित की गई है और उनका ब्यौरा क्या है; और

(ग) ऐसे विद्यालयों का ब्यौरा और संख्या कितनी है जिनके लिए दिल्ली सरकार ने सभी औपचारिकताएं पूरी करने के बाद भूमि पर कब्जा ले लिया है?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क): जी, हाँ दिल्ली सरकार ने विगत दस वर्षों के दौरान विद्यालयों की स्थापना के लिए दिल्ली विकास प्राधिकरण (डीडीए) को 25 प्लॉट/भूमि हेतु अनुरोध प्रस्तुत किए हैं। ब्यौरा **विवरण-I** में है।

(ख) और (ग): दिल्ली सरकार को विद्यालयों की स्थापना के लिए आवंटित भूमि तथा उस पर कब्जे की स्थिति का ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

दिल्ली विकास प्राधिकरण (डीडीए) को 25 प्लॉट/भूमि हेतु अनुरोध

क्र. सं.	स्थान
1	गीता कॉलोनी, दिल्ली
2	डी-ब्लॉक, वसंत कुंज, नई दिल्ली
3	पुराना बूचड़खाना, शाही ईदगाह, पहाड़गंज, दिल्ली
4	पीएसपी-10, औद्योगिक क्षेत्र फेज-V, रोहिणी
5	एफसी नंबर 50, शालीमार बाग, (ब्लॉक सी और डी), दिल्ली

6	प्लॉट नं.1(बी), पॉकेट-सीएफ-3, सेक्टर-41 रोहिणी
7	प्लॉट नं.2, पॉकेट-सीएफ-3 सेक्टर-41, रोहिणी
8	प्लॉट नंबर 1, पॉकेट-सीएफ 1, सेक्टर -41, रोहिणी
9	प्लॉट नं.1, पॉकेट सीएफ-2, सेक्टर-41 रोहिणी
10	ओसीएफ पॉकेट-4, सेक्टर ए-10 नरेला, सब-सिटी, दिल्ली
11	ओसीएफ पॉकेट-4, सेक्टर ए-10, नरेला, सब-सिटी, दिल्ली
12	पीएसपी पॉकेट-1, सेक्टर जी-7, जी-8 नरेला, दिल्ली
13	पीएसपी पॉकेट-2, सेक्टर जी-7, जी-8 नरेला, दिल्ली
14	फेज-II, सेक्टर-19बी, द्वारका
15	पश्चिम ज्योति नगर
16	भजनपुरा पुलिस स्टेशन के सामने भजनपुरा
17	खजूरी खास पुलिस स्टेशन के पास सोनिया विहार
18	डीएसएसएसबी के पास, कड़कड़डूमा, दिल्ली
19	बुनकर कॉलोनी के पास, वज़ीरपुर, अशोक विहार
20	लाल कुआँ, एमबी रोड (श्री सही राम, विधायक)
21	जाकिर नगर और जसोला (श्री अमानतुल्लाह खान, विधायक)
22	हैबतपुरा और रोशनपुरा
23	गांव छतरपुर
24	संगम विहार इलाका
25	अमर कॉलोनी मीत नगर टीआर साहनी मोटर्स के पास

विवरण-II

दिल्ली सरकार को विद्यालयों की स्थापना के लिए आवंटित भूमि तथा उस पर कब्जे की स्थिति का ब्यौरा

क्र. सं.	आवंटित स्थल का स्थान	आवंटन की तिथि	आवंटित क्षेत्र	सौंपने/कब्जा लेने की तिथि
1	गीता कॉलोनी, दिल्ली	03.07.2015	4050 वर्ग मीटर.	23.02.2017
2	डी-ब्लॉक, वसंत कुंज, नई दिल्ली	15.10.2015	2 एकड़	डीडीए द्वारा अभी तक इसे सौंपा नहीं गया है।
3	पुराना बूचड़खाना, शाही ईदगाह, पहाड़गंज, दिल्ली	18-12-2018	1600 वर्ग मीटर.	25-08-2023
4	पीएसपी-10, औद्योगिक क्षेत्र फेज-V, रोहिणी	26-02-2021	4001 वर्गमीटर.	10-05-2021 (4000 वर्गमीटर)
5	एफसी नंबर 50, शालीमार बाग, (ब्लॉक सी और डी), दिल्ली	03-01-2022	4500 वर्ग मीटर.	क्षेत्र का मिलान ना होने के कारण डीडीए द्वारा अभी तक इसे सौंपा नहीं गया है।

6	प्लॉट नं.1(बी), पॉकेट-सीएफ-3, सेक्टर-41 रोहिणी	24-02-2022	4012.54 वर्गमीटर.	26-04-2022
7	प्लॉट नं.2, पॉकेट-सीएफ-3 सेक्टर-41, रोहिणी	24-02-2022	6031.08 वर्गमीटर.	26-04-2022
8	प्लॉट नंबर 1, पॉकेट-सीएफ 1, सेक्टर -41, रोहिणी	02-08-2022	6652.83 वर्गमीटर.	27-09-2022
9	प्लॉट नं.1, पॉकेट सीएफ-2, सेक्टर-41 रोहिणी	02-08-2022	6020 वर्गमीटर.	27-09-2022
10	ओसीएफ पॉकेट-4, सेक्टर ए-10 नरेला, सब-सिटी, दिल्ली	12-08-2022	2000 वर्गमीटर.	30-01-2023
11	ओसीएफ पॉकेट-4, सेक्टर ए-10, नरेला, सब-सिटी, दिल्ली	12-08-2022	4185 वर्ग मीटर.	30-01-2023
12	पीएसपी पॉकेट-1, सेक्टर जी-7, जी-8 नरेला, दिल्ली	29-08-2022	4000 वर्ग मीटर.	02-02-2023
13	पीएसपी पॉकेट-2, सेक्टर जी-7, जी-8 नरेला, दिल्ली	29-08-2022	4000 वर्ग मीटर.	02-02-2023
14	फेज-II, सेक्टर-19बी, द्वारका	28-12-2023	8000 वर्ग मीटर.	23-01-2024
15	जौनती	21.11.2019	12 बीघा 14 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*
16	गढ़ी रिंघला	21.11.2019	30 बीघा 11 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*
17	जाट खोर	17.05.2017	06 बीघा 12 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*
18	जाट खोर	17.05.2017	08 बीघा 10 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*
19	पंजाब खोर	21.11.2019	11 बीघा 04 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*
20	मदनपुर डबास	31.03.2016	24 बीघा 09 बिस्वा	डीडीए द्वारा अभी तक सौंपा जाना बाकी है*

*उपरोक्त भूमि ग्राम सभा द्वारा शिक्षा विभाग, राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार को स्कूल निर्माण के लिए आवंटित विभिन्न गांवों की ग्राम सभा भूमि है। हालांकि, जिन गांवों की ये भूमि है, उनका शहरीकरण हो चुका है और उक्त भूमि डीडीए के पास चली गई है। चूंकि ये क्षेत्र लैंड पूलिंग जोन के अंतर्गत आते हैं, इसलिए विषयगत भूमि को सौंपा नहीं गया है और लैंड पूलिंग क्षेत्रों के लिए कोई सेक्टर प्लान और लेआउट प्लान तैयार नहीं किया गया है।

जलविद्युत परियोजनाएं

***472. श्री संजय उत्तमराव देशमुख:**

श्री अरविंद गणपत सावंत:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत पांच वर्षों और वर्तमान वर्ष के दौरान देश में निर्मित जलविद्युत परियोजनाओं का राज्य-वार/संघ राज्य क्षेत्र-वार ब्यौरा क्या है;

(ख) वर्तमान में निर्माणाधीन जलविद्युत परियोजनाओं का महाराष्ट्र सहित राज्य-वार/संघ राज्य क्षेत्र-वार ब्यौरा क्या है;

(ग) विगत पांच वर्षों और वर्तमान वर्ष के दौरान कार्यशील जलविद्युत परियोजनाओं और प्रत्येक परियोजना द्वारा उत्पादित विद्युत का ब्यौरा क्या है;

(घ) क्या ये परियोजनाएं अपनी अधिष्ठापित क्षमता से कम क्षमता पर चल रही हैं और यदि हां, तो इसके क्या कारण हैं;

(ङ) सरकार द्वारा जलविद्युत परियोजनाओं की दक्षता में सुधार के लिए क्या कदम उठाए जा रहे हैं;

(च) क्या सरकार रुकी पड़ी जलविद्युत परियोजनाओं को पुनर्जीवित करने के लिए कोई कदम उठा रही है यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(छ) सरकार द्वारा देश में जलविद्युत परियोजनाओं को समय पर पूरा करने के लिए अन्य क्या प्रयास किए गए हैं/किए जा रहे हैं?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क) पिछले 5 वर्षों और वर्तमान वर्ष (वर्ष 2020-21 से 2024-25) (दिनांक 02 अप्रैल, 2025 तक) के दौरान देश में 1,883 मेगावाट की कुल संस्थापित क्षमता वाली कुल 12 जलविद्युत परियोजनाएं (एचईपी) (क्षमता 25 मेगावाट से अधिक) शुरू की गई हैं। ब्यौरा **विवरण-I** पर है।

(ख) : देश में 13,238 मेगावाट की कुल संस्थापित क्षमता वाली कुल 26 जलविद्युत परियोजनाएं (क्षमता 25 मेगावाट से अधिक) निर्माणाधीन हैं। महाराष्ट्र राज्य में कोई जलविद्युत परियोजना निर्माणाधीन नहीं है। ब्यौरा **विवरण-II** पर है।

(ग) : देश में 42,983 मेगावाट की कुल संस्थापित क्षमता वाली कुल 209 जलविद्युत परियोजनाएं (क्षमता 25 मेगावाट से अधिक) हैं। पिछले पांच वर्षों (वर्ष 2020-21 से फरवरी, 2025 तक) के दौरान प्रत्येक परियोजना द्वारा संस्थापित क्षमता और उत्पादित विद्युत का ब्यौरा **विवरण-III** पर है।

(घ) : वर्तमान में, तीस्ता-III (सिक्किम) (1200 मेगावाट), तीस्ता-V (सिक्किम) (510 मेगावाट), खांडोंग (असम) (50 मेगावाट) और मलाना-II (हिमाचल प्रदेश) (100 मेगावाट) में कम/कोई उत्पादन नहीं हो रहा है। इन जलविद्युत परियोजनाओं के अपनी क्षमता से कम पर संचालित होने का मुख्य कारण अचानक बाढ़/बादल फटने के कारण उत्पादन इकाई(ओं) का बंद होना है।

(ङ) : जलविद्युत संयंत्रों की दक्षता में सुधार के लिए उत्पादनकर्ताओं द्वारा उठाए गए कदमों में नियमित अनुरक्षण, संयंत्र की समयावधि बढ़ाने के लिए नवीनीकरण और आधुनिकीकरण तथा प्रचालन संबंधी समस्याओं का समाधान करना शामिल है। इसके अलावा, जलविद्युत संयंत्र के निष्पादन को बढ़ाने के लिए सूचना प्रौद्योगिकी और स्वचालन जैसे कि स्काडा, डिजिटल उत्प्रेरण प्रणाली, डिजिटल गवर्नर प्रणाली और वास्तविक समय निगरानी का उपयोग किया जाता है।

(च) : देश में 1156 मेगावाट की कुल 8 जलविद्युत परियोजनाएं रुकी हुई हैं। परियोजनाओं की सूची, साथ ही रुके होने के कारणों का ब्यौरा **विवरण-IV** पर दिया गया है। इसके अलावा, निम्नलिखित जलविद्युत परियोजनाएं, जो पहले रुकी हुई थीं, सरकार द्वारा फिर से शुरू की गई हैं:

- (i) अरुणाचल प्रदेश में एनएचपीसी की सुबनसिरी लोअर (2000 मेगावाट) परियोजना वर्ष 2011 से रुकी हुई थी। दिनांक 31.07.2019 को एनजीटी का मामला खारिज होने के बाद कार्य फिर से शुरू हुआ।

- (ii) सिक्किम में तीस्ता VI (500 मेगावाट) लैंको को आवंटित की गई थी, लेकिन वर्ष 2012 से रुकी हुई थी। इसे वर्ष 2019 में एनसीएलटी में एनएचपीसी की बोली के माध्यम से फिर से शुरू किया गया है।
- (iii) सिक्किम में रंगित IV (120 मेगावाट) मूल रूप से जल पावर कॉर्पोरेशन लिमिटेड (निजी क्षेत्र) को आवंटित की गई थी और अक्टूबर, 2013 से रुकी हुई थी। एनसीएलटी में एनएचपीसी की बोली के माध्यम से परियोजना को फिर से शुरू किया गया है और एनएचपीसी ने दिनांक 31.03.2021 को जल पावर कॉर्पोरेशन लिमिटेड का अधिग्रहण कर लिया है।
- (iv) जम्मू-कश्मीर में रतले एचईपी (850 मेगावाट) मूल रूप से जीवीके को आवंटित की गई थी और वर्ष 2014 से रुकी हुई थी। एनएचपीसी, जेकेएसपीडीसी और पीडीडी, जम्मू-कश्मीर के बीच एक समझौता ज्ञापन पर हस्ताक्षर होने के बाद इसे फिर से शुरू किया गया।

(छ) : सरकार ने जलविद्युत परियोजनाओं को समय पर पूरा करने के लिए निम्नलिखित प्रयास किए हैं:

- (i) विद्युत मंत्रालय द्वारा दिनांक 08.11.2019 के कार्यालय ज्ञापन के माध्यम से समय और लागत में कमी लाने संबंधी उपाय जारी किए गए हैं।
- (ii) विद्युत मंत्रालय द्वारा दिनांक 27.09.2021 के कार्यालय ज्ञापन के माध्यम से स्वतंत्र अभियंता की नियुक्ति करके प्रारंभिक चरण में हाईड्रो सीपीएसयू द्वारा निष्पादित अनुबंधों के संविदात्मक विवादों के समाधान के लिए विवाद निवारण प्रणाली की शुरुआत की गई है।
- (iii) विद्युत मंत्रालय द्वारा दिनांक 29.12.2021 के कार्यालय ज्ञापन के माध्यम से विद्युत मंत्रालय के तहत सीपीएसयू/अन्य संगठनों द्वारा निष्पादित अनुबंधों के विवादों के समाधान के लिए समझौता समितियों के माध्यम से विवाद निवारण प्रणाली की शुरुआत की गई है।
- (iv) विद्युत मंत्रालय द्वारा 16.03.2022 को विवादों के शीघ्र निपटान और मध्यस्थता दावों/विवादों को कम करने के लिए दिशा-निर्देश जारी किए गए हैं।

- (v) विद्युत मंत्रालय द्वारा दिनांक 04.05.2022 को थोक मूल्य सूचकांक (डब्ल्यूपीआई) श्रृंखला में परिवर्तन के मामले में मूल्य भिन्नता गणना के संबंध में संविदात्मक विवादों को रोकने के लिए, 'विवरण के निष्पादन के दौरान थोक मूल्य सूचकांक श्रृंखला में परिवर्तन/समाप्ति के मामले में मूल्य भिन्नता गणना' के लिए दिशानिर्देश जारी किए गए हैं।
- (vi) जलविद्युत परियोजनाओं की बारीकी से निगरानी के लिए आईटी आधारित निगरानी प्रणाली शुरू की गई है।

विवरण-I

वर्तमान वर्ष एवं पिछले पांच वर्षों के दौरान जलविद्युत क्षमता में वृद्धि

क्रम सं.	एचईपी का नाम	कार्यान्वयन एजेंसी	परियोजना क्षमता (मेगावाट)	क्षेत्र	राज्य	यूनिट सं.	वर्तमान क्षमता (मेगावाट)	कमीशन की तिथि
	वर्ष 2020-21							
1	कमेंग	नीपको	600	केंद्रीय	अरुणाचल प्रदेश	3	150	21.01.2021
						4	150	11.02.2021
2	सावरा कुड्डू	एचपीपीसीएल	111	राज्य	हिमाचल प्रदेश	1	37	12.11.2020
						2	37	05.12.2020
						3	37	16.12.2020
3	सिंगोली भटवारी	एलएंडटी	99	निजी	उत्तराखंड	1	33	19.11.2020
						2	33	18.12.2020
						3	33	25.12.2020
	उप-योग: (वर्ष 2020-21)						510	
	वर्ष 2021-22							
1	रोंगनिचु	एमबीपीसीएल	2x56.5	निजी	सिक्किम	1	56.5	25.06.2021
						2	56.5	30.06.2021
2	सोरांग	एचएसपीसीएल	2x50	निजी	हिमाचल प्रदेश	1	50	23.09.2021
						2	50	21.09.2021
3	बाजोली होली	जीएमआर	3x60	निजी	हिमाचल	1	60	25.03.2022

					प्रदेश			
						2	60	27.03.2022
						3	60	28.03.2022
	उप-योग: (वर्ष 2021-22)						393	
	वर्ष 2022-23							
1	व्यासी	यूजेवीएनएल	2x60	राज्य	उत्तराखंड	1	60	24.05.2022
						2	60	22.04.2022
	उप-योग: (वर्ष 2022-23)						120	
	वर्ष 2023-24							
1	नैटवार मोरी	एसजेवीएन	2x30	केंद्रीय	उत्तराखंड	1	30	24.11.2023
						2	30	04.12.2023
	उप-योग: (वर्ष 2023-24)						60	
	वर्ष 2024-25							
1	थोट्टियार	केएसईबी	1x10+1x30	राज्य	केरल	1	10	18.10.2024
						2	30	18.10.2024
2	पल्लीवसल	केएसईबी	2x30	राज्य	केरल	1	30	24.12.2024
						2	30	24.12.2024
3.	उहल-III	बीवीपीसीएल	3x33.33	राज्य	हिमाचल प्रदेश	1	33.33	28.02.2025
						2	33.33	05.03.2025
						3	33.33	03.03.2025
4.	पार्वती चरण-II	एनएचपीसी	4x200	केंद्रीय	हिमाचल प्रदेश	1	200	28.03.2025
						2	200	24.03.2025
						3	200	26.03.2025
	उप-योग (वर्ष 2024-25)						800	
	2025-26						0	
	उप-योग (वर्ष 2025-26)						0	
	कुल योग (वर्ष 2020-21 से 2025-26)						1883	

विवरण-II**कार्यान्वयनाधीन जलविद्युत परियोजनाओं (25 मेगावाट से अधिक) की सूची**

क्रम सं.	परियोजना का नाम (कार्यान्वयन एजेंसी)	राज्य/संघ राज्य क्षेत्र	जिला	स्थापित क्षमता (सं. X मेगावाट)	कार्यान्वयनाधीन क्षमता (मेगावाट)
	केंद्रीय क्षेत्र				
	एनएचपीसी				
1	सुबनसिरी लोअर (एनएचपीसी)	अरुणाचल प्रदेश/असम	लोअर सुबनसिरी, अरुणाचल प्रदेश /धेमाजी, असम	8x250	2000
2	पार्वती चरण II (एनएचपीसी)	हिमाचल प्रदेश	कुल्लू	1x200	200
3	दिबांग बहुउद्देशीय परियोजना (एनएचपीसी)	अरुणाचल प्रदेश	लोअर दिबांग घाटी	12x240	2880
4	तीस्ता चरण VI एनएचपीसी	सिक्किम	दक्षिण सिक्किम	4x125	500
5	रंगित-IV (एनएचपीसी)	सिक्किम	पश्चिम सिक्किम	3x40	120
6	रतले (आरएचईपीपीएल/एनएचपीसी)	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	किश्तवाड़	4x205 + 1x30	850
	सीवीपीपीएल				
7	पाकल दुल (सीवीपीपीएल)	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	किश्तवाड़	4x250	1000
8	किरू (सीवीपीपीएल)	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	किश्तवाड़	4x156	624
9	क्वार (सीवीपीपीपीएल)	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	किश्तवाड़	4x135	540
	एसजेवीएन				
10	लुहरी-I (एसजेवीएन)	हिमाचल प्रदेश	कुल्लू/शिमला	2x80+2x25	210
11	धौलासिद्ध (एसजेवीएन)	हिमाचल प्रदेश	हमीरपुर/कांगड़ा	2x33	66
12	सुन्नी बांध (एसजेवीएन)	हिमाचल प्रदेश	शिमला/मंडी	4x73+1x73+1x17	382
	टीएचडीसी				
13	विष्णुगाड पीपलकोटी (टीएचडीसी)	उत्तराखंड	चमोली	4x111	444
	एनटीपीसी				

14	तपोवन विष्णुगाड (एनटीपीसी)	उत्तराखंड	चमोली	4x130	520
15	रम्मम-III (एनटीपीसी)	पश्चिम बंगाल	दार्जिलिंग	3x40	120
उप-योग: केंद्रीय क्षेत्र					10456
	राज्य क्षेत्र				
	एपीजेनको				
16	पोलावरम (एपीजीईएनसीओ/सिंचाई विभाग, आंध्र प्रदेश)	आंध्र प्रदेश	पूर्व एवं पश्चिम गोदावरी	12x80	960
17	लोअर सिलेरु एक्सटेंशन (एपीजीईएनसीओ)	आंध्र प्रदेश	अल्लूरी सीतामराजू	2x115	230
	एचपीपीसीएल				
18	शोंगटोंग करचम (एचपीपीसीएल)	हिमाचल प्रदेश	किन्नौर	3x150	450
19	चांजू-III (एचपीपीसीएल)	हिमाचल प्रदेश	चंबा	3x16	48
	केएसईबी				
20	मनकुलम (केएसईबी)	केरल	इडुक्की	2x20	40
	एपीजीसीएल				
21	लोअर कोपली (एपीजीसीएल)	असम	दीमा हसाओ और कार्बी आंगलोंग	2x55+2x2.5+1x5	120
	जेकेपीडीसी				
22	परनई (जेकेएसपीडीसी)	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	पुंछ	3x12.5	38
	पीएसपीसीएल				
23	शाहपुरकंडी (पीएसपीसीएल/सिंचाई विभाग, पंजाब)	पंजाब	पठानकोट	3x33+3x33+1x8	206
	यूजेवीएनएल				
24	लखवाड़ बहुउद्देशीय परियोजना (यूजेवीएनएल)	उत्तराखंड	देहरादून और टिहरी गढ़वाल	3x100	300
उप-योग: राज्य क्षेत्र					2392
	निजी क्षेत्र				
	स्टेटक्राफ्ट				
25	टिडोंग-I (स्टेटक्राफ्ट आईपीएल)	हिमाचल प्रदेश	किन्नौर	3x50	150
	जेएसडब्ल्यू				
26	कुटेहर (जेएसडब्ल्यू एनर्जी)	हिमाचल प्रदेश	चंबा	3x80	240

लिमिटेड)				
उप-योग: निजी क्षेत्र				390
कुल				13238

विवरण-III

जलविद्युत परियोजनाओं से संस्थापित क्षमता और उत्पादन

(क्षमता 25 मेगावाट से अधिक)

राज्य	स्टेशन का नाम	संस्थापित क्षमता	2020-21	2021-22	2022-23	2023-24	2024-25 (फरवरी, 2025 तक)
		(मेगावाट में)	आंकड़े मिलियन यूनिट (एमयू) में हैं				
आंध्र प्रदेश	लोअर सिलेरु एचपीएस	460	1292.6	896.2	1078.6	1004.7	1111.8
	नागार्जुन एसजीआर टीपीडी	50	54.7	137.6	98.0	0.7	92.4
	नागार्जुन एसजीआर आरबीसी एचपीएस	90	155.6	279.1	297.8	0.1	211.8
	श्रीशैलम एचपीएस	770	1157.3	1438.9	1883.3	6.1	1166.5
	अपर सिलेरु एचपीएस	240	620.1	362.0	389.9	361.7	485.0
अरुणाचल प्रदेश	कार्मेग एचपीएस	600	1529.8	2576.4	2912.8	2652.1	2627.1
	पारे एचपीएस	110	522.3	430.6	531.9	448.7	368.3
	रंगनाडी एचपीएस	405	1399.3	1154.3	1376.3	1177.4	1025.7
असम	कार्बी लैंगपी एचपीएस	100	203.0	401.1	481.6	328.9	401.5
	खोंडोंग एचपीएस	50	67.8	275.1	0.0	0.0	0.0
	कोपिली एचपीएस	200	0.0	0.0	0.0	285.8	543.1
छत्तीसगढ़	हसदेवबांगो एचपीएस	120	419.2	404.1	237.4	321.8	372.3
गुजरात	एस सरोवर सीएचपीएस	250	1087.0	824.3	1241.1	1189.5	1132.3
	उकई एचपीएस	300	651.1	655.2	977.2	580.3	713.4
हिमाचल प्रदेश	एलेन डुहांगन एचपीएस	192	640.5	637.4	640.1	587.7	642.5
	बैरा स्यूल एचपीएस	180	457.6	587.2	627.9	542.1	506.1
	बाजोली होली एचपीएस	180	-	-	421.5	708.2	710.7

	बसपा एचपीएस	300	1311.2	1320.4	1351.9	1162.8	1338.0
	बस्सी एचपीएस	66	309.0	317.4	307.1	295.7	302.1
	भाखड़ा लेफ्ट एचपीएस	630	2389.4	2189.1	2290.3	2678.5	2241.0
	भाखड़ा राइट एचपीएस	785	3046.6	2168.5	2734.4	3070.8	2516.4
	बुधिल एचपीएस	70	276.0	251.4	274.2	256.3	275.9
	चमेरा-I एचपीएस	540	2264.9	1899.3	1889.1	2169.7	1974.9
	चमेरा-II एचपीएस	300	684.6	1358.7	1326.8	1208.7	1290.4
	चमेरा-III एचपीएस	231	995.9	1004.3	1001.9	845.1	978.8
	चांजू-I एचपीएस	36	159.4	146.5	140.0	155.0	150.0
	देहर एचपीएस	990	2993.3	3109.7	3034.9	2815.0	2801.0
	गिरी बाटा एचपीएस	60	164.8	227.6	231.8	232.8	144.0
	करछम वांगटू एचपीएस	1045	4361.4	4243.5	4284.9	3786.4	4425.7
	काशांग एकीकृत एचईपी	195	13.0	209.4	157.0	176.6	227.2
	कोलदम	800	3221.4	3120.1	3132.8	2952.1	3254.3
	लारजी एचपीएस	126	616.3	580.9	611.2	213.5	273.3
	मलाणा एचपीएस	86	334.9	315.0	320.9	249.1	234.0
	मलाणा-II एचपीएस	100	370.5	345.7	343.5	140.7	184.0
	नाथपा झाकरी एचपीएस	1500	7099.0	7067.4	7133.0	6310.1	7202.6
	पारबती-III एचपीएस	520	616.9	613.3	651.9	293.4	553.8
	पोंग एचपीएस	396	1775.6	1103.7	1564.4	1807.1	1460.7
	रामपुर एचपीएस	412	1995.4	1981.2	1997.5	1778.1	2011.7
	सैज एचपीएस	100	424.8	418.8	423.1	362.2	406.7
	संजय एचपीएस	120	474.3	642.8	629.3	537.0	574.7
	सावरा कुड्डू एचपीएस	111	-	21.3	324.0	307.5	256.1
	शानन एचपीएस	110	477.1	521.9	503.1	492.3	480.2
	सोरंग एचपीएस	100	-	57.2	318.3	231.6	381.0
जम्मू एवं कश्मीर	बगलिहार एचपीएस	450	2657.9	2676.9	2712.1	2574.3	2575.3
	बगलिहार II एचपीएस	450	1447.0	1561.0	1467.1	1554.5	1527.3
	दुलहस्ती एचपीएस	390	2329.6	2216.1	2082.9	2087.3	2141.4
	किशनगंगा एचपीएस	330	1111.5	1506.4	1454.1	1270.4	1233.4
	लोअर झेलम एचपीएस	105	561.2	623.0	612.5	511.2	438.0
	सलाल एचपीएस	690	3632.2	3485.5	3240.1	3366.7	3081.3
	सेवा-II एचपीएस	120	376.1	62.9	508.1	551.9	310.6
	अपर सिंध-II एचपीएस	105	274.8	255.2	265.4	141.8	99.9
	उरी-I एचपीएस	480	2986.4	3037.5	2861.5	2426.9	1696.0

	उरी-II एचपीएस	240	1626.1	1649.5	1573.8	1389.3	1128.5
झारखंड	पंचेट एचपीएस	80	173.1	245.5	136.5	100.0	110.4
	सुवर्णरेखा-I एचपीएस	65	0.0	152.4	92.6	49.4	97.8
	सुवर्णरेखा-II एचपीएस	65	50.0	150.1	76.4	47.4	53.5
कर्नाटक	अलमाटी डीपीएच एचपीएस	290	643.7	499.6	626.6	242.1	612.8
	भादरा एचपीएस	26	56.7	72.3	104.7	26.7	55.4
	गेरुसुप्पा एचपीएस	240	480.6	543.3	566.1	347.9	515.6
	घाट प्रभा एचपीएस	32	110.1	95.0	87.2	42.7	94.5
	हम्पी एचपीएस	36	72.3	103.0	104.8	65.3	86.2
	जॉंग एचपीएस	139.2	373.8	554.3	551.0	342.7	389.4
	कादरा एचपीएस	150	410.3	402.1	355.7	278.8	458.6
	कलिनाडी एचपीएस	900	3147.2	3687.0	2843.5	2536.3	3440.2
	कलिनादी सुपा एचपीएस	100	443.5	609.8	377.0	425.7	548.7
	कोडासाली एचपीएस	120	383.0	425.6	345.3	283.1	454.7
	लिगनमक्की एचपीएस	55	255.5	277.9	254.2	150.1	161.1
	मुनिराबाद एचपीएस	28	102.1	132.1	114.9	31.7	118.2
	शरवती एचपीएस	1035	4582.7	4994.3	5220.8	3358.3	4455.5
	सिवासमुंद्रम एचपीएस	42	321.1	301.0	285.9	160.5	132.4
	टी बी बांध एचपीएस	36	111.5	102.0	88.5	33.5	94.4
	वराही एचपीएस	460	1093.1	1137.3	1231.1	647.9	1021.2
केरल	इदमालयार एचपीएस	75	290.0	377.0	409.4	198.2	303.4
	इडुक्की एचपीएस	780	2530.2	3709.9	3261.8	1644.5	2168.5
	कक्कड़ एचपीएस	50	184.9	272.6	243.3	188.9	197.4
	कुट्टियाडी अतिरिक्त विस्तार	100	358.3	400.4	416.3	271.9	400.6
	कुट्टियाडी एक्सटेंशन एचपीएस	50	176.9	151.8	172.6	152.3	176.6
	कुट्टियाडी एचपीएस	75	212.9	194.5	198.2	98.3	149.4
	लोअर पेरियार एचपीएस	180	538.0	811.9	688.7	489.1	572.2
	नारियामंगलम एचपीएस	52.65	284.7	312.4	237.8	182.6	228.6
	पल्लीवासल एचपीएस	37.5	134.3	162.3	147.6	157.3	136.9
	पन्नियार एचपीएस	30	181.3	210.7	199.0	164.8	165.3
	पोरिंगलकुट्टू एचपीएस	32	153.5	220.4	157.3	96.2	145.7
	सबरीगिरी एचपीएस	300	1227.6	2047.5	1532.3	1129.5	1256.6
	सेंगुलम एचपीएस	48	117.5	183.6	126.6	132.2	117.0
	शोलेयार एचपीएस	54	238.4	262.5	198.3	249.8	225.0
	थोडियार एचपीएस	40	-	-	-	-	14.8

लद्दाख	चुतक एचपीएस	44	158.6	170.5	166.8	158.6	166.4
	निम्मो बाजगो एचपीएस	45	217.6	235.4	236.0	229.9	231.7
मध्य प्रदेश	बाणसागर टोंस-I एचपीएस	315	1184.2	1121.5	638.5	798.8	885.0
	बाणसागर-II एचपीएस	60	111.7	85.4	75.4	105.6	98.5
	बाणसागर-III एचपीएस	30	135.6	49.9	137.6	165.4	112.0
	बरगी एचपीएस	90	434.1	382.4	429.8	455.1	469.7
	गांधी सागर एचपीएस	115	148.4	211.7	288.9	295.5	228.6
	इंदिरा सागर एचपीएस	1000	2793.6	1717.2	3661.1	2999.7	3469.8
	मढ़ीखेड़ा एचपीएस	60	118.2	116.5	169.8	49.5	101.9
	ओंकारेश्वर एचपीएस	520	1442.6	928.2	1782.4	1470.8	1755.5
	राजघाट एचपीएस	45	109.0	74.0	125.6	104.6	99.7
महाराष्ट्र	भंडारदरा एचपीएस चरण-II	34	34.3	33.9	19.3	23.5	26.2
	भीरा एचपीएस	150	358.9	397.2	401.6	432.3	424.4
	भीरा टेल रेस एचपीएस	80	97.3	101.0	81.4	75.3	64.3
	भिवपुरी एचपीएस	75	299.7	272.3	329.7	316.1	319.8
	खोपोली एचपीएस	72	280.2	293.1	299.5	283.1	273.8
	कोयना डीपीएच एचपीएस	36	165.4	132.5	166.5	175.3	150.0
	कोयना-I&II एचपीएस	600	1226.2	1259.4	1224.1	985.7	861.2
	कोयना-III एचपीएस	320	585.2	673.9	839.8	528.6	477.2
	कोयना-IV एचपीएस	1000	1195.8	1573.4	1241.3	1264.1	1134.2
	पेंच एचपीएस	160	414.9	304.5	365.2	367.2	419.9
	टिलारी एचपीएस	60	106.5	116.7	126.7	47.2	99.4
	वैतरणा एचपीएस	60	42.8	128.6	171.2	139.5	82.2
मणिपुर	लोकतक एचपीएस	105	621.6	455.5	478.0	298.2	687.4
मेघालय	किर्डेमकुलई एचपीएस	60	163.7	110.2	130.6	111.3	88.1
	मिन्तु (लेशका)चरण-1 एचपीएस	126	420.6	380.4	359.7	304.1	359.9
	नई उमत्रुएचपीएस	40	229.8	160.8	196.2	163.6	179.9
	उमियाम एचपीएस चरण-I	36	149.5	64.9	117.7	85.5	106.9
	उमियाम एचपीएस चरण-IV	60	188.3	125.5	176.0	144.2	139.9
मिजोरम	तुइरियल एचपीएस	60	158.9	137.4	204.1	118.6	235.9
नागालैंड	डोयांग एचपीएस	75	203.9	100.6	177.4	165.5	212.5
ओडिशा	बालिमेला एचपीएस	510	1656.1	1062.0	1004.9	1035.3	1585.3
	चिपलिमा एचपीएस	72	324.8	268.1	326.1	310.4	206.0
	हीराकुड एचपीएस	287.8	628.2	707.7	904.8	866.7	755.7
	मचकुंड एचपीएस	114.75	666.1	718.5	543.7	863.0	421.9

	रेंगाली एचपीएस	250	1014.8	866.4	758.6	779.5	873.9
	अपर इंद्रावती एचपीएस	600	1757.3	1156.7	1380.4	1726.1	1281.3
	अपर कोलाब एचपीएस	320	812.8	451.2	544.4	581.3	733.5
पंजाब	आनंदपुर साहिब-I एचपीएस	67	276.1	197.1	238.7	237.2	236.3
	आनंदपुर साहिब-II एचपीएस	67	297.8	199.2	245.7	237.3	220.6
	गंगुवाल एचपीएस	77.65	635.6	609.9	599.0	610.8	540.7
	कोटला एचपीएस	77.65	637.5	613.9	601.6	601.1	535.7
	मुकेरिया-I एचपीएस	45	1096.6	572.6	670.8	261.3	242.6
	मुकेरिया-II एचपीएस	45	86.4	99.7	150.8	268.1	258.6
	मुकेरिया-III एचपीएस	58.5	108.7	127.9	192.1	328.5	336.8
	मुकेरिया-IV एचपीएस	58.5	109.5	126.4	193.3	289.2	299.7
	रंजीत सागर एचपीएस	600	1498.9	1163.0	1507.7	1843.0	1211.1
राजस्थान	जवाहर सागर एचपीएस	99	257.2	210.7	315.8	310.5	257.9
	माही बजाज-I एचपीएस	50	155.6	135.1	168.0	143.1	139.5
	माही बजाज-II एचपीएस	90	46.8	52.7	74.2	69.6	51.0
	आर पी सागर एचपीएस	172	10.1	83.3	409.5	490.8	350.8
सिक्किम	चुजाचेन एचपीएस	110	488.4	514.2	503.9	473.1	392.3
	डिक्चु एचपीएस	96	459.0	481.5	535.9	394.1	24.7
	जोरेथांग लूप	96	399.9	424.7	433.5	356.9	403.5
	रंगित एचपीएस	60	288.7	337.7	332.4	297.0	306.1
	रोंगनिचू एचपीएस	113	-	295.4	434.8	396.8	392.6
	ताशीडिंग एचपीएस	97	369.8	453.1	445.9	433.2	445.6
	तीस्ता V एचपीएस	510	2829.8	2671.8	2857.8	1966.0	0.0
	तीस्ता-III एचपीएस	1200	6044.0	6315.5	6152.6	4292.8	0.0
तमिलनाडु	अलियार एचपीएस	60	119.2	22.6	168.6	98.4	142.1
	भवानी बैराज-II एचपीएस	30	81.2	78.7	103.2	54.7	35.3
	भवानी बैराज-III एचपीएस	30	61.0	63.5	65.1	33.5	52.1
	भवानी कट्टल	30	101.7	76.1	128.2	78.1	89.5
	कोडयार-I एचपीएस	60	202.6	207.4	221.7	129.4	54.0
	कोडयार-II एचपीएस	40	90.7	39.0	70.8	6.9	62.7
	कुंडाह-I एचपीएस	60	302.1	262.1	271.1	222.1	115.6
	कुंडाह-II एचपीएस	175	769.0	718.6	742.9	584.5	594.1
	कुंडाह-III एचपीएस	180	460.5	449.2	464.0	366.8	375.8
	कुंडाह-IV एचपीएस	100	137.4	183.0	158.6	88.4	152.4
	कुंडाह-V एचपीएस	40	52.5	40.0	54.3	67.4	27.8

	निचला मेडूर-I एचपीएस	30	75.3	78.7	99.7	52.1	64.3
	लोअर मेडूर-II एचपीएस	30	75.5	77.2	94.8	50.0	62.8
	लोअर मेडूर-III एचपीएस	30	75.9	73.7	88.7	49.9	60.7
	लोअर मेडूर-IV एचपीएस	30	63.8	61.5	67.6	40.7	49.3
	मेटूर डैम एचपीएस	50	133.8	135.3	226.9	83.4	118.1
	मेटूर सुरंग एचपीएस	200	337.2	392.5	797.1	144.7	354.2
	मोयार एचपीएस	36	112.2	104.5	129.0	92.2	40.0
	पापनासम एचपीएस	32	131.8	163.4	129.4	105.5	121.6
	पार्सन्स वैली एचपीएस	30	50.9	41.1	44.7	24.1	39.5
	पेरियार एचपीएस	161	548.0	779.2	661.9	440.1	541.6
	पायकारा एचपीएस	59.2	0.0	0.1	35.3	3.1	20.6
	पायकारा अल्टिमेट एचपीएस	150	337.9	322.4	463.5	308.3	328.6
	सरकारपति एचपीएस	30	137.3	143.4	117.1	77.6	89.9
	शोलेयार एचपीएस (तमिलनाडु)	70	290.4	400.2	298.2	202.9	273.5
	सुरुलियार एचपीएस	35	111.1	33.2	0.0	26.5	115.8
तेलंगाना	लोअर जुराला एचपीएस	240	403.3	369.9	432.3	111.6	333.4
	नागार्जुन एसजीआर एचपीएस*	110	1248.7	2262.5	2354.9	540.7	1870.4
	नागार्जुन एसजीआर एलबीसी एचपीएस	60	101.2	148.3	140.0	0.0	122.6
	पोचमपाड एचपीएस	36	91.0	110.8	138.9	76.0	58.9
	प्रियदर्शनी जुराला एचपीएस	234	368.3	344.0	452.9	101.2	344.5
	पुलिचिंतला एचपीएस	120	201.4	315.2	330.5	102.0	265.2
उत्तर प्रदेश	खारा एचपीएस	72	325.5	357.6	328.6	273.6	255.4
	मटाटिला एचपीएस	30.6	116.8	87.0	126.4	99.3	107.6
	ओबरा एचपीएस	99	338.9	311.6	160.1	145.4	228.2
	रिहंद एचपीएस	300	791.2	646.5	359.0	332.3	591.6
उत्तराखंड	चिब्रो (यमुना) एचपीएस	240	821.6	903.9	835.0	757.0	721.4
	चिल्ला एचपीएस	144	733.1	799.4	809.6	706.5	643.1
	ढकरानी एचपीएस	33.75	152.7	155.6	135.4	115.4	100.0
	ढालीपुर एचपीएस	51	174.1	246.8	199.8	152.8	209.4
	धौली गंगा एचपीएस	280	1153.2	1212.4	1292.8	974.1	1093.0
	खटीमा एचपीएस	41.4	218.8	229.8	228.7	204.7	171.0
	खोदरी एचपीएस	120	375.5	430.8	402.8	366.2	347.6
	कोटेश्वर एचपीएस	400	1221.5	1190.6	1255.2	1193.1	1143.3
	कुल्हाल एचपीएस	30	133.4	160.1	151.7	127.6	132.5

	मनेरी भाली-I एचपीएस	90	329.2	399.0	405.2	464.1	476.6
	मनेरी भाली-II एचपीएस	304	1288.9	1412.5	1290.2	1200.8	1245.9
	नैटवार मोरी एचपीएस	60	-	-	-	-	214.8
	रामगंगा एचपीएस	198	260.8	249.4	386.9	317.8	335.2
	श्रीनगर एचपीएस	330	1438.0	1421.9	1514.1	1306.4	1405.8
	सिंगोली भटवारी एचपीएस	99	-	80.4	466.0	393.7	423.6
	टनकपुर एचपीएस	94.2	473.2	540.2	535.0	453.4	432.6
	टेहरी चरण-1 एचपीएस	1000	3040.3	3098.1	3284.8	3248.6	3142.3
	विष्णु प्रयाग एचपीएस	400	1778.4	1801.2	1910.8	1627.5	1784.9
	व्यासी एचपीएस	120	-	-	331.9	309.4	294.6
पश्चिम बंगाल	जलधाका एचपीएस एसटी-I	36	201.5	178.1	165.9	153.2	169.6
	मैथन एचपीएस	63.2	192.4	221.4	100.1	76.3	152.9
	रम्माम एचपीएस	50	254.7	268.3	245.6	162.9	200.3
	तीस्ता लो डैम-III एचपीएस	132	541.3	601.5	599.4	418.9	141.1
	तीस्ता लो डैम-IV एचपीएस	160	719.0	736.8	734.6	638.2	585.9
कुल योग		42,223*	1,44,174	1,46,239	1,53,554	1,28,830	1,31,631

(*):- नागार्जुन सागर एचपीएस में पारंपरिक और पंप स्टोरेज स्कीम का संयोजन शामिल है। हालाँकि, उत्पादन के आंकड़े समेकित क्षमता के लिए हैं।

नोट (*): कुल संस्थापित क्षमता लगभग 42,983 मेगावाट है, जिसमें हाल ही में शुरू की गई पल्लीवासल विस्तार एचईपी (60 मेगावाट), उहल-III एचईपी (100 मेगावाट) और पार्वती-II एचईपी (600 मेगावाट) शामिल हैं।

विवरण-IV

रुकी हुई जलविद्युत परियोजनाओं (25 मेगावाट से अधिक) की सूची

क्र.सं.	स्कीम निष्पादन एजेंसी का नाम	क्षेत्र	राज्य/जिला	संस्थापित क्षमता	निष्पादन के अधीन क्षमता (मेगावाट)	वास्तविक प्रगति (%) में)	वर्तमान स्थिति
क	न्यायाधीन मामलों के कारण रुकी हुई परियोजनाएं						
1	लता तपोवन (एनटीपीसी)	केन्द्रीय	उत्तराखंड/चमोली	3x57	171	3.8%	मामला न्यायालय में विचाराधीन है। अवसंरचना कार्य लगभग पूरा हो चुका है।

							माननीय सर्वोच्च न्यायालय ने लता तपोवन सहित उत्तराखंड में 24 जलविद्युत परियोजनाओं के निर्माण पर रोक लगा दी है। मई, 2014 से काम रुका हुआ है।
2	महेश्वर (एसएमएचपीसीएल)	निजी	मध्य प्रदेश /खरगोन एवं खंडवा	10x40	400	85%	मामला न्यायालय में विचाराधीन है। डेवलपर के साथ नकदी प्रवाह की समस्या के कारण नवंबर, 11 से काम स्थगित है। एम.पी. पावर मैनेजमेंट कंपनी लिमिटेड ने दिनांक 18.04.2020 को एसएमएचपीसीएल के साथ विद्युत खरीद समझौता समाप्त कर दिया है। पीएफसी का आवेदन आईबीसी के तहत दिनांक 27.09.2022 को एनसीएलटी में स्वीकार किया गया है। एनटेग्रा लिमिटेड द्वारा दायर आवेदन में एनसीएलटी द्वारा दिनांक 17.03.2023 के आदेश के तहत सीआईआरपी को रोक दिया गया है। पीएफसी

							ने सीआईआरपी को फिर से शुरू करने के लिए एनसीएलटी के दिनांक 17.03.2023 के आदेश के विरुद्ध एनसीएलएटी के समक्ष अपील दायर की है।
3	भस्मे (गति इंफ्रास्ट्रक्चर) प्राइवेट लिमिटेड	निजी	सिक्किम/पूर्वी सिक्किम	2x25.5	51	30%	मामला न्यायालय में विचाराधीन है। भस्मे एचईपी के लिए न्यायालय द्वारा नियुक्त समाधान पेशेवर ने कहा कि सितंबर, 2016 से काम रुका हुआ है। गति इंफ्रा के खिलाफ सीआईआरपी शुरू की गई है और एनसीएलटी ने समाधान पेशेवर नियुक्त किया है। गति इंफ्रास्ट्रक्चर भस्मे पावर प्राइवेट लिमिटेड के मामले में समाधान पेशेवर को 4 समाधान योजना प्राप्त हुई है और वे ऋणदाताओं की समिति से अनुमोदनार्थ लंबित हैं।
			उप योग		622		
ख	निधि की कमी के कारण रुकी हुई परियोजनाएं						
1	तांगनू रोमई पावर जनरेशन पावर लिमिटेड	निजी	हिमाचल प्रदेश/शिमला	2x22	44	20%	अगस्त, 2016 से कार्य रुका हुआ है। माननीय राष्ट्रीय कंपनी कानून न्यायाधिकरण, चंडीगढ़ बेंच के 06 मई, 2024 के आदेश के अनुसार

							दिवाला और दिवालियापन संहिता 2016 (आईबीसी) के तहत कॉर्पोरेट देनदार (टीआरपीजीपीएल) के संबंध में कॉर्पोरेट दिवाला समाधान प्रक्रिया (सीआईआरपी) शुरू की गई है।
2	रंगित-II (सिक्किम हाइड्रो) पावर वेंचर्स लिमिटेड	निजी	सिक्किम/पश्चिम सिक्किम	2x33	66	20%	दिसंबर, 2017 से कार्य रुका हुआ है। डेवलपर के पास निधि की कमी है। राज्य सरकार द्वारा कंपनी को निर्माण के लिए भूमि उपलब्ध कराने में देरी हुई, पर्यावरण मंजूरी समाप्त हो गई।
			उप योग		110		
ग	परियोजना स्थल तक पहुंच के कारण रुकी हुई परियोजना						
1	पनान (हिमागिरी) हाइड्रो एनर्जी प्राइवेट लिमिटेड.	निजी	सिक्किम/उत्तरी सिक्किम	4x75	300	शून्य	शुरुआत में, परियोजना ने सभी आवश्यक स्वीकृतियाँ प्राप्त कीं और वर्ष 2011 में निर्माण शुरू हुआ, लेकिन 2011 में आए भूकंप ने वर्ष 2012 तक प्रगति में देरी की। 2016 में आई बाढ़ ने अवसंरचना को बहा दिया, जिससे निर्माण में और बाधा आई। इसके अतिरिक्त, मंटम झील के निर्माण ने और भी चिंताएँ पैदा कीं।

							परियोजना को एनबीडब्ल्यूएल मंजूरी प्राप्त करने में देरी का सामना करना पड़ा, जो अंततः वर्ष 2019 में प्राप्त हुई। कोविड-19 महामारी के कारण वर्ष 2020 से 2021 तक लॉकडाउन रहा, जिससे फिर से प्रगति में देरी हुई। अक्टूबर 2023 में, अचानक आई बाढ़ ने अवसंरचना को बाधित कर दिया, और फरवरी, 2025 में तीस्ता पुल के ढहने से परियोजना पूरी तरह से रुक गई। कई चुनौतियों पर काबू पाने के बावजूद, चल रहे बुनियादी ढाँचे के मुद्दों के कारण परियोजना रुकी हुई है।
			उप योग		300		
घ	अन्य मामलों के कारण रुकी परियोजनाएं						
1	लोअर कलनाई (जेकेएसपीडीसी)	राज्य	जम्मू एवं कश्मीर संघ राज्य क्षेत्र/किश्तवाड़	2x24	48	10%	जम्मू-कश्मीर में लोअर कलनाई हाइडल प्रोजेक्ट (48 मेगावाट) को ठेकेदार के दिवालिया होने के कारण देरी का सामना करना पड़ा। दिनांक 12 सितंबर, 2013 को अवार्ड की अधिसूचना जारी की गई थी,

							जिसकी समाप्ति की समय सीमा सितंबर, 2017 थी। ठेकेदार की खराब प्रगति और दिवालियापन के कारण, जेकेएसपीडीसी ने कुल 79.532 करोड़ रुपये की बैंक गारंटी को भुनाने और विवरण को समाप्त करने का फैसला किया। मेसर्स कोस्टल प्रोजेक्ट्स प्राइवेट लिमिटेड के साथ ईपीसी विवरण अगस्त, 2019 में समाप्त कर दिया गया था। संशोधित परियोजना लागत मार्च, 2022 में निविदा की गई, जिसमें मेसर्स एमईआईएल सबसे कम बोली लगाने वाले के रूप में उभरी। हालांकि, एसजीएसटी प्रतिपूर्ति और मुफ्त बिजली और पानी के उपयोग शुल्क पर छूट सहित छूट की आवश्यकता के कारण परियोजना की वित्तीय व्यवहार्यता अनिश्चित बनी हुई है।
2	फाटा ब्यूंग (लैंको)	निजी	उत्तराखंड/रुद्रप्रयाग	2x38	76	74.0%	वित्तीय संकट के कारण जुलाई, 2017 से कार्य रुका हुआ है। यह परियोजना दिनांक 23.03.2023 को एनसीएलटी के माध्यम

							से मेसर्स स्टेटक्राफ्ट आईएच को आवंटित की गई है।
			उपयोग		124		
			कुल		1156		

MAINTENANCE OF NATIONAL HIGHWAYS

***473. SHRI RAVINDRA DATTARAM WAIKAR:**

DR. SHRIKANT EKNATH SHINDE:

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

- (a) whether the Government plans to focus on the quality and maintenance of National Highways (NHs) in 2025 after a record construction of 56,700 km of NHs during the last ten years and if so, the details thereof;
- (b) the measures that are being taken to ensure that the newly constructed NHs meet high-quality standards and are properly maintained;
- (c) the manner in which the Government would plan to improve the safety and travel experience for NH users in 2025;
- (d) the role that the Government plays in the ongoing operation and maintenance of NHs; and
- (e) the steps being taken to ensure that the recent expansion of NHs from 0.91 lakh km to 1.46 lakh km is effectively managed and maintained for long-term sustainability?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b):The Government has prioritized the maintenance of existing National Highway (NH) network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R) of all NHs sections through accountable maintenance agency.

NHs projects are executed on mainly three modes i.e. (i) Build Operate and Transfer (BOT), (ii) Hybrid Annuity Model (HAM) and (iii) Engineering Procurement and Construction (EPC). Concession period for projects including maintenance on Build Operate and Transfer (BOT) is 15 to 20 years and on Hybrid Annuity Model (HAM) is generally 15 years. Concessionaire is responsible for maintenance of the respective NHs stretches within the concession period of the project. Only in case of EPC projects, Defect Liability period (DLP) is 5 years for the bituminous pavement works and 10 years for concrete pavement works.

For Toll-Operate-Transfer (TOT) and InvIT projects, concession period including maintenance is for 20 to 30 years. Concession period for Projects on Operate, Maintain and Transfer (OMT) is generally 9 years.

For all remaining sections of NHs stretches where DLP period has ended or is not under any concession period of BOT/HAM/TOT/InvIT project, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). While STMC works are generally undertaken for a contract period of 1-2 year, PBMC works are undertaken for a contract period of about 5-7 years. During the current Financial Year

2024-25, Government has approved STMC works in 17,884 km length costing Rs.2,842 Crore and PBMC works in 6,118 km length costing Rs.6,757 Crore.

Further, all efforts are made to ensure that the NHs are constructed as per quality standards specified by Government/ Indian Roads Congress (IRC) specifications and codes. To ensure the construction quality, Consultants (Authority's Engineer / Independent Engineer) are appointed by the executing agencies for day to day supervision of the works at site. Officials of executing agencies as well as Independent Third-Party Auditors undertake inspections from time to time and ensure adherence of conformity of quality of materials used in construction as well as the work done by the Concessionaire / Contractor with stipulated requirements. Deficiencies, if any, observed during such examination / supervision are brought to the notice of the Concessionaires / Contractors for taking up necessary corrective measures.

In addition, Government has also taken up the random non- destructive quality check on NHs through Mobile Quality Control Van on Pilot basis in four States.

(c) : Road safety engineering measures / works on NHs, including rectification of blackspots, are undertaken mainly as part of scope of development / maintenance works on NHs or as standalone projects in certain cases. Following are some important road safety initiatives taken by the Government:-

- i. For making the NHs black spot free, Government has taken steps for immediate short-term measures like road markings, signages, crash barriers, road studs,

delineators, closure of unauthorized median openings, traffic calming measures, etc. at the accident black spots. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are taken for permanent rectification of black spots. Out of total 13,795 black spots identified on the NHs upto 2021-22, short-term rectification measures have been completed on 11,515 black spots and permanent rectification measures have been completed on 5,036 black spots.

- ii.** Electronic Detailed Accident Report System has been launched through which accident spots on NHs are noticed immediately. Accordingly such spots are visited immediately by field officers and appropriate short term measures are taken.
- iii.** In order to reduce the fatality of accident victims, Government has planned pan India launch of the Scheme for Cashless Treatment of Road Accident Victims, as per the legal mandate of Section 162 of Motor Vehicles Act, 1988. The Scheme is aimed at strengthening the emergency care ecosystem to provide timely treatment to road accident victims and prevent loss of precious lives.
- iv.** The Scheme for Cashless Treatment of Road Accident Victims is presently implemented on pilot basis across 6 States / Union Territories (UTs), namely, Chandigarh, Assam, Punjab, Uttarakhand, Haryana and Puducherry for acclimatization of field officials.

- v. Further, Government has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Details of various initiatives taken to address road safety issues are at **Statement**.

Further, to improve travel experience for NHs users, the Government envisions development of Wayside Amenities (WSAs) at approximate intervals of 40-60 km along NHs. Government in Ministry of Road Transport & Highways has planned to award around 700+ WSAs. Total 393 WSAs have been awarded so far, out of which 94 are operational. Out of the 94 operational WSAs, 59 are equipped with trucker facilities and 50 with Electric Vehicle (EV) Charging stations. Additionally, 100 sites have been allocated to Oil Marketing Companies (OMCs) for the development of trucker facilities.

(d) and (e): Repair of identified defects / issues in the road condition as well as other maintenance / repair works are completed by the Contractor / Concessionaire within the stipulated timeline as per provisions of the Contract. Compliance is ensured through regular field reports and penalty provisions incorporated in the Contract documents for action against defaulting Contractor / Concessionaire. In addition, field officers have been directed to strictly ensure the maintenance and safety compliance during operation and maintenance period of the contract.

Government encourages the adoption of innovative technologies or methods to enhance the durability and reduce the maintenance requirements of NHs (depending

upon factors like rainfall, terrain type, soil category etc.). Such technologies or methods include stabilization of subgrade, geosynthetic reinforced layer(s) in sub-base / base, concrete roads / whitetopping, perpetual pavement, High performance bituminous mixes, modified bitumen / bituminous mixes, Fiber Reinforced Concrete, Cement Grouted Bituminous Mixes, etc. Automated and Intelligent Machine-Aided Construction has been adopted which ensures cloud based maintenance records and quality work.

Road condition assessment is carried out through Network Survey Vehicle (NSV) for the NHs stretches before start of work, before issue of completion certificate and thereafter at regular intervals of six months after completion of the work, thereby enabling quality assessment of NHs at regular intervals for (i) ensuring the maintenance during Concession period / DLP and (ii) prioritizing maintenance requirements to maintain NHs in traffic worthy condition.

Further, app based monitoring through National Highways Authority of India (NHAI) One / Tatpar App facilitates, highway project management by Field officers / Engineers / Contractors / Concessionaires directly from onsite, through digital reporting of daily and monthly defects, submission of geo-tagged and time-stamped photos for inspections and digital uploading of test results.

STATEMENT

Details of various initiatives taken to address road safety issues: -

(A) Education:

- i. Administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. Administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(B) Engineering:

B.1. Road Engineering:

- i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.
- ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under MoRTH to look after RSA and other road safety related works.
- iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

- v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.
- vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

B.2 Vehicle Engineering:

Various initiatives have been undertaken to make vehicles safer, including the following:-

- i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.
- ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.
- iii. Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

- a.** Seat Belt Reminder (SBR) for driver and co-driver.
- b.** Manual Override for central locking system
- c.** Over speed warning system.

For all M and N category vehicles:

- a. Reverse Parking Alert System
- iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle

with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

- v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.
- vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31.10.2022 and 14.03.2024.
- vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.
- viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.
- ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.
- x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

- xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.
- xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M, N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

(C) Enforcement:

- i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology.
- ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions in cities having population of more than one million in the country and cities under National Clean Air Programme (NCAP).
- iii. On 10th June, 2024, issued an advisory to all the States and Union territories on

technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(D) Emergency Care:

- i. Published rules for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.
- ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs.12,500 to Rs.50,000 for grievous hurt and from Rs.25,000 to Rs.2,00,000 for death).
- iii. The National Highways Authority of India (NHAI) has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridor of National Highways.
- iv. Implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh, Haryana, Punjab, Uttarakhand, Puducherry and Assam.

स्वच्छ भारत मिशन-शहरी के अंतर्गत उपलब्धियां

*** 474. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:**

श्री बलवंत बसवंत वानखडे:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) के अंतर्गत अब तक प्राप्त प्रमुख उपलब्धियों का राज्यवार ब्यौरा

क्या है तथा यह योजना कब शुरू की गई थी;

(ख) क्या यह सच है कि देश के कई शहरों में अपशिष्ट प्रबंधन और मल-जल निकासी व्यवस्था की स्थिति अभी भी खराब है और यदि हां, तो इसके क्या कारण हैं;

(ग) सरकार देश के सभी नगर निकायों को स्वच्छता के लिए आवश्यक वित्तीय सहायता किस प्रकार सुनिश्चित करती है;

(घ) क्या सरकार के पास देश के शहरी क्षेत्रों में ठोस अपशिष्ट प्रबंधन को और अधिक प्रभावी बनाने के लिए नई कार्यनीति है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क) और (ख): देश के शहरी क्षेत्रों को खुले में शौच से मुक्त (ओडीएफ) बनाने और देश के शहरी क्षेत्रों में उत्पन्न नगरपालिका ठोस अपशिष्ट (एमएसडब्ल्यू) का वैज्ञानिक प्रसंस्करण करने के उद्देश्य से भारत सरकार ने 2 अक्टूबर, 2014 को स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) की शुरुआत की थी। इस प्रगति को आगे बढ़ाने के लिए, एसबीएम-यू 2.0 को 1 अक्टूबर, 2021 को पांच साल की अवधि के लिए शुरू किया गया है, जिसका उद्देश्य 100% स्रोत पृथक्करण, डोर-टू-डोर कचरा संग्रहण और वैज्ञानिक लैंडफिल में सुरक्षित निपटान सहित कचरे के सभी अंशों का वैज्ञानिक प्रबंधन और सभी पुराने डंपसाइटों का निपटान करके सभी शहरों में कचरा मुक्त स्थिति प्राप्त करना है। 2011 की जनगणना के अनुसार 1 लाख से कम आबादी वाले शहरों में मल कीचड़ और सेप्टेज के समग्र रूप से निपटान के लिए एसबीएम-यू 2.0 के तहत प्रयुक्त जल प्रबंधन (यूडब्ल्यूएम) भी एक नया घटक है।

अक्टूबर, 2019 में 35 राज्यों/संघ राज्य क्षेत्रों के सभी शहरी स्थानीय निकाय खुले में शौच से मुक्त हो गए। यह लक्ष्य 63.75 लाख व्यक्तिगत घरेलू शौचालय (आईएचएचएल) इकाइयों के निर्माण के साथ हासिल किया गया है, जो मिशन लक्ष्य 58.99 लाख (108.06%) से अधिक है और 5.07 लाख (125.44%) मिशन लक्ष्य की तुलना में 6.36 लाख सामुदायिक शौचालय/सार्वजनिक शौचालय (सीटी/पीटी) सीटों का निर्माण किया

गया है। इसके अलावा, राज्यों/ संघ राज्य क्षेत्रों द्वारा स्वच्छतम पोर्टल पर दी गई जानकारी के अनुसार देश के शहरी क्षेत्रों में प्रतिदिन कुल 1,61,157 टन (टीपीडी) नगरपालिका ठोस अपशिष्ट उत्पन्न होता है, जिसमें से 1,29,708 टीपीडी प्रसंस्कृत किया जाता है अर्थात् 2014 में 16% अपशिष्ट प्रसंस्करण की तुलना में, सामग्री पुनर्प्राप्ति सुविधाएं (एमआरएफ), स्थानांतरण स्टेशन, खाद संयंत्र, निर्माण और विध्वंस (ग एवं घ) और अपशिष्ट से बिजली सहित अपशिष्ट से ऊर्जा संयंत्र, जैव-मीथेनेशन संयंत्र आदि जैसी अपशिष्ट प्रसंस्करण सुविधाओं की स्थापना से वर्तमान प्रसंस्करण क्षमता 80.49% तक बढ़ गई है। अब तक 7766 ठोस अपशिष्ट प्रसंस्करण सुविधाएं स्थापित की जा चुकी हैं। इसके अलावा, भारत सरकार ने एसबीएम-यू 2.0 के एसडब्ल्यूएम घटक के तहत 10,930.12 करोड़ रुपये आवंटित किए हैं, जिसमें से 8,662.28 करोड़ रुपये के केंद्रीय हिस्से वाली परियोजनाएं अनुमोदित की जा चुकी हैं और राज्यों/ संघ राज्य क्षेत्रों द्वारा 1999.96 करोड़ रुपये का दावा किया गया है। राज्य-वार अपशिष्ट प्रसंस्करण सुविधाओं का ब्यौरा वेबसाइट <https://sbmurban.org/swachh-bharat-mission-progress> पर उपलब्ध हैं।

500 शहरों में सीवरेज और सेप्टेज प्रबंधन की समस्या से निपटने के लिए सरकार ने 25 जून, 2015 को अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) शुरू किया है। शहरों को 'आत्मनिर्भर' और 'जल सुरक्षित' बनाने के उद्देश्य से 1 अक्टूबर 2021 को अमृत 2.0 शुरू किया गया है। अमृत 2.0 जलापूर्ति में सार्वभौमिक कवरेज को देश के 500 शहरों से सभी सांविधिक कस्बों तक बढ़ाकर जीवन को आसान बनाएगा।

(ग): एसबीएम-यू के तहत, राज्यों/संघ राज्य क्षेत्रों द्वारा की गई मांग के आधार पर राज्यों/ संघ राज्य क्षेत्रों को केंद्रीय हिस्से की निधि जारी की जाती है, जो राज्य स्तरीय तकनीकी समिति (एसएलटीसी) द्वारा विधिवत अनुमोदित पूर्ण प्रस्तावों के रूप में होती है, जिन्हें संबंधित राज्य/ संघ राज्य क्षेत्र सरकार द्वारा उनकी कार्य-योजना के अनुसार यूएलबी को प्रेषित किया जाता है। इसके अलावा स्वच्छ भारत मिशन - शहरी (एसबीएम-यू) के तहत ठोस अपशिष्ट प्रबंधन संयंत्रों और प्रयुक्त जल प्रबंधन संयंत्रों की स्थापना के लिए राज्य उच्चाधिकार

प्राप्त समिति (एसएचपीसी) द्वारा अनुमोदित परियोजना लागत के अधिकतम 30% के अधीन पूरक वित्त पोषण के 50% तक केंद्रीय सहायता/अनुदान सहायता राज्यों/ संघ राज्य क्षेत्रों को प्रदान की जाती है।

एसबीएम-यू के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को विभिन्न प्रकार के नगरपालिका ठोस अपशिष्ट प्रबंधन संयंत्रों की स्थापना और प्रयुक्त जल प्रबंधन परियोजनाओं आदि के लिए केंद्रीय हिस्से की सहायता (सीएस) दी जा चुकी है। एसबीएम-यू और एसबीएम-यू 2.0 के लिए बजट प्रावधान का विवरण निम्नानुसार है:

(करोड़ रुपए में)

एसबीएम चरण	बजट परिव्यय	केंद्रीय हिस्सा
एसबीएम-यू (2014-2021)	62,009	14,623
एसबीएम-यू 2.0 (2021-2026)	1,41,600	36,465

अमृत के तहत सीवरेज और सेप्टेज प्रबंधन क्षेत्र के अंतर्गत 34,501 करोड़ रुपये की लागत वाली 889 परियोजनाएं शुरू की जा चुकी हैं, जिनमें से 32,175 करोड़ रुपये के कार्य वास्तविक रूप से निष्पादित किए जा चुके हैं। अमृत 2.0 के तहत सीवरेज और सेप्टेज प्रबंधन क्षेत्र में अब तक 67,649 करोड़ रुपये की लागत वाली 592 परियोजनाएं, जिनमें 6,739 एमएलडी सीवेज ट्रीटमेंट प्लांट क्षमता का निर्माण/संवर्धन और 2,089 एमएलडी पुनःचक्रण/पुनः उपयोग शामिल है।

(घ) और (ड): शहरी क्षेत्रों में स्वच्छता और ठोस अपशिष्ट प्रबंधन परियोजनाओं की आयोजना, डिजाइन और उन्हें क्रियान्वित करने के लिए राज्यों/यूएलबी के प्रयासों में सहायता करने के लिए, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ठोस अपशिष्ट प्रबंधन पर मैनुअल/मानक प्रचालन प्रक्रियाएं (एसओपी) साझा करके, नीति निर्देश, वित्तीय और तकनीकी सहायता प्रदान करके राज्यों/ संघ राज्य क्षेत्रों के प्रयासों में सहायता करता है और ठोस अपशिष्ट प्रबंधन के लिए उपयुक्त प्रौद्योगिकियों को चुनने के लिए समय-समय पर विभिन्न परामर्श और दिशानिर्देश जारी करता है। सभी राज्यों/संघ राज्य क्षेत्रों के लिए आवासन और शहरी कार्य मंत्रालय द्वारा जारी परामर्श/दिशानिर्देश/एसओपी <https://sbmurban.org/technical-advisories> पर उपलब्ध हैं।

बिहार में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण की परियोजनाएं

*475. श्री दिलेश्वर कामैत:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) बिहार में भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा कितनी परियोजनाएं शुरू की गई हैं तथा उन पर कितने सड़क उपरि पुल (आरओबी) बनाए जा रहे हैं;

(ख) वर्ष 2024-25 के दौरान बिहार में एनएचएआई द्वारा कितनी नई परियोजनाएं स्वीकृत की गई हैं; और

(ग) बिहार के मधेपुरा जिले में सिंहेश्वर धाम के पास बाईपास सड़क और आरओबी का निर्माण कब तक शुरू होने की संभावना है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) :बिहार में कुल 36 परियोजनाओं पर कार्य चल रहा है, जिनमें 41 सड़क उपरि पुल (आरओबी) का निर्माण किया जा रहा है।

(ख): सरकार ने भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के लिए वित्तीय वर्ष 2024-25 के लिए बिहार में कुल 5 परियोजनाओं को स्वीकृत किया है।

(ग): सिंहेश्वर धाम के पास बाईपास सड़क के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) सौंप दी गई है। आरओबी के निर्माण सहित इसके निर्माण के बारे में निर्णय डीपीआर के परिणाम, मानदंडों के पूरा होने, कनेक्टिविटी की आवश्यकता, पारस्परिक प्राथमिकता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर किया जाएगा।

केन्द्र और राज्यों के बीच जल का बंटवारा

*476. श्री अमरा राम:

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

- (क) यमुना के जल में राजस्थान के हिस्से के संबंध में रिपोर्ट कब तक तैयार होने की संभावना है और इसमें केन्द्र, राजस्थान और हरियाणा का कितना-कितना हिस्सा होने की उम्मीद है;
- (ख) क्या इस संबंध में केन्द्र सरकार और हरियाणा तथा राजस्थान की राज्य सरकारों के बीच कोई समझौता हुआ है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) से (ग): हरियाणा और राजस्थान के मध्य भूमिगत पाइपलाइनों के माध्यम से जल के अंतरण संबंधी परियोजना की विस्तृत परियोजना रिपोर्ट (डीपीआर) संयुक्त रूप से तैयार करने के लिए अपर मुख्य सचिव, जल संसाधन विभाग, राजस्थान सरकार और आयुक्त एवं सचिव (सिंचाई एवं जल संसाधन विभाग), हरियाणा सरकार द्वारा दिनांक 17.02.2024 को एक समझौता ज्ञापन पर हस्ताक्षर किए गए थे। उक्त समझौता ज्ञापन का विवरण निम्नलिखित है :

(i) इस परियोजना के प्रथम चरण के तहत हथिनीकुंड में दिल्ली के जल के हिस्से सहित हरियाणा द्वारा पश्चिमी यमुना नहर की पूर्ण क्षमता (24,000 क्यूसेक) का उपयोग करने के पश्चात चुरू, सीकर, झुंझुनू और राजस्थान के अन्य जिलों के लिए पेयजल आपूर्ति और अन्य आवश्यकताओं हेतु भूमिगत पाइपलाइनों के माध्यम से 577 एमसीएम तक जल के अंतरण के लिए राजस्थान और हरियाणा सरकार द्वारा जुलाई से अक्टूबर के दौरान संयुक्त रूप से एक डीपीआर तैयार कर इसे अंतिम रूप दिया जाएगा। इस डीपीआर को चार माह की अवधि में तैयार कर अंतिम रूप देने के लिए दोनों राज्य आपस में पूर्ण सहयोग करेंगे। केंद्रीय जल आयोग (सीडब्ल्यूसी) / ऊपरी यमुना नदी बोर्ड द्वारा आवश्यकतानुसार तकनीकी सहायता प्रदान की जाएगी।

दोनों राज्यों द्वारा संयुक्त डीपीआर तैयार करने के लिए टास्क फोर्स का गठन किया गया है।

(ii) ऊपरी यमुना बेसिन में तीन चिन्हित भंडारण, नामतः- रेणुकाजी, लखवार और किशाऊ के निर्माण के पश्चात शेष अवधि के दौरान हथिनीकुंड में राजस्थान के हिस्से के जल को यथासंभव पेय और सिंचाई उद्देश्यों के लिए उक्त प्रणाली के माध्यम से ही उपलब्ध कराया जाएगा।

INTERLINKING OF RIVERS PROJECT

***477. SHRI RAMASAHAYAM RAGHURAM REDDY**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of the progress made by the Government in furtherance of interlinking of rivers;
- (b) whether the Government has conducted an exercise to estimate the level of displacements that may occur in the course of implementation of such a project and if so, the details thereof;
- (c) whether the Government has come up with a comprehensive plan for the rehabilitation of such displaced persons; and
- (d) if so, the details thereof?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a): The Government of India formulated a National Perspective Plan (NPP) in the year 1980 and the National Water Development Agency (NWDA) has been entrusted with the work of Interlinking Rivers (ILR) under the NPP. 30 ILR projects have been identified under the NPP, 16 link projects under Peninsular component and 14 under Himalayan component. The Government of India has accorded top priority to the ILR Programme. Out of the 30 ILR projects under the NPP, Detailed Project Reports (DPRs) of 11 link projects, Feasibility Reports

(FRs) of 26 link projects, and Pre-Feasibility Reports (PFRs) of all the 30 link projects have been completed. Five projects have been identified as “Priority link projects”, viz; the Ken-Betwa Link Project, the Godavari-Cauvery Link Project (comprising 3 links) and the Modified Parbati-Kalisindh-Chambal (Modified PKC) Link Project. The Ken-Betwa Link Project (KBLP) is the first ILR project, implementation of which has started. The details and status of ILR Projects under the NPP is given at **Statement**.

(b) to (d): The ILR projects are water transfer projects and like other water resources projects, these projects also have issues related to the displacement of the project affected people and their Resettlement and Rehabilitation (R&R). In order to deal effectively with such issues, detailed studies on displacements involved in the respective link projects along with the socio-economic surveys are carried out during the preparation of their DPRs. Details of the socio-economic analysis and the R&R plan are mentioned in the DPRs, with complete information on submergence area, number of Project Affected Families (PAFs), land acquisition required, cost involved, and the details of land compensation and the R&R of PAFs. The R&R of PAFs and land acquisition for the ILR projects are carried out by the respective party State Governments, in accordance with the provisions contained in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

As for the only ongoing ILR project of KBLP, a Monitoring Committee for R&R has been constituted under the Chairmanship of the Secretary, Department of Land Resources, Ministry of Rural Development, Government of India, comprising of various stake holding Departments

both at the Central and State levels; to oversee the effective implementation and monitoring of land acquisition and the R&R Plan for the project.

STATEMENT

Details and Current Status of ILR projects under the NPP

Peninsular Component

Sl. No	Name	States benefited	Status
1	a. Mahanadi (Manibhadra) - Godavari (Dowlaiswaram) link	Andhra Pradesh (AP) and Odisha	FR completed
	b. Alternate Mahanadi (Barmul) – Rushikulya – Godavari (Dowlaiswaram) link	AP and Odisha	FR completed
2	Godavari (Polavaram) - Krishna (Vijayawada) link @	AP	FR completed
3	a. Godavari (Inchampalli) - Krishna (Nagarjunasagar) link	Telangana	FR completed
	b. Alternate Godavari (Inchampalli) - Krishna (Nagarjunasagar) link *	Telangana	DPR completed
4	Godavari (Inchampalli/ SSMPP) Krishna (Pulichintala) link	Telangana and AP	DPR completed
5	a. Krishna (Nagarjunasagar) - Pennar (Somasila) link	AP	FR completed
	b. Alternate Krishna (Nagarjunasagar) - Pennar (Somasila) link *	AP	DPR completed
6	Krishna (Srisaillam) – Pennar link	AP	Draft DPR completed
7	Krishna (Almatti) – Pennar link	AP and Karnataka	Draft DPR completed
8	a. Pennar (Somasila) - Cauvery (Grand Anicut) link	AP, Tamil Nadu and Puducherry	FR completed
	b. Alternate Pennar (Somasila) - Cauvery (Grand Anicut) link *	AP, Tamil Nadu and Puducherry	DPR completed
9	Cauvery (Kattalai) - Vaigai -Gundar link	Tamil Nadu	DPR completed
10	a. Parbati –Kalisindh - Chambal link	Madhya Pradesh (MP) and Rajasthan	FR completed
	b. Modified Parbati – Kalisindh-Chambal link (duly integrated with ERCP)	MP and Rajasthan	Draft PFR completed
11	Damanganga - Pinjal link	Maharashtra	DPR completed
12	Par-Tapi-Narmada link	Gujarat and Maharashtra	DPR completed
13	Ken-Betwa link	Uttar Pradesh (UP) and	DPR completed

		MP	and project is under implementation
14	Pamba - Achankovil - Vaippar link	Tamil Nadu and Kerala	FR completed
15	Bedti - Varda link @@	Karnataka	DPR completed
16	Netravati – Hemavati link**	Karnataka	PFR completed

* Due to pending consensus on Manibhadra and Inchampalli dams, Alternate study to divert unutilized waters of Godavari River was carried out and DPR of Godavari (Inchampalli/ Janampet) – Krishna (Nagarjunasagar) - Pennar (Somasila) – Cauvery (Grand Anicut) link projects was completed. Godavari- Cauvery (Grand Anicut) link project has been prepared comprising of Godavari (Inchampalli/Janampet) - Krishna (Nagarjunasagar), Krishna (Nagarjunasagar) - Pennar (Somasila) and Pennar (Somasila)-Cauvery (Grand Anicut) link projects.

** Further studies are not taken up since after implementation of Yettinahole project by Govt. of Karnataka, no surplus water is available in Netravati basin for diversion through this link.

@ Godavari (Polavaram) – Krishna (Vijayawada) link – The project has been taken up by Government of Andhra Pradesh.

@@ Bedti – Varda link – DPR was prepared directly after preparation of its PFR, no FR was prepared.

Himalayan Component

Sl. No	Name	States / Countries benefited	Status
1.	Kosi-Mechi link	Bihar and Nepal	PFR completed
2.	Kosi-Ghaghra link	Bihar, Uttar Pradesh (UP) and Nepal	FR completed
3.	Gandak - Ganga link	UP and Nepal	FR completed
4.	Ghaghra - Yamuna link	UP and Nepal	Draft FR completed
5.	Sarda - Yamuna link	UP and Uttarakhand	FR completed
6.	Yamuna-Rajasthan link	Haryana and Rajasthan	FR completed
7.	Rajasthan-Sabarmati link	Rajasthan and Gujarat	FR completed
8.	Chunar-Sone Barrage link	Bihar and UP	Draft FR completed
9.	Sone Dam - Southern Tributaries of Ganga link	Bihar and Jharkhand	Draft FR completed
10.	Manas-Sankosh-Tista-Ganga (M-S-T-G) link	Assam, West Bengal (WB) and Bihar	FR completed
11.	Jogighopa-Tista-Farakka link (Alternative to M-S-T-G)	Assam, WB and Bihar	PFR completed (proposal has been dropped)

12.	Farakka-Sundarbans link	WB	FR completed
13.	Ganga (Farakka) - Damodar-Subarnarekha link	WB, Odisha and Jharkhand	FR completed
14.	Subarnarekha-Mahanadi link	WB and Odisha	FR completed

अमृतसर-जामनगर एक्सप्रेसवे का निर्माण

*478. श्री उम्मेदा राम बेनीवाल:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतमाला परियोजना के तहत राजस्थान से गुजरने वाले अमृतसर-जामनगर एक्सप्रेसवे के अंतर्गत निर्मित सड़क की गुणवत्ता बहुत खराब है जिसके कारण सड़क कई स्थानों पर धंस गई है और ऊबड़-खाबड़ हो गई है और उसमें बहुत सारे गड्ढे हो गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) इसके लिए कौन-कौन व्यक्ति/प्राधिकारी जिम्मेदार हैं;

(ग) क्या सरकार ने उक्त मार्ग पर होने वाली सड़क दुर्घटनाओं के कारणों की जांच की है, यदि हां, तो सड़क दुर्घटनाओं के लिए जिम्मेदार तकनीकी खामियों और इस संबंध में अब तक किए गए सुधारात्मक उपायों का ब्यौरा क्या है;

(घ) इस सड़क पर श्रेणी-वार कितना बजटीय व्यय किया गया है; और

(ङ) इस पूरी परियोजना के तहत सड़क निर्माण के लिए भूमि अधिग्रहण हेतु कितने भूमिधारकों को मुआवजा दिया गया है और मुआवजे के लिए राज्य-वार और जिला-वार निर्धारित दर और मानक क्या हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (ख): भारतमाला परियोजना के अंतर्गत राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे के खंड का निर्माण निर्धारित मानकों और विनिर्देशों तथा प्रासंगिक भारतीय सड़क कांग्रेस (आईआरसी) कोड के अनुसार किया गया है। वर्ष 2023 में यातायात खुलने और मानसून के बाद, कुछ स्थानों पर समस्या देखी गई। स्थायी सुधारात्मक उपायों का पता लगाने के लिए, आईआईटी खड़गपुर के क्षेत्र (डोमेन) विशेषज्ञों के माध्यम से

फुटपाथ की जांच की गई है। वे खंड/स्थान जहां समस्या आई थी, वहां करार समझौते में परिकल्पित 5 वर्ष की दोष देयता अवधि (डीएलपी) के तहत रखरखाव दायित्वों के अनुसार ठेकेदार द्वारा अपनी लागत पर डोमेन विशेषज्ञों की सिफारिश के अनुसार सुधार किया गया है।

(ग): संपूर्ण राजमार्ग के ज्यामितीय डिजाइन की समीक्षा की गई थी और यह पाया गया कि यह पूरी तरह से आईआरसी के दिशानिर्देशों के अनुसार है। सभी जंक्शन और ग्रेड सेपरेटेड संरचनाएं भी आईआरसी के मानदंडों के अनुसार हैं और 100 किमी/घंटा की डिजाइन गति के लिए सुरक्षित हैं।

कॉरिडोर पर दुर्घटनाओं की भी जांच की गई और आमतौर पर यह देखा गया कि दुर्घटनाएं विभिन्न कारणों से हुईं, जिनमें लंबे समय तक कार्य करने के कारण ड्राइवर की थकान और उनका विश्राम ना करना शामिल हैं।

(घ) : राजस्थान राज्य में अमृतसर-जामनगर आर्थिक गलियारे की कुल परियोजना लागत भूमि अधिग्रहण और निर्माण लागत सहित 15797.71 करोड़ रुपये है।

(ड.) : भूमिधारकों का ब्यौरा निम्नानुसार है:

राज्य	जिला	भूमिधारकों की संख्या	मुआवजा राशि (में .करोड रु)
हरियाणा	डबवाली	201	38.25
राजस्थान	हनुमानगढ़	1601	250.80
	श्री गंगानगर	688	23.10
	बीकानेर	10677	138.55
	जोधपुर	4864	165.27
	बाड़मेर	2841	107.65
	जालौर	2616	185.47

मुआवजे का निर्धारण भूमि अर्जन, पुनर्वासन और पुनर्व्यवस्थापन में उचित प्रतिकर और पारदर्शिता अधिकार अधिनियम, 2013 (आरएफसीटीएलएआरआर) अधिनियम के साथ पठित राष्ट्रीय राजमार्ग अधिनियम, 1956 के प्रावधानों के तहत किया गया है और इसमें राज्य सरकार की अधिसूचना, दिनांक 14.06.2016 पर आधारित कारक शामिल किए गए हैं।

MONETISATION OF ROAD ASSETS

***479. SHRI BALABHADRA MAJHI:**

SHRIMATI APARAJITA SARANGI:

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

- (a) whether the National Highways Authority of India (NHAI) has identified a number of road assets in the country for monetisation;
- (b) if so, the details thereof during the last three years and for the year 2025-26 and the revenue generation thereto, State-wise;
- (c) the safeguards in place to ensure that road asset monetisation does not lead to excessive toll rates for commuters;
- (d) the manner in which the NHAI ensures that the revenue generated from monetisation is reinvested into National Highway infrastructure development and maintenance;
- (e) the oversight measures in place to monitor private concessionaires and prevent them from prioritizing profits over public interest; and
- (f) the accountability measures that would be implemented to ensure transparency in the selection of road assets for monetisation?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): Yes sir. List of the NH stretches monetized through TOT / InvIT/Securitization mode and the revenue generated is enclosed as **Statement-I**. Further, the details of NH stretches to be monetized in Financial Year (FY) 2025-26 is enclosed as **Statement-II**.

(c) :Toll rates are determined by the National Highways Fee (Determination of Rates and Collection) Rules, 2008. These rules set standardized base rates for various vehicle categories, ensuring uniformity across National Highways and are the same whether the National Highway is under a TOT/InvIT/ Securitisation model or collected directly from National Highways Authority of India (NHAI).

As per the Clause 23 of the MCA the Concessionaire has the exclusive right to demand, collect, and appropriate fees from users according to the agreement and the National Highways Fee (Determination of Rates and Collection) Rules, 2008, along with its amendments. The Concessionaire is not entitled to revise the User fee rates at its own.

The toll collection is done electronically using National Electronic Toll Collection (NETC) FASTag, ensuring complete transparency in toll collection data.

(d): The fund raised through TOT mode is transferred into the Consolidated Fund of India (CFI), which is received through ploughback under budgetary support.

The fund received from InvIT mode is used for repayment of debt. From Financial Year 2025-26 onwards InvIT receipts will also be transferred into the Consolidated Fund of India (CFI), and will be ploughed back under budgetary support similar to ToT.

Securitization: The project “Delhi-Mumbai Expressway” is under securitization mode through SPV. The funds are utilized for the project expenses of Delhi-Mumbai Expressway.

(e): Model Concession Agreement (MCA) and its recent amendments, several oversight measures are in place to monitor private concessionaires and prevent them from prioritizing profits over public interest. Frequent toll collection monitoring, lower deviation thresholds (5%), and pro-rata concession adjustments prevent revenue manipulation. Intelligent tolling (Clause 23.11) and fee transparency (Clause 23.10) are designed to prevent any misuse. Escrow accounts audits (Clause 26.1), and independent traffic surveys ensure financial transparency.

(f): The accountability measures that are implemented to ensure transparency in the selection of road assets for monetization are as under:

1. Selection for monetization of public funded National Highway (NH) projects are on a case-to-case basis.
2. Transparency by way of publishing of macroeconomic assumption and proposed list of assets to be monetized on NHAI Website.
3. Traffic Due Diligence and Technical Due Diligence are done by Empanelled Traffic Surveyor and Empanelled Technical Consultant
4. Initial Capex suggested by Technical Consultant and Traffic Data suggested by Traffic Surveyor are then deliberated in Project Appraisal & Technical Scrutiny

Committee (PATSC) of NHAI and then recommended to Executive Committee of NHAI for approval.

5. Recommendation of PATSC is then finally discussed and approved in Executive Committee.

All these decisions are subject to the audit by Comptroller and Auditor General of India.

STATEMENT-I
Regarding Monetisation of Road Assests

S. No.	TOT Bundle	Project	Chainage	Length (km)	NH	Fee Plaza	State	Awarded Cost (Rs. in Cr.)	Concession Fee Realized in
1	TOT Bundle-1	Siddhantham to Gundugolanu	From Km 950 + 542 to Km 1022 + 494	71.950	NH-5	Unguturu	Andhra Pradesh	9681.50	FY 2018-19
2		Diwancheruvu to Siddhantham	From Km 901 + 500 to Km 950 + 542	49.040	NH-5	Ethakota	Andhra Pradesh		
3		Annavaram to Diwancheruvu	From Km 830 + 525 to Km 901 + 500	70.980	NH-5	Krishnavaram	Andhra Pradesh		
4		Ankapalli to Annavaram (Tuni)	From Km 741 + 255 to Km 830 + 525	88.530	NH-5	Vemapadu	Andhra Pradesh		
5		Ichchapuram to Narasannapeta	From Km 484 + 000 to Km 580 + 700	96.700	NH-5	Laxmipuram	Andhra Pradesh		
6		Puintola to Ichchapuram	From Km 419 + 600 to Km 484 + 000)	64.400	NH-5	Bellupada	Odisha & Andhra Pradesh		
7		Bamanbore to Garamore	From Km 182 + 600 to Km 254 + 537	71.940	NH-8A	Vaghasia	Gujarat		
8		Garamore to Samakhiyali	From Km 254 + 537 to Km 306 + 000	51.460	NH-8A	Surajbari	Gujarat		
9		Porbandar to Jetpur	From Km 001 + 960	115.640	NH-8B	Vanana	Gujarat		

			to Km 117 + 600			Dhumiyani			
10	TOT Bundle-3	Jhansi-Lalitpur (Package-1)	From Km 000+000 to Km 49+700	49.700	NH- 25&26	Babina	Uttar Pradesh	5011.00	FY 2020-21
11		Jhansi-Lalitpur (Package-2)	From Km 49+700 to Km 99+005	49.305	NH-26	Vighakhhet	Uttar Pradesh		
12		Lucknow-Raibareli	From Km 12+700 to Km 82+700	70.000	NH-24B	Dakshina Skhpur	Uttar Pradesh		
13		Kotwa-Muzaffarpur	From Km 440+000 to Km 520 + 000	80.000	NH-28	Parsoni Khem	Bihar		
14		Hazaribagh-Ranchi including Ramgarh bypass	From Km 41 + 500 to Km 115+290	73.790	NH-33	Pundag	Jharkhand		
15		Madurai to Kanyakumari Package 1	From Km 000+000 to Km 52+300	52.300	NH-7	Kappalur	Tamil Nadu		
16		Madurai to Kanyakumari Package 2	From Km 52+300 to Km 116+500	64.200	NH-7	Etturvattum	Tamil Nadu		
17		Madurai to Kanyakumari Package 3	From Km 116+500 to Km 180+000	63.500	NH-7	Salaipudhur	Tamil Nadu		
18		Madurai to Kanyakumari Package	From Km 180+000 to Km 243+470	63.470	NH-7	Nanguneri	Tamil Nadu		

		4							
19	TOT Bundle-5 (A-1)	Palanpur-Radhanpur-Samkhiyali	From km 589.600 to km 536.000	53.600	NH-27	Bhiladi	Gujarat	1011.00	FY 2021-22
20	TOT Bundle-5 (A-2)	Palanpur-Radhanpur-Samakhiyali	From km 536.000 to km 430.100	105.900	NH-27	Varahi Bhalgam	Gujarat	1251.00	FY 2022-23
21	TOT Bundle-7	Eastern Peripheral Expressway (EPE)	From km 1.000 to km 136.000	135.000	NE-2	Jakhauli, Mawikalan Duhai, DME (IC) Dasna, Bilakbarpur Fatehpur Rampur Maujpur	National Capital Region (NCR)	6267.10	FY 2022-23
22	TOT Bundle-9	Handia-Rajatalab	From km 712.900 to km 785.544	72.644	NH-19	Lalanagar	Uttar Pradesh	3144.00	FY 2022-23
23	TOT Bundle-11 (2nd call)	Allahabad Bypass	From km 628.753 to km 713.215	84.462	NH-2 (New NH-19)	Kokhraj, Shringveerpur, Nawabganj, Soraon, Sahson and Handia	Uttar Pradesh	2156.00	FY 2023-24
24	TOT Bundle-12 (2nd call)	Lalitpur Sagauli Lakhnadon	From km 99.005 to km 415.089	316.084	NH-26	Malthone, Chitora, Titarpur and Bakori	Uttar Pradesh and Madhya	4428.00	FY 2023-24

							Pradesh		
25	TOT Bundle-13	Kota bypass and Cable stay bridge	Km 373.545 to Km 375.080 and Km 0.000 to Km 26.285 (Chainage from km 1052.429 to km 1080.249)	27.820	NH-76	Staggered Sakatpura at km 1055+217 (LHS) and Nayagaon at km 1059+350 (RHS)	Rajasthan	1683.00	FY 2023-24
26		Gwalior-Jhansi	Km 16.00-Km 56.328 and Km 54.000-Km 96.127	82.455	NH-75 (New NH-44)	Dagrai at Km 82.328	Madhya Pradesh		FY 2023-24
27	TOT Bundle-14	Delhi-Meerut Expressway	from design Km 0.000 to Km 59.777 (Starting from Km. 0.000 on Nizamuddin Bridge on NH-9 (Old NH-24) and ending at Km. 51.975 of NH-334 (Old NH-58) including Green Field Alignment	59.777	NH-334 (Old NH-58)	Delhi-Meerut Expressway(DME) (Sarai Kale Khan DME KM 0000) Indirapuram Plaza DME KM 9500 Dundahera Plaza DME KM 1990 Dasna Plaza DME KM 2760 Rasoolpur Sikrod DME KM 3134 Bhojpur Plaza	UP & Delhi	7701.10	FY 2023-24

						DME KM 4570 Kashi Plaza DME KM 5823			
28		Delhi-Hapur section (part of Delhi-Meerut Expressway)	Design Km 0.000 to Km 50.934 (existing km 0.000 to km 50.000)	50.934	NH-9 (old NH- 24)	Chhajarsi @ Km.39.730	UP & Delhi		
29		Binjabahal-Teliebani	Design chainage from km 414.982 to km 493.300 (existing km 414.000 to km 491.710)	78.318	NH-6 (New NH-49)	Bideibadkudar at Km 439.515	Odisha		FY 2023-24
30	TOT Bundle- 16	MH/TS Border to Armur and Adloor Yellareddy to Bowenpally (Hyderabad Nagpur section)	Km 175+000 to Km 313+507 Km 373+762 to Km 486+838	251.583	NH-44	Pippalwada Rolmamda Gamjal Bhiknoor Manoharabad	Telangana	6661.00	2024-25
		TOTAL TOT (A)						48994.70	
1	INVIT Bundle-1	Maharashtra/Karnataka border (Kagal)- Belgaum	km 515+000 to km 592+705)	77.705	NH-48 (Old NH-4)	Kognoli at Km 591.240 and Hattargi at km 537.770	Karnataka	7350.40	2021-22
2		Abu Road to	km 646+000 to	31.000	NH-27	Undavariya at	Gujarat		

		Swaroopganj	km 677+000			670.750			
3		Chittorgarh to Kota & Chittorgarh Bypass	km 891+929 to km 1052+429	160.500	NH-27	Bassi at km 929.629, Aroli at km 986.629 & Dhaneswar at km 1032.629	Rajasthan		
4		Palanpur/Khemana to Abu road	km 601+000 to km 646+000	45.000	NH-27	Khemana at km 602.750	Gujarat		
5		Kothakota Bypass – Kurnool	km 135+469 to km 211+000	74.622	NH-44	Pullur at km 200.950	Telangana		
6	INVIT Bundle-2	Shivpuri-Jhansi	km 1305+087 to km 1380+387	75.300	NH-27	Raksha at km 1374.650	Madhya Pradesh	2849.67	2022-23
7		Agra Bypass	km 0+000 to km 32+800	32.800	NH-2 & 3	Raibha at km 10.800	Uttar Pradesh		
8		Borkhedi-Wadber-Deodhari-Kelapur-Maharashtra/Telangana Border	km 36+600 to km 175+000	138.150	NH-44 (old NH-7)	Daroda at km 92.500 & Kelapur at km 150.000	Maharashtra		
9	INVIT Bundle-3 (Modified)	Chichira-Kharagpur	km 16.130 to km 72.250	56.120	NH-49 (old NH-6)	Balibhasha at km 43.350	West Bengal	15699.88	2023-24
10		Orai Bara	km 1515.713 to km	62.903	NH-25	Usaka Chamari	Uttar		

			1578.872 on LHS and from km 1578.360 to km 151.713 of RHS			at km 1519.880	Pradesh		
11		Rewa Katni Jabalpur Lakhnadon	From km 880.600 to km 891.780 of NH- 30 and km 1358.00 to km 1428.557 (81.737 km), From km 725.185 to km 813.257 (88.072 km), From km 813.157 to km 880.600 (67.343 km) and From km 656.600 to km 725.185 (69.185 km)	306.337	NH-30 & 34) NH -30 (old NH- 7)	Boharipar at km 1362.780 Kherwasaani at km 739.000 Mohtara at km 840.567 Odhaki Paipkhar at km 675.700	Madhya Pradesh		
12		Kachugaon to RakhalDubu Bus Junction and RakhalDubu Bus Junction to Kaljhar	km 30.00 to km 92.671 (62.671 km) and km 961.500 to 1013.00 (51.500 km)	114.171	NH-27 (old NH- 31C)	Patgaon at km 49.600 & Dahalpara at km 971.200	Assam		
13		Kaljhar to Patacharkuchi	km 1013.00 to km 1040.300	27.300	NH-27 (old NH- 31)	Galia at km 1017.350	Assam		

14		Lakhnadon to Mahagaon	km 546.420 to km 653.770	107.350	NH-44	Madai at km 549.200 and Khawasa at km 651.750	Madhya Pradesh		
15		Mohgaon to Khawasa							
16		Hubli to Haveri	km 189.00 to km 403.470	214.470	NH-48	Hebbalu at km 237.650, Chalageri at km 286.110 and Bankapur at km 352.550	Karnataka		
17		Davangere to Haveri							
18		Davangere to Chitradurga							
19	INVIT Bundle-4	Gundugolanu-Devarapalli-Kovvuru section	(km 15.320 – 85.204)	69.884	NH-16	Veeravalli	Andhra Pradesh	17737.94	2024-25
20		Narasannapeta-Ranasthalam	(km 580.671-km 634.470)	53.799	NH-16	Madapam	Andhra Pradesh		
21		Anandapuram-Pendurti Ankapalli	(km 682.980 – km 731.585)	48.605	NH-16	Marripalem & Dukkavanipalem	Andhra Pradesh		
22		Ranasthalam to Hanumanthvaka	(km 634.00 – km 700.544)	66.544	NH-16	Nathavalasa	Andhra Pradesh		
23		Chittor-Mallavaram Gadanki	(km 0.00 – km 61.128)	61.128	NH-140	Gadanki	Andhra Pradesh		
24		AP/TN Border to Nalagampalli,	(km134.890 – km 219.687)	84.797	NH-4	Mahasamudram	Andhra Pradesh		

[illegible]

								11,600	
								9,486	2023-24
								4,325	2024-25 (till 15.03.2025)
		TOTAL SECURITISATION (C)						50125.00	
		GRAND TOTAL (A+B+C) - ASSET MONETIZATION						142757.59	

STATEMENT-II
Identified List of Assets (24.02.2025)

State	Section	Plaza Name	Revenue /Remittance (Rs. in Cr.) for FY23-24	Length (km)	Revenue per km (Rs. Cr. Per Km)
Bihar	Muzaffarpur-Darbhanga-Purnia (OMT)	Maithi, Raje, Asanpur & Haribara	335	288	1.16
Bihar	Purnea-Dalkhola (Bihar)	Km. 416.000 Barsoni	41	36	1.13
Chhattisgarh	Bilaspur to Pathrapalli	Limha	76	53	1.43
Haryana	6L of Gurgaon Sohna Pkg-II from existing Km 11.682 to existing Km 24.40	Shamorj Sohna Road Toll Plaza	104	86	1.21
Gujarat	Pipli Bhagnagar-Package 1 from km 136.025 to km 169.328	Bhadbhid Fee Plaza	48	33	1.46
Jharkhand	Balance work of Ranchi_mahulia Section of NH-33 from Km 217.300 (Chowka) to Km 233.350 (Saharbeda) (pkg-III)	Pata Toll Plaza	22	16	1.43

Jharkhand	Balance work of Ranchi-Mahulia Section of Nh-33 from Km 233.350 (Saharbeda) to Km 277.568 (Mahulia) (Package-IV)	Putru Toll Plaza	45	44	1.02
Jharkhand	Gorhar-Barwa Adda	Ghangari	124	79	1.58
Jharkhand	Ranchi-Rargaon Section	Edalhatu	71	77	0.92
Karnataka	Gabbur-Devgiri	Bankapur	74	64	1.16
Kerala	Kalamassery-ICTT Vallarpadam (Kerala)	Poonarimangalam	24	17	1.41
Maharashtra	4L of Chikhli-Tarsod section of NH-6 from km 360.00 – Km 422.700	Bashirabad Toll Plaza	73	65	1.11
Maharashtra	Aurangabad-Karodi km 290.00 – km 320.104 of NH 211 (New NH 52)	Karodi Toll Plaza	45	30	1.48
Maharashtra	Four Laning of Sangli-Solapur (Pkg-1)(Sangli-Boragaon km 182.556 – km 224.00)	Borgaon Toll Plaza	43	41	1.03
Maharashtra	Karodi-Telwadi	Hatnoor	82	56	1.48
Maharashtra	Wardha – Buthibora (Maharashtra)	Km 510.865 Haldgaon	58	59	0.98
Odisha	Sunakhala-Bhubaneswar	Gulipada	124	77	1.61

		(Gangapada)			
Telangana	Hyderabad Yadgiri/Warangal	Komalla	82	65	1.26
Telangana	Mancherial-Rapellewada	Mandamarri	37	23	1.58
Uttar Pradesh	Aligarh-kanpur (Pkg II) [Bhadawas to Kalyanpur]	Aaspur Toll Plaza	51	45	1.14
Uttar Pradesh	Four Laning of Sultanpur to Varanasi (Pkg-II) [from Jaunpur (km 209.230) to Varanasi (km 272.590)]	Hauj	100	63	1.57
Uttar Pradesh	Varanasi (Km 12.01) to Birnon (km 84.160) [Varanasi-Gorakhpur] (PKG-II)	Kaithi	99	72	1.37
West Bengal	Balance Work for Raiganj Dalkhola section from km 398.00 to km 452.700 (excl. Dalkola Bypass)	Barai	66	54	1.22
West Bengal	Salsabari-Assam/West Bengal Border (WB)	Guabari	38	27	1.45
Grand Total			1863	1472	31.19

BUDGETARY ALLOCATION FOR JAL JEEVAN MISSION

***480 DR. KIRSAN NAMDEO:**

SHRI BENNY BEHANAN:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the reasons for the reduction in the budgetary allocation for the year 2025-26 under Jal Jeevan Mission (JJM) as compared to the year 2024-25;
- (b) whether the revised estimate of the said mission was 59.31% lower than the budget estimate in the year 2024-25 and if so, the details thereof along with the reasons therefor;
- (c) whether the shortfall in budgetary allocation has impacted the implementation of the said mission and if so, the details thereof;
- (d) the steps taken/being taken by the Government to ensure adequate funding and effective implementation of JJM to achieve its objectives given that the expenditure of the mission in the year 2024-25 is the lowest since 2020-21;
- (e) the reasons for the extension of the deadline of the said mission to 2028; and
- (f) the actions initiated/likely to be initiated by the Government to complete the target of the said mission on time?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) to (e) : Since August 2019, Government of India in partnership with States is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of potable water to every rural household of the country through functional tap water connection.

At the start the Mission, only 3.23 Crore (16.7%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 31.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 12.34 Crore additional rural households have been provided with tap water connections. Thus, as on 31.03.2025, out of 19.36 Crore rural households in the country, more than 15.57 Crore (80.38%) households are reported to have tap water supply in their homes. State/ UT-wise details are enclosed as **Statement**.

In August 2019, Cabinet had approved the implementation of Jal Jeevan Mission from 2019-20 to 2023-24 with Central outlay of Rs. 2,08,652 Crore. This Department had utilized Rs.1,85,958 Crore till 2023-24 leaving a balance of Rs. 22,694 Crore for utilization in 2024-25. The balance outlay of Rs. 22,694 Crore has only been considered for ceiling of expenditure at RE stage for 2024-25. Against the allocated fund, almost entire fund has been utilized. For smooth and expeditious implementation of Mission in 2025-26, An amount of Rs. 67,000 Crore is allocated as BE 2025-26.

Further, to achieve 100 per cent coverage through continued implementation of mission with focus on quality of infrastructure and Operation & Maintenance of rural piped water supply schemes for long term sustainability and citizen centric water service delivery, Hon'ble Finance Minister during her budget speech 2025-26 has announced extension of Jal Jeevan Mission until 2028 with enhanced total outlay.

(f): A number of steps have been taken to plan and implement JJM in the whole country, with speed, *inter alia*, including joint discussions and finalization of

saturation plans and annual action plans (AAP) of States/ UTs, regular review of implementation, workshops/ conferences/ webinars for capacity building, training, knowledge sharing, field visits by multi-disciplinary team to provide technical support, etc. A detailed Operational Guideline for the implementation of JJM; Margdarshika for Gram Panchayats & VWSCs to provide safe drinking water in rural households and Guidelines on a special campaign to provide piped water supply in anganwadi centres, ashramshalas and schools have been shared with States/ UTs to facilitate planning and implementation of Jal Jeevan Mission. For online monitoring, JJM–Integrated Management Information System (IMIS) and JJM–Dashboard has been put in place. Provision has also been made for transparent online financial management through Public Financial Management System (PFMS).

Moreover, aiming at Structural Reforms for transforming the rural water supply sector from “*Department based approach*” to “*service delivery approach*” *inter alia* including ‘Source Sustenance’ signing of MoUs with States is also envisaged for sustainable and long-term operation & maintenance of rural piped water supply schemes through citizen centric service delivery.

STATEMENT

JJM: State/ UT-wise status of tap water connections in rural households as on 31.03.2025

(Number in lakhs)

S. No.	State/ UT	Total rural HHs	Rural HHs with tap water supply as on 15.8.2019		Rural HHs given tap water connections since 15.8.2019		Rural HHs with tap water connection as on date	
			No.	%	No.	%	No.	%
1.	A & N	0.62	0.29	46.02	0.33	53.98	0.62	100.00
2.	Arunachal	2.29	0.23	9.97	2.06	90.03	2.29	100.00
3.	DNH & DD	0.85	0.00	0.00	0.85	100.00	0.85	100.00
4.	Goa	2.64	1.99	75.44	0.65	24.56	2.64	100.00
5.	Gujarat	91.18	65.16	71.46	26.02	28.54	91.18	100.00
6.	Haryana	30.41	17.66	58.08	12.75	41.92	30.41	100.00
7.	Himachal Pr.	17.09	7.63	44.64	9.46	55.36	17.09	100.00
8.	Mizoram	1.33	0.09	6.91	1.24	93.09	1.33	100.00
9.	Puducherry	1.15	0.94	81.33	0.21	18.67	1.15	100.00
10.	Punjab	34.27	16.79	48.98	17.48	51.02	34.27	100.00
11.	Telangana	53.98	15.68	29.05	38.30	70.95	53.98	100.00
12.	Uttarakhand	14.50	1.30	8.99	12.83	88.46	14.13	97.45
13.	Ladakh	0.41	0.01	3.48	0.38	93.30	0.39	96.77
14.	Bihar	167.55	3.16	1.89	157.19	93.82	160.36	95.71
15.	Nagaland	3.64	0.14	3.82	3.24	88.95	3.37	92.76
16.	Lakshadwee	0.13		0.00	0.12	91.41	0.12	91.41
17.	Sikkim	1.33	0.70	52.96	0.51	38.32	1.21	91.28
18.	Maharashtra	146.79	48.44	33.00	82.76	56.38	131.20	89.38
19.	Uttar Pr.	267.22	5.16	1.93	232.72	87.09	237.89	89.03
20.	Tamil Nadu	125.27	21.76	17.37	89.29	71.27	111.05	88.64
21.	Tripura	7.51	0.25	3.26	6.18	82.30	6.42	85.56
22.	Karnataka	101.31	24.51	24.20	60.73	59.95	85.25	84.15
23.	Meghalaya	6.51	0.05	0.70	5.30	81.41	5.34	82.11
24.	Assam	72.25	1.11	1.54	57.77	79.95	58.88	81.49
25.	J & K	19.21	5.75	29.95	9.85	51.27	15.60	81.22
26.	Chhattisgarh	50.01	3.20	6.39	37.20	74.39	40.40	80.78
27.	Manipur	4.52	0.26	5.74	3.34	73.85	3.59	79.59
28.	Odisha	88.69	3.11	3.50	64.85	73.11	67.96	76.62
29.	Andhra Pr.	95.53	30.74	32.18	39.78	41.64	70.52	73.82
30.	Madhya Pr.	111.79	13.53	12.10	63.38	56.69	76.91	68.80
31.	Rajasthan	107.74	11.74	10.90	48.72	45.22	60.46	56.12
32.	West Bengal	175.56	2.15	1.22	94.76	53.97	96.91	55.20
33.	Jharkhand	62.55	3.45	5.52	30.86	49.33	34.31	54.85
34.	Kerala	70.77	16.64	23.51	21.91	30.96	38.56	54.48
	Total	19,36.61	3,23.63	16.71	12,33.02	63.67	15,56.65	80.38

Source: JJM – IMIS

HH: Households

(ii) Unstarred Question Nos. 5291 to 5520

NATIONAL TRIBAL UNIVERSITY IN ODISHA

5291. SHRI BHARTRUHARI MAHTAB:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) the number of Central Universities and National Tribal Universities in the country;
- (b) whether the Government proposes to open a National Tribal University in Odisha in view of 22.13 per cent Scheduled Tribe (ST) population and if so, the details thereof;
- (c) whether any action has been taken in this regard, if so, the details thereof and if not, the reasons therefor;
- (d) whether the Government also proposes to open a National Tribal University in the tribal- dominated districts such as Kandhamal, Mayurbhanj, Sundergarh, Nabarangpur, Koraput, Malkangiri and Rayagada; and
- (e) if so, the details thereof along with the time by which it is likely to be opened?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a): Department of Higher Education (DoHE) is the nodal Department for establishing Central Universities. As informed by DoHE, at present there are 57 Central Universities (list attached as **Statement-I**) in the country out of which 48 Central Universities are under the purview of Ministry of Education including three Central Tribal Universities in the country namely Indira Gandhi National Tribal

University, Amarkantak, Madhya Pradesh; Central Tribal University of Andhra Pradesh, Andhra Pradesh; and Sammakka Sarakka Central Tribal University, Telangana.

(b) to (e): Department of Higher Education informed that presently no proposal is under consideration to establish a Central Tribal University in the State of Odisha.

Central Universities are envisaged to function more as pace setter institutions to provide academic leadership to other institutions in the region. The Central University is open to all persons of whatever caste, creed, race or class. As such Central Universities also caters to the need of tribal population. Education' being a concurrent subject, the State Governments are also taking various initiatives to provide greater access to higher education in their respective states.

STATEMENT-I

LIST OF 57 CENTRAL UNIVERSITIES

S.No.	State	Name of Central University
1.	Andhra Pradesh	Central University of Andhra Pradesh, Transit Campus, JNTU IT Incubation Centre, Chinmaya Nagar, Anantapuram-515002, Andhra Pradesh
2.		Central Tribal University of Andhra Pradesh, Kondakarakam Village Viziaanagram — 535 003, Andhra Pradesh
3.		The National Sanskrit University, Tirupati-517507. Andhra Pradesh
4.	Arunachal Pradesh	Rajiv Gandhi University, Rono Hills, P.O. Doimukh, Itanagar, Arunachal Pradesh — 791 112.
5.	Assam	Assam University, Post Box No. 63, Silchar - 788 011, Assam
6.		Tezpur University, Post Box No. 72, Sonitpur. Assam-784 001

7.	Bihar	Central University of South Bihar, SH-7. Gaya-Panchanpur Road, Village — Karhara, Post-Fatehpur, P.S. — Tekari, District — Gaya, Bihar — 824236.
8.		Mahatma Gandhi Central University, P.O. Box No.1, Motihari, District — East Champaran, Bihar — 845 401
9.		Nalanda University, Rajgir, Dist. Nalanda, Bihar — 803 116.
10.		Dr. Rajendra Prasad Central Agricultural University, Pusa, Samastipur - 848 125, Bihar, India
11.	Chhattisgarh	Guru Ghasidas Vishwavidyalaya, Main Campus, Bilaspur, Chhattisgarh 495 009.
12.	Delhi	Indira Gandhi National Open University. Maidan Garhi, New Delhi — 110068.
13.		Jamia Millia Islamia, Jamia Nagar, New Delhi — 110 025.
14.		JawaharLal Nehru University, New Mehrauli Road, New Delhi — 110 067.
15.		South Asian University, Akbar Bhawan, Chanakyapuri, New Delhi — 110 021.
16.		University of Delhi, Delhi — 110 007.
17.		The Central Sanskrit University, 56-57, Institutional Area, Janakpuri, New Delhi-110 058
18.		Shri Lal Bahadur Shastri National Sanskrit University, B-4, Qutub Institutional Area, New Delhi-110 016
19.	Gujarat	Central University of Gujarat, Near Jalaram Temple, Sector — 29, Gandhinagar — 382 029.
20.		Gati Shakti Vishwavidyalaya, Vadodara
21.	Haryana	Central University of Haryana, Jant-Pali Villages, Mahendergarh, Haryana — 123 029.
22.	Himachal Pradesh	Central University of Himachal Pradesh, PO Box No. 21, Dharamashala, Dist - Kangra, Himachal Pradesh — 176 215
23.	Jammu and Kashmir	Central University of Jammu, Bagla (Rahya-Suchani), District Samba, Jammu — 181 143, (J and K)

24.		Central University of Kashmir, Green Campus, Duderhama. Ganderbal, Srinagar — 190 201 (Jand K).
25.	Jharkhand	Central University of Jharkhand, Village-Cheri- Manatu PO Kamre PS Kanke Ranchi — 835 222, Jharkhand.
26.	Karnataka	Central University of Karnataka, Kadaganchi, Aland Road. Aland Taluk. Gulbarga — 585 311, Karnataka.
27.	Kerala	Central University of Kerala, Tejaswini Hills, Periyar (PO). Kasaragod, Kerala — 671316.
28.	Ladakh	Sindhu Central University, Melongthang Leh-Ladakh. Near FRL — 194 101.
29.	Madhya Pradesh	Dr. Harisingh Gour Vishwavidyalaya, Sagar, Madhya Pradesh — 470 003.
30.		The Indira Gandhi National Tribal University, Amarkantak, MP
31.	Maharashtra	Mahatma Gandhi Antarrashtriya Hindi Vishwavidyalaya, Gandhi Hills, Post- Hindi Vishwavidyalaya. Wardha — 442 005. Maharashtra
32.	Manipur	Central Agricultural University , Iroisemba, Imphal, Manipur — 795 004.
33.		Manipur University, Canchipur. Iroisemba, Imphal — 795 003. Manipur.
34.		National Sports University, Koutruk, Manipur — 795 146.
35.	Mizoram	Mizoram University, Post Box No. 190, Aizwal - 796 009, Mizoram.
36.	Meghalaya	North Eastern Hill University, NEHU Campus, Shillong, Meghalaya — 793 022.
37.	Nagaland	Nagaland University, Campus Kohima - 797 001, Headquarter Lumani, Nagaland
38.	Odisha	Central University of Odisha, Sunabeda, NAD Post Office, Koraput — 7630044.
39.	Pondicherry	Pondicherry University, R. Venkataraman Nagar, Kalapet. Puducherry, — 605 014.

40.	Punjab	Central University of Punjab, City Campus, Mansa Road. Bathinda 151 001, Punjab.
41.	Rajasthan	Central University of Rajasthan, NH-8. Bandar Sindri. Dist- Ajmer — 305 801, Rajasthan.
42.	Sikkim	Sikkim University, 6t' Mile, Samdur, P.O. Tadong, Gangtok, Sikkim-737 102.
43.	Tamil Nadu	Central University of Tamil Nadu, Neelakudi Campus. Kangalanche (Post), Thiruvarur — 610 101
44.		Indian Maritime University, East Coast Road. Uthandi, Cherinai — 600 119.
45.	Telangana	English and Foreign Languages University, Osmania University Campus, Hyderabad, Telangana — 500 007.
46.		Maulana Azad National Urdu University, Gachibowli, Hyderabad, Telangana — 5tJ0 032.
47.		University of Hyderabad, Hyderabad, Telangana — 500 046.
48.		Samakka Sarakka Central Tribal University, Mulugu, Telangana.
49.	Tripura	Tripura University, Suryamaninaga , Agartala, Tripura — 799 130.
50.	Uttarakhand	HemwatiNandanBahugunaGarhwal IJniversity, Srinagar, Garhwal - 246 174.
51.	Uttar Pradesh	Aligarh Muslim University, Aligarh, U.P. - 202 002.
52.		BabasahebBhimraoAmbedkar University, VidyaVihar, Rae Bareilly Road, Lucknow, U.P, — 226 025.
53.		Banaras Hindu University Varanasi, U.P. - 221 005.
54.		University of Allahabad, Prayagraj, U.P. - 211 002.

55.		Rajiv Gandhi National Aviation University, Fursatganj, D.T., Rae Bareilly, Uttar Pradesh.
56.		Rani Lakshmi Bai Central Agricultural University, NH-75, Near Pahuj Dam, Gwalior Road, Jhansi (Uttar Pradesh) — 284 003.
57.	West Bengal	Visva Bharati, Shantiniketan, West Bengal — 731 235.

OUT OF 57 CENTRAL UNIVERSITIES FOLLOWING 9 CENTRAL UNIVERSITIES ARE UNDER THE PURVIEW OF OTHER MINISTRIES

S.No.	State	Name of Central University	Under the purview of
1.	Bihar	Nalanda University, Rajgir. Dist. Nalanda, Bihar — 803 116.	Ministry of External Affairs
2.		Dr. Rajendra Prasad Central Agricultural University, Pusa. Samastipur - 848 125, Bihar, India	Ministry of Agriculture
3.	Delhi	South Asian University, Akbar Bhawan, Chanakypuri, New Delhi — 110 021.	Ministry of External Affairs
4.	Gujarat	Gati Shakti Vishwavidyalaya, Vadodara	Ministry of Railway
5.	Manipur	Central Agricultural University, Iroisemba, Imphal, Manipur — 795 004.	Ministry of Agriculture
6.		National Sports University, Koutruk, Manipur — 795 146.	Ministry of Sports
7.	Tamil Nadu	Indian Maritime University, East Coast Road, Uthandi, Chennai — 600 119.	Ministry of Transport
8.	Uttar Pradesh	Rajiv Gandhi National Aviation University, Fursatganj, D T, Rae Bareilly, Uttar Pradesh.	Ministry of Civil Aviation

9.	Rani Lakshmi Bai Central Agricultural University, NH-75, Near Pahuj Dam, Gwalier Road, Jhansi (Uttar Pradesh) — 284 003.	Ministry of Agriculture

CONTAMINATION OF GROUNDWATER IN BIHAR

5292. DR. MOHAMMAD JAWED:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is aware of the recent studies indicating the presence of high levels of manganese in drinking water in Bihar's Gangetic plains which have been linked to cancer and if so, the details thereof;
- (b) the steps being taken by the Government to address this issue and reduce the presence of manganese in drinking water in the affected regions;
- (c) whether there are any ongoing monitoring and regulation measures to ensure the safety of drinking water in these areas; and
- (d) if so, the details thereof along with the specific action taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Central Ground Water Board (CGWB) generates ground water quality data of the entire country including Bihar on a regional scale as part of its ground water quality monitoring program and various scientific studies. Most of the regular parameters like Electrical Conductivity (EC), Carbonates, Sodium, Nitrate, Fluoride etc. are monitored annually and heavy metal analysis is being done

periodically. The data on ground water quality for Bihar indicates that the ground water in the state remains largely potable. However, localized occurrence of certain contaminants, including heavy metals like Manganese, beyond the limits prescribed for drinking water use has been reported in some isolated pockets in the analysis conducted during 2019. In this analysis, out of 607 samples tested, Manganese in excess of permissible limits of 0.3 mg/L has been detected in 221 samples (36.41%) in certain isolated areas across 34 districts. However, the correlation between occurrence of Manganese in drinking water and incidence of cancer requires further investigation.

(b) to (d): Water is a state subject and the responsibility of taking initiatives to mitigate ground water contamination, including that caused by Manganese and to provide safe drinking water to citizens lies primarily with the state governments. However, to complement the efforts of the state governments, several steps have been taken by the Central Government to address these issues. Some of the important ones are mentioned below:-

- i. The ground water quality data generated by CGWB including that for heavy metal contamination like that of Manganese, is regularly disseminated through Annual Reports, Half-yearly Bulletins and Fortnightly Alerts for quick action by the stakeholders.
- ii. In order to enhance monitoring efficiency, a new Standard Operating Procedure (SoP) for Groundwater Quality Monitoring has been adopted by CGWB, which stipulates more frequent and denser sampling, particularly in vulnerable areas, to ensure a more comprehensive assessment of groundwater quality.

iii. Under the National Aquifer Mapping Programme (NAQUIM) of CGWB, while taking up aquifer studies, special attention is being given to the aspect of ground water quality including contamination by toxic substances such as heavy metals like Manganese in ground water.

iv. Jal Jeevan Mission (JJM) – Har Ghar Jal, being implemented by this Ministry in partnership with states, marks an important milestone for providing contamination free potable tap water to every rural household of the country in adequate quantity, of prescribed quality and on regular and long-term basis.

Following measures have been taken under JJM to facilitate action on water quality aspects at state level, including in Bihar :-

- Water safety has been one of the key priorities under the JJM since its inception. Under the JJM, Bureau of Indian Standards' BIS:10500 standards have been adopted as prescribed norms for quality of tap water service delivery.
- While allocating the funds to States/ UTs, 10% weightage is given to the population residing in habitations affected by chemical contaminants.
- The “Drinking Water Quality Monitoring and Surveillance Framework” was devised and disseminated to states in October 2021.
- To facilitate implementation of the above said Framework, around 2180 water quality testing laboratories have been set up in the country, with 123 in Bihar. Besides this, five persons, preferably women are identified and trained from every village for testing the water samples through Field Test Kits (FTKs). States/UTs have been advised to carry out testing of water quality on a regular

basis and take remedial action wherever necessary, to ensure that the water supplied to households is of prescribed quality.

- States/ UTs have also been advised to install community water purification plants (CWPPs) as an interim measure, especially in quality affected habitations, to provide potable drinking water to every household.

As a result of all these cumulative efforts, the state of Bihar has reported under JJM that, as on date, there are no Manganese affected habitations left in the state.

- v. The ground water pollution also owes its origin to contamination of surface water sources for which various efforts have been made in the country like installing Sewage Treatment Plants, Effluent Treatment Plants and better system of sewage networks etc. Under National Mission for Clean Ganga (NMCG), the government has initiated several steps for improving the water quality along the river Ganga and its tributaries, which also covers the area of Bihar.
- vi. Central Pollution Control Board (CPCB) in association with State Pollution Control Boards/Pollution Control Committees (SPCBs/PCCs) is implementing the provisions of the Water (Prevention and Control) Act, 1974 and the Environment (Protection) Act, 1986 to prevent and control pollution in water. CPCB has made a comprehensive programme on water pollution for controlling point sources by developing industry specific standards and general standards for discharge of effluents notified under the Environment (Protection) Act, 1986 for enforcement by SPCBs/PCCs.

INTELLIGENT TRANSPORTATION SYSTEM SOLUTIONS

5293. SHRI P.V. MIDHUN REDDY:

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

- (a) the details of the recently launched Intelligent Transportation System Solutions and the status of its deployment;
- (b) the intended impact of the same; and
- (c) the other measures being taken in this respect to achieve traffic efficiency?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) to (c): 1. Government has issued guidelines for the Scheme “Central Assistance for Strengthening the Intelligent Transport System (ITS) in Public Transport System in the country” on 23.06.2022. The Central share under the Scheme is Rs 175 crore, and the Scheme is for 4 years – FY 2022-26. Under the Scheme, financial assistance is provided to the Transport Bodies (State Transport Undertakings/ State Transport Corporations / Public Private Partnerships and State Government Bodies) to develop and implement ITS in public transport to improve operations, journey time, accessibility etc.
- 2. The Scheme envisages deployment of ITS through innovative use of hardware and software to improve the quality and quantity of Public Transport services. The Scheme covers mainly 4 ITS components, viz hardware, software, web and mobile-based application and Operation and Maintenance for 2 years.

3. Proposals of 9 STUs (i.e.- Telangana-TSRTC, Karnataka-KSRTC, Gujarat-GSRTC, Bhopal-BCLL, Sikkim-SNT, Assam-ASTC, Mira Bhainder-MBMTU, Puducherry-PRTC and Navi Mumbai-NMMT) amounting to Rs. 185.96 crore (approved Central share is Rs. 130.17 crore) have been approved.

4. Further, National Highways Authority of India (NHAI) has issued Policy Circular No. 11.53 on 10.10.23 to implement the Advanced Traffic Management System (ATMS) on National Highways and Expressways. The Policy includes surveillance of the entire highway stretch and AI based Video Incident Detection and Enforcement System which will also facilitate generation of E-challans by police and other enforcement agencies. The Policy document aims to reduce accidents, traffic violations and incident response time. NHAI envisages to implement the ATMS solution in Highways and Expressways in phased manner. In order to implement the said ATMS Policy, NHAI is making it as part of Highway Projects and also implementing the ATMS as standalone Projects such as Dwarka Expressway, Bengaluru-Mysuru expressway etc. In addition to above, NHAI has included ATMS as part of highway projects like Delhi-Mumbai Expressway, Trans-Haryana Expressway, Delhi-Dehradun Expressway, Amritsar-Jamnagar Expressway etc.

5. Existing National Highways identified for the purpose are being widened and upgraded to 2L+Paved Shoulders/ 4-Lane/ 6-Lanes and many Greenfield Expressways are also constructed to achieve traffic efficiency, better mobility/ ease of travelling and also to reduce the congestion.

SPECIAL GRANTS TO AMRITSAR

5294. SHRI GURJEET SINGH AUJLA:

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

- (a) whether the Government plans to provide special grants or incentives to establish food processing units in Amritsar and nearby areas, considering the region's rich in agricultural and farm produce, if so, the details thereof;
- (b) the steps being taken to introduce special packages or schemes to support the farmers and entrepreneurs in setting up of food processing units including training, financial aid and marketing assistance;
- (c) the efforts made by the Government to attract investments in this sector to boost employment, improve value addition to farm products and enhance economic stability in this border belt;
- (d) whether such initiatives would significantly contribute to the region's development and upliftment of the agricultural community, if so, the details thereof; and
- (e) whether the Government has any plans to set up ancillary units as subsidiary and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

- (a) to (e): In view of its rich agricultural and farm produce base, Ministry of Food Processing Industries (MoFPI) incentivizes entrepreneurs to establish related Industries in the Amritsar district of Punjab, through its Central Sector Pradhan

Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) Scheme and Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) scheme. These schemes are not region specific but demand driven and implemented across the country.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total outlay of Rs 5520 Cr for 15th Finance Commission Cycle. So far, till 28th February, 2025, MoFPI has sanctioned 51 food processing projects under corresponding component schemes of PMKSY in Punjab, out of which 3 projects are located in Amritsar district. These 51 food processing projects expected to generate 29,000 direct/ indirect employment opportunities and benefiting about 2.58 lakh farmers. Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore. A total of 2,606 micro food processing enterprises have been approved for assistance under PMFME scheme in Punjab, till 28th February, 2025, out of which 30 micro food processing enterprises located in Amritsar district. These 2,606 micro food processing enterprises expected to generate 7,818 direct/indirect employment opportunities.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to

2026-27 with an outlay of Rs. 10,900 crores. So far, 9 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in Punjab, till 28th February, 2025 with estimated generation of direct/indirect employment opportunities of 2,446.

These schemes aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet which includes storage, transportation, value addition etc., thereby help in providing better returns to farmers and creating huge employment opportunities, reducing wastage of agricultural produce, enhancing productivity, increasing the processing level, which boosts rural economy and contribute in inclusive growth.

MoFPI does not set up food processing industries on its own. However, it incentivizes setting up of these Industries through grants/ subsidy to entrepreneurs. The projects are selected for assistance on the basis of Expression of Interest (EoI) issued from time to time. The schemes of MoFPI also provide support for training, marketing and branding. The details of incentives available under these schemes are at **Statement**.

Apart from this, with the objective to boost investments and sourcing of Indian food products, MoFPI organized 3rd edition of a Mega Event, called “World Food India (WFI)” during 19th to 22nd September 2024 at Bharat Mandapam, New Delhi to showcase domestic Industry and provide it with collaborative opportunities with international stakeholders. The event brought global food processing companies, innovators, supply chain stakeholders, equipment manufacturers, etc. on a collaborative platform and provide foreign companies

with tie-up/ business opportunities with its Indian counterparts. In addition, MoFPI is also organizing the WFI, 2025 to highlight investment opportunities and advancements in food processing.

STATEMENT

Incentives available under Pradhan Mantri Kisan Samapada Yojana (PMKSY)

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]
2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.

		aid would be ₹10 crore per project.	crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/entities: grant-in-aid of @ 70% of the eligible cost
6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations /Universities/Institutions, Grants @ 70% of equipment cost.

Assistance available under PLISFPI scheme

- i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.
- ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50

crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises
under PMFME Scheme

- (i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;
- (ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.
- (iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.
- (iv). *Branding and Marketing Support:* Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.
- (v). *Capacity Building:* The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

राष्ट्रीय राजमार्ग-48 पर स्थित बाईपास को छह लेन का बनाना

5295. डॉ. मन्ना लाल रावत:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार की राष्ट्रीय राजमार्ग-48 पर खेरवाड़ा शहर के लिए बाईपास को छह लेन में परिवर्तित करने की कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ख) यदि नहीं, तो इसके क्या कारण हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (ख): खेरवाड़ा शहर में चौड़ीकरण/ग्रेड सेपरेशन/बाईपास के विकल्पों की जांच के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए परामर्शी सेवा का कार्य सौंपा गया है। विकास कार्य डीपीआर के परिणाम, पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल और पारस्परिक प्राथमिकता के आधार पर किया जाएगा।

COMMUNITY CLASSIFICATION AS TRIBE

5296. SHRI T.M. SELVAGANAPATHI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) whether it is a fact that the top anthropologists have demanded a paradigm shift in the way India defines a tribe and also demanded that a community's classification should be assessed on a spectrum of tribalness rather than the binary question of being tribe or not and if so, the details thereof;

(b) whether a broad consensus reached at a recent Indian Anthropology Congress where the leadership of the Anthropological Survey of India and officials from the National Commission for Scheduled Tribes participated and if so, the details thereof;

(c) whether the criteria used by the Government to classify communities as Scheduled Tribes are the ones set by the Lokur Committee in 1965 and if so, the details thereof; and

(d) whether it is true that hundreds of other communities have sought to be added to the Scheduled Tribes list and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a): A round table discussion on "Developing a scale to distinguish Tribal population from caste based and Mainstream communities" which was of academic nature was held on 23.2.2025 as part of Indian Anthropology Congress 2025 organized by Anthropological Survey of India, Ministry of Culture from 21st to 23rd February 2025 at Kolkata in which Member and officers of NCST had participated.

(b): As per the information provided by Anthropological Survey of India, no broad consensus has been reached on specific characteristics useful for developing a scale to distinguish tribal communities. It is pointed out that the issue requires more academic deliberations in view of the regional variations along with differences in viewpoints about the cultural markers of the tribal communities.

(c) and (d): Presently, the classification of Scheduled Tribes is guided by the five criteria set by the Lokur Committee in 1965, namely: Primitive traits, distinctive culture, geographical isolation, shyness of contact, and backwardness. Government of India on 15.6.1999 (further amended on 25.6.2002 and 14.9.2022) has laid down the modalities for deciding the claims for inclusion in,

exclusion from and other modifications in Orders specifying Scheduled Castes and Scheduled Tribes lists. As per the modalities, only those proposals which have been recommended and justified by the concerned State Government / UT Administration and concurred with by Registrar General of India (RGI) and National Commission for Scheduled Tribes (NCST) are to be considered and legislation amended. All actions on the proposals are taken as per these approved modalities. The recommendation of the concerned State Government is pre-requisite to process the case further.

The proposals for inclusion in the list of Scheduled Tribes of a State or Union Territory follow certain processes as per the modalities. This is a continuous process. Proposals received from the State Government should be accompanied by an ethnographic report. The proposals are examined by the Office of the RGI and then by the NCST. In case the proposal is not recommended by the RGI, the State Governments are communicated the points raised by the RGI, so that additional information, if any, maybe furnished by the State Government. Many such proposals may therefore remain under examination at different levels.

BHARATMALA PARIYOJANA-II

5297. SHRI MAHENDRA SINGH SOLANKY:

SHRIMATI ROOPKUMARI CHOUDHARY:

DR. RAJESH MISHRA:

SHRI NABA CHARAN MAJHI:

Will the Minister of **ROAD TRANSPORT AND** be pleased to state:

- (a) the manner in which the Government is planning the expansion of the second phase of the Bharatmala Project along with the number of roads of Chhattisgarh proposed to be included therein;
- (b) whether any specific targets have been set for construction of expressways under this phase, if so, the details thereof;
- (c) the manner in which the second phase of the Bharatmala Project is likely to complement the existing National Highway network;
- (d) whether any changes have been proposed in the land acquisition process to expedite project implementation and whether any complaints regarding irregularities or corruption in the land acquisition process have been received, if so, the details thereof;
- (e) the number of roads proposed to be linked with Bharatamala Project-II in Sidhi Parliamentary Constituency; and
- (f) the extent of losses incurred by the State Government and Union Government on account of violation of the conditions of the land acquisition by National Highways Authority of India (NHAI) and whether any assessment of this loss has been done, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) to (c) and (e): There is no proposal for Bharatmala Pariyojana Phase II.
- (d) and (f): The provision of the acquisition of land for National Highways is done under National Highways Act, 1956. To expedite Land Acquisition process, the Government has developed Bhoomirashi portal, which enables faster processing

of various notifications and transparency with direct credit of compensation amounts to beneficiaries' accounts to avoid any possibility of irregularity. Further, regular monitoring is being done at various levels including review by the High Powered committee headed by respective Chief Secretaries of State Governments for land acquisition to expedite the land acquisition process.

SUPPORT TO MSMEs EXPORTERS

5298. DR. NISHIKANT DUBEY:

SHRI P.P. CHAUDHARY:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the specific measures introduced by the Government to support MSME exporters facing global trade challenges including any financial assistance, regulatory relief or trade facilitation provided to them;
- (b) the steps being taken to help MSMEs expand into international markets and improve competitiveness;
- (c) whether any dedicated export promotion initiatives have been implemented for MSMEs in priority sectors and if so, the details thereof and outcomes achieved;
- (d) whether any steps have been taken to simplify/ease export financing, credit guarantees and documentation requirements for small businesses and if so, the details thereof; and

(e) whether any digital platforms or technical assistance programmes have been established to enhance MSME export capabilities and if so, the details thereof and number of enterprises benefited?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c):Ministry of Micro, Small and Medium Enterprises (MSME) has developed a support system towards export promotion by setting up 65 Export Facilitation Centres (EFCs) in its field offices namely, MSME Development and Facilitation Offices, MSME Technology Centres and MSME Testing Centres. These EFCs handhold the MSMEs by providing MSMEs with support in documentation, market access, financing, technology adoption and training. Ministry of MSME also implements the International Cooperation (IC) Scheme which provides assistance for Capacity Building of First Time Exporters (CBFTE). Under the CBFTE, reimbursement is provided to new Micro and Small Enterprises (MSE) exporters for costs incurred on Registration-cum-Membership Certification (RCMC) with EPCs, Export Insurance Premium and testing and quality certification for exports. (ii) The Market Development Assistance (MDA) component of IC Scheme provides assistance on reimbursement basis to the eligible Central / State Government organizations and Industry Associations to facilitate participation of MSMEs in international exhibitions and fairs held abroad; and for organizing international conference in India with the aim of technology upgradation, modernization, joint venture etc.

MSME Champions Scheme with three sub schemes, MSME-Sustainable (ZED) Certification Scheme, MSME-Competitive (LEAN) Scheme and MSME-Innovative Scheme (Incubation, Design and IPR) is a holistic approach to unify, synergize and converge with various Schemes and interventions to enable MSMEs to become globally competitive.

Other initiatives for helping MSMEs to grow their business globally include Ministry of Commerce and Industry's Trade Infrastructure for Export Scheme (TIES) and Market Access Initiative (MAI) which facilitates participation of Indian Exporters in exhibitions, buyer seller meets, fairs etc. Initiatives like Districts as Export hubs identify export potential, address bottlenecks and supports local exporters / manufacturers. The Trade Connect e Platform is an information and intermediation platform on international trade, which provides comprehensive services for both new and existing exporters.

(d) and (e): To support MSMEs in accessing global market, the Government has taken following measures:

(i) Ministry of MSME has set up a dedicated support system for export promotion by setting up 65 Export Facilitation Centres (EFCs). These EFCs support MSMEs by disseminating information on various Schemes and supports available for the MSMEs for enhancing their exports, in linking them with financial institutions such as NBFCs, new fintech start-ups etc, to avail credit at competitive rates etc.

(ii) Raising and Accelerating MSME Performance (RAMP) Scheme aims to provide support to Micro, Small and Medium enterprises through increased

access to technological upgradation, market and credit by strengthening of Central and State agencies.

(iii) The Trade Connect e-Platform is an information and intermediation platform on international trade, which provides comprehensive services for both new and existing exporters.

DEVELOPMENT OF AIRPORTS IN TELANGANA

5299. SHRIMATI D. K. ARUNA:

SHRI EATALA RAJENDER :

SHRI CHAMALA KIRAN KUMAR REDDY :

SHRI SURESH KUMAR SHETKAR :

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

(a) whether it is true that the State Government of Telangana has sent proposals for the development of four airports in Warangal (Mamnoor Village), Bhadrachalam, Kothagudem, Anthargoon, Peddapalli and Adilabad;

(b) whether the Government proposes to sanction a new airport in Warangal district, Telangana and if so, the details thereof;

(c) whether the GHIAL has given a No Objection Certificate (NOC) for Warangal Airport as a one-time approval by relaxing Clause 5.2 in the concession agreement regarding the 150 kilometer restriction and the same has been approved by the board of GHIAL and if so, the details thereof;

- (d) whether the State Government of Telangana in coordination with the Airport Authority of India (AAI) is ready to develop Warangal Airport in the first phase to boost air connectivity for Tier-2 cities in the State under the UDAN Scheme;
- (e) if so, the details thereof and the steps being taken to initiate the process of land acquisition for additional land needed at Warangal for necessary infrastructure as advised by consultants in the TEFRR report;
- (f) whether the State Government of Telangana has also requested for a directive to expedite the establishment of a full-fledged airport at Warangal to reduce congestion at Shamshabad Airport; and
- (g) if so, the details thereof along with the action taken thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a): Government of Telangana (GoT) in November 2024 conveyed that Warangal (Mamnoor Village), Bhadrachalam-Kothagudem, Anthargoon, Peddapalli and Adilabad are ideally suited for development of airways in the State. While Bhadrachalam-Kothagudem and Anthargoon, Peddapalli are Greenfield sites, Warangal is non-operational airport of Airports Authority of India (AAI) and Adilabad belongs to Indian Air Force (IAF).

Government of India (GoI) has formulated a Greenfield Airports (GFA) Policy, 2008 for development of new Greenfield airports in the country. As per the policy, if any Airport developer including the State Government desires to develop an airport, they are required to identify a suitable site and get the Pre-feasibility

Study conducted and submit a proposal to the Central Government for 'Site Clearance' followed by 'In-Principle' approval.

Any proposal seeking 'Site Clearance' under GFA Policy either from GoT or any airport developer for development of Greenfield Airports in Telangana has not been received. AAI however has conducted Pre-feasibility Study for development of Greenfield airport at the proposed site in Bhadradi- Kothagudem in January, 2025 on the request of GoT.

(b) to (g): GoT in November, 2024 stated that GHIAL with the approval of its Board has given NOC for Warangal airport as one-time approval by relaxing 150 km clause restriction. It is subject to the following:

"The NOC is applicable only for the Mamnoor Airport and not to be considered as a precedent to subsequent plans to develop any other airports by the Airports Authority of India or the Government of Telangana and as may get covered under Clause 5.2 of the Concession Agreement of HIAL."

In December, 2024, GoT informed that they have issued orders for acquisition of land admeasuring an extent of Ac.280.30 gts for development of Mamnoor Airport and also sanctioned Rs. 205 crore for land acquisition purpose.

GoI on its part has accorded approval for development of Warangal (Mamnoor) Airport in Telangana, by waiving the Exclusivity Clause 5.2 of the Concession Agreement relating to Hyderabad Greenfield Airport on 25.02.2025.

TARGET OF DOUBLING ENERGY EFFICIENCY

5300. SHRIMATI ANITA SUBHADARSHINI:

Will the Minister of **POWER** be pleased to state:

- (a) whether the Government has any plan to achieve the target of doubling energy efficiency by 2030 and if so, the details thereof;
- (b) the Government's plan to address the challenge of rising cooling demand by ensuring access to sustainable and energy-efficient cooling solutions;
- (c) the initiatives taken by the Bureau of Energy Efficiency to promote energy efficiency across industries, transport, households and other sectors; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) : The Government has prepared plans across key sectors namely Industry, Buildings (including appliances), Transport and Others/Miscellaneous. By implementing these plans, it is aimed to reduce the energy consumption by 89 Million tonnes of oil equivalent (Mtoe) in 2030 as compared to the scenario in which these interventions are not carried out.

(b) : Sustainable cooling acts as a tool to address the growing cooling demand. To balance the growing cooling demand while ensuring the sustainable and energy efficient cooling solutions, two new building codes: the Energy Conservation and Sustainable Building Code (ECSBC) for commercial buildings and the Eco Niwas Samhita (ENS) for residential buildings have been published

by the Bureau of Energy Efficiency (BEE) for adoption by States. The Air-conditioners, Ceiling Fans and Refrigerators have been brought under mandatory compliance of Standard and Labelling programme to ensure that energy efficient devices are deployed for cooling purposes.

Additionally, with the overarching goal to address the rising cooling demand, Ministry of Environment, Forest and Climate Change (MoEFCC) launched India Cooling Action Plan (ICAP).

(c) and (d) : Bureau of Energy Efficiency, under the aegis of Ministry of Power has taken several initiatives to promote the energy efficiency in industry, transport and domestic sectors which includes;

i. Perform, Achieve and Trade scheme to improve energy efficiency in energy-intensive industries. It sets sector-specific energy reduction targets, allowing industries to earn Energy Saving Certificates for exceeding targets, which can be traded on power exchanges. This incentivizes cost-effective energy savings while providing flexibility in compliance.

ii. Under the Standards and Labelling programme, the major energy consuming appliances are given star rating from 1 to 5 with 5 star as most efficient appliance. Based on star label, the consumer is encouraged for making informed choice regarding purchase of energy efficient appliances thereby saving electricity consumption.

ii. The Energy Conservation and Sustainable Building Code (ECSBC) for commercial buildings and the Eco Niwas Samhita (ENS) for residential buildings

have been published for energy savings in building sector. These codes are to be adopted and implemented by the States / local bodies.

iv. Corporate Average Fuel Efficiency norms for passenger cars for energy savings in transport sector.

STATUS OF BURNPUR AIRPORT FOR RCS-UDAN OPERATIONS

5301. SHRI JAGANNATH SARKAR :

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

(a) whether it is true that the State Government of West Bengal has addressed the removal of obstacles at Burnpur Airport to make it suitable for operations under the RCS-UDAN scheme and if so, the details thereof along with the current status of compliance;

(b) the number of letters/communications sent by the Union Government to the said State Government regarding this issue and the responses received in this regard;

(c) the impact of these obstacles on the operational timeline and connectivity goals under the RCS-UDAN scheme; and

(d) the steps being taken by the Union Government to ensure Burnpur Airport is made operational for regional connectivity including collaborations with the State Government and other stakeholders in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d): During the first round of bidding under the UDAN scheme, Burnpur airstrip, owned by SAIL, was identified for the development and operation of RCS flights. To operationalise the Burnpur Airport, the operator has identified and submitted a list of 41 obstacles which are infringing the established Obstacle Limitation surfaces of Burnpur Airport to DGCA. The aerodrome operator has been directed by DGCA to submit detailed information i.r.o obstacles for initiating action as per Aircraft (Demolition of obstructions caused by Building and Trees etc.) Rules, 1994.

While obstacles within the operational area have been removed, those outside, including trees and high-tension lines, require removal by the West Bengal State Government. The issue has been raised with the State Government by the Steel Authority of India Limited (SAIL). On removal of the obstacles, the airport may apply for licensing. Commencement of flights by Selected Airline Operator (SAO) is subject to readiness of the airport for operations. Currently, there is no valid bid available for Burnpur under the UDAN Scheme.

CITIES AND TOWNS COVERED UNDER AMRUT IN TAMILNADU

5302. SHRI G. SELVAM:

SHRI NAVASKANI K.:

SHRI C. N.ANNADURAI:

Will the Minister **OF HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the total number of cities and towns in Tamil Nadu covered under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT);

- (b) the details of the projects approved, completed and pending under AMRUT in Tamil Nadu;
- (c) the measures taken/being taken by the Government to expedite the completion of pending projects under AMRUT;
- (d) the details of impact of AMRUT in improving water supply and sanitation infrastructure in Tamil Nadu;
- (e) the number of households received new water and sewerage connections under AMRUT in Tamil Nadu;
- (f) the steps taken/being taken by the Government to improve the quality and sustainability of urban water supply under the scheme;
- (g) the details of the initiatives taken to promote urban greenery and develop open spaces under AMRUT in Tamil Nadu; and
- (h) the total number of parks and green spaces developed under AMRUT in Tamil Nadu along with the efforts made to ensure their proper maintenance?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (h): Water is a State subject and management of water is the responsibility of the State Government. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0.

Ministry of Housing and Urban Affairs (MoHUA) is implementing Atal Mission for Rejuvenation and Urban Transformation (AMRUT), which was

launched on 25 June 2015 in selected 500 cities (now 485 cities including 15 merged cities) and towns across the country with a focus on development of basic infrastructure in the sectors of water supply; sewerage and septage management; storm water drainage; green spaces and parks; and non-motorized urban transport. 28 cities/ towns of the State of Tamil Nadu are covered under AMRUT.

As reported by the State of Tamil Nadu on AMRUT portal, 445 projects have been taken up in the State under AMRUT and an amount of ₹13,339 crore has been sanctioned for these projects, which includes Central Assistance (CA) of ₹4,756.68 crore. Out of these projects, 433 projects worth ₹7,810.68 crore have been completed, and 12 Projects worth ₹5,528.75 crores are at implementation stage. Total works worth ₹12,637.60 crore have been physically completed.

Under AMRUT, the State of Tamil Nadu has grounded 18 water supply projects worth ₹7,436.02 crore and 18 sewerage/septage management projects worth ₹5,670.8 crore. Under AMRUT Mission and in convergence, 729.4 Million Litre per Day (MLD) Water treatment plant capacity and 289.97 MLD sewage treatment plant capacity have been developed; 16.07 lakh water tap connections (new/ serviced) and 25.20 lakh sewer connections (new/ serviced) (including households covered through Faecal Sludge and Septage Management-FSSM) have been provided.

Under AMRUT, 409 green spaces and park projects worth ₹232.61 crore have been taken up by the State of Tamil Nadu, which have been completed. 337.66 acres of green space area have been developed through these projects.

AMRUT Mitra initiative has been launched under AMRUT 2.0 to actively involve women Self Help Groups (SHG) in water demand management, water quality testing and other water sectoral projects, which include maintenance of parks and green spaces. So far, 99 projects worth ₹ 9.27 Crore has been approved in the state of Tamil Nadu under AMRUT Mitra.

AMRUT guidelines have provision for formation of State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State, to monitor and supervise the implementation of the scheme at the State/ Union Territory level. State Level Technical Committee (SLTC) headed by the Secretary, Urban Development and Housing Department provides technical support to the SHPSC in monitoring and supervising the scheme at the State level. Further, an Apex Committee constituted under the ambit of Mission guidelines reviews and monitor the Mission periodically. For assessment and monitoring of work done under AMRUT in the States/ Union Territories (UTs), there is a provision of Independent Review and Monitoring Agencies (IRMAs). Funds are released to the States/ UTs upon satisfactory compliance of IRMA reports. Also, in order to fast-track the implementation of AMRUT, progress is periodically reviewed and monitored through regular video conferences/ webinars/ workshops/ site-visits etc. by MoHUA with the States/ UTs. There is a

dedicated AMRUT online portal for tracking the progress and monitoring of projects.

DAM REHABILITATION AND IMPROVEMENT PROJECT

5303. DR. KADIYAM KAVYA:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the total number of dams identified for rehabilitation under the Dam Rehabilitation and Improvement Project (DRIP) across various phases, State-wise and district-wise in Telangana, including Warangal Parliamentary Constituency;
- (b) the details of the specific rehabilitation measures undertaken for these dams including structural and non-structural interventions along with the current status of these initiatives;
- (c) the total budget allocated and utilized under DRIP since its inception, year and State-wise; and
- (d) the impact of DRIP on dam safety and operational performance?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Government of India implemented the World Bank funded Dam Rehabilitation and Improvement Project (DRIP) Phase-I during April 2012-March 2021. Under this Scheme, physical rehabilitation of 223 dams located in seven States (Jharkhand, Karnataka, Kerala, Madhya Pradesh, Odisha, Tamil Nadu and

Uttarakhand) were undertaken. State-wise number of dams rehabilitated under DRIP Phase-I is at **Statement-I**.

After the completion of DRIP Phase-I program, another externally funded Scheme DRIP Phase II and Phase III has been approved by the Government of India in 2020. This new Scheme has nineteen (19) States, and three Central Agencies on board. As per approved Cabinet Note for the DRIP Phase-II and III Scheme, there is a provision for rehabilitation of 736 dams along with dam safety institutional strengthening component with a total project cost of Rs. 10,211 Crores. State-wise number of proposed dams under DRIP-II and III Scheme is at **Statement-II**. The Project has the flexibility to add/substitute the dams to be rehabilitated depending upon the condition of dam based upon periodical and special inspections or due to occurrence of any extreme event leading to distress in dam.

District-wise list of dams proposed by State of Telangana under DRIP Phase-II and III is at **Statement-III**. At present, State of Telangana has not officially joined the Scheme. A project agreement has to be signed between the World Bank and the State Government.

(b): DRIP Scheme targets rehabilitation and improvement of identified dams and associated appurtenances with accompanying institutional reforms and strengthening of regulatory measures pertaining to safe and financially-sustainable dam operations.

Rehabilitation measures being undertaken under the Scheme include, but not be limited to, such works as: treatment of leakage through masonry and

concrete dams and reduction of seepage through earth dams; improving dam drainage; improving the ability to withstand higher floods, including additional flood handling facilities, as required by the hydrological assessments, accompanied by structural strengthening of dams; non-structural measures to cater for higher design floods in case structural measures are physically not feasible; rehabilitation and improvement of spillways, head regulators, draw-off gates and their operating mechanisms, stilling basins, and downstream spillway channels; improving approach roads; improving office and housing accommodation; and improving dam safety instrumentation. The project also supports preparation of asset management plans, incidental revenue generation, emergency preparedness plans, risk assessment, development of emergency warning systems, public awareness campaigns, floodplain mapping and affordable instrumentation etc.

The current status of activities under DRIP Phase-II is as under:

- Physical Rehabilitation at 26 dams have been completed for improved safety performance;
- Design Flood Review of 287 dams completed for checking hydrological safety of dams;
- Dam Safety Review Panel (DSRP) conducted inspection for 408 dams. Dam Break Analysis of 25 Dams, Oand M manual of 10 dams have been prepared.;
- Till now contracts amounting Rs 2500 Crore for rehabilitation of 106 dams have been awarded.

- M.Tech in Dam Safety has been introduced at IIT Roorkee and IISc Bangalore. During last three years total 108 students enrolled and 49 students completed the degree;
- Two International Centre of Excellence for Dams (ICED) established at IIT Roorkee (Feb 2023) and IISc Bangalore (March 2024). Rapid Risk Assessment (RRA) framework for dams has been developed;
- More than 900 officials have been trained in various areas of dam safety.

(c): Total Budget allocated and expenditure incurred under DRIP Phase-I is at

Statement-IV.

The budget outlay for DRIP Phase-II is Rs 5107 Crore. The State-wise and year wise details of Budget allocation and expenditure under DRIP Phase-II is at

Statement-V.

(d): The main objective of the DRIP scheme is to increase the safety of selected dams in participating States and to strengthen dam safety management in India. The Scheme focuses on improvement in safety and operational performance of selected dams with accompanying institutional strengthening for safe and financially sustainable dam operations, and incidental revenue generation for sustainable Oand M activities.

The most important contribution of the DRIP is development of comprehensive guidelines on various dam safety aspects which are backbone of the regulations framed under the Dam Safety Act 2021 guiding the dam owners to comply with the compliances under the Act.

Project is also significantly contributing in institutional capacity building initiative by collaborating with International and National Agencies of repute and offering tailor made training courses which are open to all water resources professionals. Web based Dam Health Repository DHARMA developed under DRIP is being used by National Dam Safety Authority to capture various activities being carried out by the dam owners under the Act. Risk Screening Tool developed under DRIP is very helpful in logically carrying out risk assessment of more than 6000 dams leading to risk informed decision making.

The project has sensitized the dam owners about the need of non-structural measures viz., preparation of Oand M Manuals, Emergency Action plans, Inflow forecast system following the globally accepted best practices. Before commencement of DRIP, there was hardly any practice of having these safety plans.

Thus, DRIP scheme is quite helpful in creating a positive impact for improved dam performance across the nation.

STATEMENT-I

Number of dams rehabilitated under DRIP Phase-I Programme

Implementing Agency	No. of Dams
Madhya Pradesh WRD*	25
Odisha WRD	26
Tamil Nadu WRD	69
Tamil Nadu Generation and Distribution Corporation	20

Kerala WRD	16
Kerala SEB	37
CWC	--
Karnataka WRD	22
Uttarakhand Jal Vidyut Nigam Ltd	5
Damodar Valley Corporation	3
Total	223

*WRD: Water Resources Department

STATEMENT-II

State-wise number of proposed dams under the DRIP Phase-II and III

Sl.No.	State / Agency	No. of dams	Estimated cost (Cr)
1.	Andhra Pradesh	31	667
2.	Chhattisgarh	5	133
3.	Goa	2	58
4.	Gujarat	6	400
5.	Jharkhand	35	238
6.	Karnataka	41	612
7.	Kerala	28	316
8.	Madhya Pradesh	27	186
9.	Maharashtra	167	940
10.	Manipur	2	311

11.	Meghalaya	6	441
12.	Odisha	36	804
13.	Punjab	12	442
14.	Rajasthan	189	965
15.	Tamil Nadu	59	1064
16.	Telangana	29	545
17.	Uttar Pradesh	39	787
18.	Uttarakhand	6	274
19.	West Bengal	9	84
20.	BBMB	2	230
21.	CWC	---	570
22.	DVC	5	144
Total		736	10,211

STATEMENT-III

District wise list of dams proposed by State of Telangana under DRIP Phase-II and III

Dam Proposed by Telangana in DRIP Phase-II as per EFC Memo:			
Sl.No.	Implementing Agencies	Name of Dam	Name of District
1	Telangana	AKBR	Nalgonda

2		Boggula Vagu	Jayashankar Bhupalpalli
3		Dindi Project	Nalgonda
4		Himayat Sagar	Ranga Reddy
5		Kaddam	Nirmal
6		Koilsagar	Mahabubnagar
7		Koulasanala	Kamareddy
8		LMD	Karimnagar
9		Malluruvagu	Mulugu
10		Musi project	Suryapet
11		Nagarjunasagar	Nalgonda
12		NTR Sagar	Komaram Bheem Asifabad
13		Osman Sagar	Ranga Reddy
14		Pakhal lake	Warangal
15		Palair reservoir	Khammam
16		Peddevulapally Reservoir	Nalgonda
17		Pocharam	Kamareddy
18		Ramappa Lake	Mulugu
19		Sathanala	Adilabad
20		Swarna	Nirmal
Dam Proposed by Telangana in DRIP Phase-III as per EFC Memo			

21	Telangana	GADDENNAVAGU PROJECT	Nirmal
22		Jurala PJP	Jogulamba Gadwal
23		Laknavaram	Mulugu
24		Nizam Sagar	Kamareddy
25		PP Rao	Komaram Bheem Asifabad
26		Singur	Sangareddy
27		Sripada sagar (Yellampalli Project)	Peddapalli
28		SRSP	Nizamabad
29		Vattivagu	Mancherial

STATEMENT-IV

State-wise expenditure under DRIP Phase-I

Sr.	Implementing Agency	Original Cost (in Cr.)	Revised Cost (in Cr.)	Expenditure (in Cr.)
1	MP WRD	315	169	146
2	Odisha WRD	148	751	336
3	TN WRD	486	543	506
4	TANGEDCO	260	260	163
5	Kerala WRD	158	360	271

6	Kerala SEB	122	154	124
7	CWC	132	270	201
8	Karnataka WRD	276	581	494
9	UJVNL	64	235	226
10	DVC	139	143	100
Total		2100	3466	2567

STATEMENT-V

State-wise details of Budget allocation and expenditure under DRIP Phase-II

S. No.	State/Agency	Current Reallocation of DRIP-II	Expenditure incurred (As on 28.02.2025)	Remarks
		(in Rs Cr)	(in Rs Cr)	
1	AP WRD	238	0.68	
2	BBMB	70	0	Recently on boarded DRIP II
3	Chhattisgarh WRD	92	44.13	
4	DVC	44	0	Recently on boarded DRIP II
5	Goa WRD	58	0	Recently on boarded DRIP II
6	Gujrat WRD	290	186.66	

7	Jharkhand WRD	0	0	
8	KaWRD (incl. KPCL)	512	216.4	
9a	Kerala SEBL	90	47.56	
9b	Kerala WRD	166	37.89	
10	Maharashtra WRD	379	34.48	
11	Manipur WRD	150	59.72	
12	MePGCL	150	43.36	
13	MP WRD	186	17.70	
14	Odisha WRD	100	32.21	
15	Punjab WRD	71	0	Recently on boarded DRIP II
16	Rajasthan WRD	503	148.55	
17a	TANGEDCO	277	124.79	
17b	TN WRD	544	247.11	
18	Telangana WRD	100	0	Yet to on board DRIP II
19	UJVNL	248	165.09	
20a	UP land WRD	354	4.45	
20b	UP RVUNL	0	0	Yet to on board DRIP II
21	West Bengal land WD	200	32.092	

22	CWC	285	124.03	
	Total	5107	1566.90	

Year wise details of Budget allocation and expenditure under DRIP Phase-II

Sr No.	Financial Year	Expenditure (Rs in Cr)
1	2021-22	211.00
2	2022-23	481.00
3	2023-24	561.00
4	2024-25 (upto 28.2.2025)	313.90
Total		1566.90

PM-JANMAN SCHEME IN ANDHRA PRADESH AND WEST BENGAL

5304. SHRI MAGUNTA SREENIVASULU REDDY:

SHRI KALIPADA SAREN KHERWAL:

SHRI PUTTA MAHESH KUMAR:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) whether the Government has undertaken any recent survey or study regarding the progress and implementation of the PM-JANMAN scheme during the last five years and if so, the details thereof;
- (b) the details of the projects proposed, approved and presently implemented under the said scheme across the country, component-wise and State-wise,

particularly district-wise in Andhra Pradesh including Prakasam and Eluru districts;

(c) the details of the total funds allocated, released and utilized during the last five years across the country, State-wise, particularly district-wise in Andhra Pradesh including Prakasam and Eluru districts;

(d) the details of the total number of beneficiaries, including youth and women, benefitted from the said scheme during the last five years across the country, component-wise and State-wise, particularly district-wise in Andhra Pradesh including Prakasam and Eluru districts;

(e) whether the Government has undertaken any campaign to raise awareness regarding the said scheme and projects thereunder and if so, the details thereof, especially in Andhra Pradesh;

(f) whether the PM-JANMAN scheme is being implemented in West Bengal and if so, the details and objectives thereof; and

(g) the current status of the said scheme along with the expected number of beneficiaries in West Bengal?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (d): On 15th November 2023, Hon'ble Prime Minister launched Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM JANMAN) for socio-economic development of 75 PVTG communities residing in 18 states and one UT. PM JANMAN is being implemented since 16 months and no recent survey or study regarding the progress and implementation of PM JANMAN has been

undertaken. However, Ministry of Tribal Affairs through the State Governments/ UT Administration/departments has undertaken habitation level data collection exercise through PM Gati Shakti mobile application to estimate PVTG population figures and infrastructure gaps in order to cover PVTG population residing in villages and habitations covered under PM JANMAN. Based on the data captured (as on 28.02.2025), State/UT- wise, PVTG population is tabulated at **Statement-I**. However, the actual number beneficiaries to be covered under these Abhiyans is subject to eligibility criteria of specific guidelines of concerned interventions as per approved norms.

(b) and (c): The objectives of PM JANMAN are are being met through 11 interventions implemented by 9-line Ministries. The details of projects /interventions targeted under the scheme are at **Statement-II**. The details of progress of projects under the abhiyan, State-wise are given at **Statement-III** and the district-wise progress in Andhra Pradesh including Prakasam and Eluru districts under the abhiyan is given at **Statement-IV**. The details of financial sanctions, State-wise, are given in **Statement-V**.

(e): In coordination with State Governments including Andhra Pradesh, IEC camps have been organized which were aimed at awareness generation and facilitating in preparation of basic documents like Aadhar Card, Caste certificate, Jan Dhan bank account which are required for availing benefits under different schemes including Ayushman Card, PM Awas, MNREGA etc.

(f) and (g): As per information from line Ministries/Departments, no progress has been observed under the abhiyan in respect of interventions of housing (PMAY-

G), roads (PMGSY), anganwadis and hostels (Samagra Siksha) in the State of West Bengal. The mission is approved for a period of three years. Ministry of Tribal Affairs has been regularly taking up the issue of implementation of activities(including for interventions of Ministry of Tribal Affairs) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) with State Government of West Bengal. Based on the data captured (as updated in October 2024), PVTG population, in the State of West Bengal is 67431.

STATEMENT-I

Estimate of PVTG population based on the mobile application-based habitation survey by State Governments/UT Administrations/department (as on 28.02.2025)

S.No	Name of State	Total PVTG Population
1	Andhra Pradesh	493932
2	Chhattisgarh	229743
3	Gujarat	153516
4	Jharkhand	398260
5	Karnataka	57067
6	Kerala	29511
7	Madhya Pradesh	1228606
8	Maharashtra	621046
9	Odisha	298441

10	Rajasthan	128456
11	Tamil Nadu	364846
12	Telangana	63194
13	Tripura	273240
14	Uttar Pradesh	3527
15	Uttarakhand	92233
16	West Bengal	67431
17	Andaman and Nicobar	191
18	Manipur	44694
19	Bihar	8839
Grand Total		4556773

STATEMENT-II

Details of projects / interventions targeted under PM JANMAN

Name of Ministry	Activity	Mission Target (2023-2026)
M/o Rural Development	Provision of pucca houses	4.90 lakh houses
	Connecting roads	8000 km road
M/o Health and Family Welfare	Mobile Medical Units	1000 MMU (725 MMUs sufficient to cover all as per MoHFW)
M/o Jal Shakti	Piped Water Supply	18810 Villages

M/o Women and Child Development	Construction and running of Anganwadi Centres	2500
M/o Education	Construction and running of hostels	500
M/o Communications	Installation of mobile towers	Coverage of 4543 habitations
M/o Power	Energization of unelectrified HHs	142133 HHs
M/o New and Renewable Energy	Households sanctioned under New Solar Power Scheme	All eligible and uncovered by MoP
M/o Tribal Affairs	Multipurpose Centers	1000
	Setting up of VDVks	500

STATEMENT-III**Details of progress of projects approved and being implemented under PM JANMAN (as on 31.03.2025)**

S. No.	Name of State	MoRD (PMAY-G)	MoRD (PMGSY)	MoJS (JJM)	MoHFW (NRHM)	MoWCD (POSHAN 2.0)	MoE (SSA)	MoP (RDSS)	MNRE	MoC (DoT-USOF)	MoTA	
		Houses Sanctioned	Roads sanction (in KM)	Sanctioned Villages	MMUs sanctioned and operational	AWCs sanctioned	No of Hostels sanctioned	HHs Sanctioned	HHs Sanctioned	Habitation planned for coverage (No.)	MPCs sanctioned (No.)	VDVKs sanctioned (No.)
1	ANDHRA PRADESH	41935	612.718	1859	141	266	8	25054	1675	1545	125	73
2	CHHATTISGARH	27577	2449.108	1407	58	174	31	7077	1578	187	75	16
3	GUJARAT	10871	1.55	572	17	67	5	6626	0	48	39	21
4	JHARKHAND	34637	126.05	2502	55	386	10	12442	2342	519	113	35
5	KARNATAKA	1100	63.756	439	5	22	1	1615	179	36	74	33
6	KERALA	661	0	96	24	7	4	345	98	52	15	7
7	MADHYA	172045	1835	4519	74	572	51	29290	2060	203	125	83

	PRADESH											
8	MAHARASHTRA	43538	50.14	2520	84	145	13	8556	0	317	121	40
9	ODISHA	35750	147.87	1103	50	90	30	2866	0	443	74	43
10	RAJASTHAN	21029	98.687	337	6	51	4	17633	0	4	18	50
11	TAMIL NADU	9004	0	1370	105	34	8	10673	0	158	60	37
12	TELANGANA	0	66.98	300	22	85	8	3884	326	97	73	25
13	TRIPURA	17241	203.11	251	6	141	14	11664	1703	57	50	30
14	UTTAR PRADESH	145	0	7	2	1	2	316	0	5	5	5
15	UTTARAKHAND	1941	0	115	24	7	3	669	0	1	15	5
16	WEST BENGAL	0	0	414	14	0	0	3372	0	6	0	0
17	ANDAMAN and NICOBAR	0	0	2	0	0	0	0	0	1	0	1
18	MANIPUR	1711	0	27	0	42	2	0	0	0	11	2
19	BIHAR	0	0	33	0	49	0	51	0	0	7	0
GRAND TOTAL		419185	5655.0	17873	687	2139	194	142133	9961	3679	1000	506

STATEMENT-IV

The district-wise progress in Andhra Pradesh including Prakasam and Eluru districts under the PM JANMAN (as on 31.03.2025)

S.No	Name of District	Houses Sanctioned	Roads sanctioned(in KM)	No of Villages Sancationed for piped water supply	No of MMUs sanctioned and operational	No of Hostels sanctioned	No of AWCs sanctioned	No of PVTG Habitations Sanctioned for coverage	Households sanctioned for electrification	No of PVTG HHs sanctioned under New Solar Power Scheme	No of MPCs sanctioned	No of VDVks sanctioned
1	Alluri Sitharama Raju	32185	483.64	1156	35	0	200	959	17363	728	66	16
2	Anakapalli	0	0	48	11	0	0	12	29	0	0	0
3	Dr. B.R. Ambedkar Konaseema	0	0	12	0	0	0	0	0	0	0	0
4	East Godavari	0	0	6	6	0	0	0	4	0	0	0
5	Eluru	558	34.87	43	4	0	0	47	1186	305	16	4
6	Kakinada	0	19.15	9	3	0	0	15	0	0	0	0
7	Nandyal	527	7.11	31	13	3	0	4	213	0	0	0
8	Ntr	0	0	4	3	0	0	0	0	0	0	0
9	Palnadu	600	0	29	6	0	0	4	480	0	0	0

10	Parvathipuram Manyam	5447	38.65	263	26	2	29	325	3392	28	26	15
11	Prakasam	686	0	31	8	0	1	19	982	611	2	0
12	Srikakulam	1742	13.7	196	22	3	35	152	879	0	15	38
13	Vizianagaram	190	15.6	31	4	0	1	8	119	0	0	0

STATEMENT-V

**State/UT-wise, sanction/ releases of funds under PM-JANMAN, for Ministry
of Tribal Affairs' interventions***

(in Rs. Cr)

S. No.	Name of State	MoTA	
		MPCs	VDVKs
1	ANDHRA PRADESH	19.97	3.105
2	CHHATTISGARH	8.52	1.1976
3	GUJARAT	6.03	0.525
4	JHARKHAND	2.12	1.438
5	KARNATAKA	13.59	0.892
6	KERALA	2.29	0.2166
7	MADHYA PRADESH	25.99	2.5755
8	MAHARASHTRA	17.47	1.812
9	ODISHA	36.60	1.7765
10	RAJASTHAN	6.76	4.3296
11	TAMIL NADU	25.87	1.2015
12	TELANGANA	16.16	0.7305
13	TRIPURA	12.07	1.27
14	UTTAR PRADESH	0.83	0.1595

15	UTTARAKHAND	5.40	0.157
16	WEST BENGAL	0.00	0
17	ANDAMAN and NICOBAR	0.00	0.028
18	MANIPUR	0.00	0
19	BIHAR	0.00	0
GRAND TOTAL		199.68	21.41

** Details of funds allocated and utilized, district-wise, is not maintained in the Ministry. *The Ministry of Tribal Affairs (MoTA) does not maintain records of the funds utilised for interventions to be carried out by other Ministries/Departments.

RECRUITMENT OF AIR TRAFFIC CONTROLLERS

5305. SHRI ASADUDDIN OWAISI :

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

(a) whether the Government is aware of concerns regarding the recruitment process for Air Traffic Controllers (ATCOs), particularly regarding the eligibility criteria favoring B.Tech graduates over B.Sc. graduates and if so, the details thereof;

(b) the rationale for allowing B.Tech graduates from any discipline to apply even if they have studied Physics or Mathematics in just one semester, whereas B.Sc. graduates must have pursued a full three-year degree in these subjects;

(c) whether the initial training period for ATCOs has been reduced from 8 months to 6 months and if so, the reasons therefor;

(d) whether the Government has conducted any assessment on its impact on air traffic management and aviation safety and if so, the details thereof; and

(e) whether the Government has taken note of security concerns related to ATCOs allegedly engaging in paid coaching activities and if so, the details thereof along with the measures being taken to prevent such breaches?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) and (b): The current eligibility criteria for recruitment of Air Traffic Controllers (ATCOs) in the Airports Authority of India (AAI) inter-alia specifies the minimum qualification as follows:

- Regular full-time Bachelor's Degree (three years) in Science with Physics and Mathematics from a recognized university, OR;
- Full-time regular Bachelor's Degree in Engineering in any discipline from a recognized university, provided Physics and Mathematics were subjects in at least one semester.;

B.Sc. graduates are considered at par with B.Tech. graduates who have studied Physics and Mathematics in any semester of their curriculum for eligibility purposes.

The selection of ATCOs is based on an All India Competitive examination with a defined syllabus where the Physics and Mathematics components are at the 12th standard level.

(c) and (d) : The training period for ATCOs has not been reduced.;

(e): The conduct of Airports Authority of India (AAI) employees is regulated by the AAI Employees (Conduct, Discipline and Appeal) Regulations, 2003, which specify the corrective actions to be taken in instances of misconduct.

जेजेएम के अंतर्गत फ्लोराइड और आर्सेनिक मुक्त पेयजल

5306. श्री दिलीप शङ्कीया :

श्री भोजराज नाग:

श्री दिनेशभाई मकवाणा:

श्री लुम्बाराम चौधरी:

श्री बिद्युत बरन महतो:

सुश्री कंगना रनौत:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) जल जीवन मिशन (जेजेएम) के अंतर्गत फ्लोराइड और आर्सेनिक मुक्त पेयजल उपलब्ध कराना सुनिश्चित करने में कितनी प्रगति हुई है;

(ख) क्या सरकार ने देश में विशेषकर राजस्थान के जालौर और सिरोही जिलों में उच्च जोखिम वाले क्षेत्रों की पहचान की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) सरकार द्वारा किए गए/किए जा रहे विशिष्ट शमन उपायों का ब्यौरा क्या है; और

(घ) सरकार द्वारा वास्तविक समय पर जल गुणवत्ता निगरानी प्रौद्योगिकियों को एकीकृत करने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (घ): अगस्त 2019 से राजस्थान सहित राज्यों/संघ राज्य क्षेत्रों की भागीदारी से ग्रामीण परिवारों को पर्याप्त मात्रा में निर्धारित गुणवत्ता वाली और नियमित तथा दीर्घकालिक आधार पर पीने

योग्य नल जल आपूर्ति का प्रावधान करने हेतु जल जीवन मिशन (जेजेएम)-हर घर जल लागू किया जा रहा है। जल जीवन मिशन के तहत, मौजूदा दिशानिर्देशों के अनुसार, भारतीय मानक ब्यूरो के बीआईएस: 10500 मानकों को पाइपगत जलापूर्ति योजनाओं के माध्यम से आपूर्ति किए जा रहे जल की गुणवत्ता के लिए बेंचमार्क के रूप में अपनाया जाता है।

पेयजल राज्य का विषय होने के कारण, जल जीवन मिशन के अंतर्गत आने वाली स्कीमों सहित पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन एवं रखरखाव का उत्तरदायित्व राज्य/संघ राज्य क्षेत्र सरकारों का है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राजस्थान राज्य सहित राज्यों/संघ राज्य क्षेत्रों की सहायता करती है।

- राज्यों द्वारा जेजेएम-आईएमआईएस पर दी गई सूचना के अनुसार, जेजेएम की शुरुआत से अब तक लगभग 7,746 फ्लोराइड प्रभावित और 13,706 आर्सेनिक प्रभावित बसावटों को पाइपगत जलापूर्ति स्कीमों से कवर किए जाने की सूचना है।
- देश में इन 7,746 फ्लोराइड प्रभावित बसावटों में से 4,177 फ्लोराइड प्रभावित बसावटें राजस्थान राज्य की थीं।
- राजस्थान में फ्लोराइड से प्रभावित इन 4,177 बसावटों में से जालौर और सिराही जिले में क्रमशः 480 और 92 बसावटें फ्लोराइड से प्रभावित थीं, जिनके बारे में अब राज्य सरकार ने सूचित किया है कि उन्हें जेजेएम की पाइपगत जल आपूर्ति स्कीमों के माध्यम से कवर कर दिया गया है।

इसके अतिरिक्त, आज की तारीख में देश में 250 फ्लोराइड और 314 आर्सेनिक प्रभावित ग्रामीण बसावटें शेष हैं जहां जेजेएम मानकों के अनुरूप पाइपगत जलापूर्ति स्कीमों अभी चालू की जानी हैं। तथापि, इन सभी बसावटों (फ्लोराइड के लिए 250 और आर्सेनिक के लिए 314) में पीने और खाना पकाने की आवश्यकताओं के लिए 8-10 लीटर प्रति व्यक्ति प्रतिदिन (एलपीसीडी) की दर से प्रत्येक परिवार को पीने योग्य जल उपलब्ध कराने के अंतरिम उपाय के रूप में समुदाय आधारित जल

शुद्धिकरण संयंत्रों के माध्यम से स्वच्छ पेयजल उपलब्ध कराया गया है।

- राजस्थान राज्य ने सूचित किया है कि इसकी 80 शेष फ्लोराइड प्रभावित बसावटों (देश में शेष 250 फ्लोराइड प्रभावित बसावटों में से) में सीडब्ल्यूपीपी/आईएचपी के माध्यम से भी स्वच्छ पेयजल उपलब्ध करा दिया गया है।
- राजस्थान द्वारा जेजेएम-आईएमआईएस में दी गई सूचना के अनुसार, आज की तारीख में राजस्थान राज्य में आर्सेनिक से प्रभावित कोई बसावट नहीं है। इस प्रकार, देश के ग्रामीण क्षेत्रों में सभी बसावटों को फ्लोराइड और आर्सेनिक संदूषण से मुक्त स्वच्छ पेयजल उपलब्ध कराया जाता है।

जल जीवन मिशन के अंतर्गत, परिवारों को नल जल आपूर्ति उपलब्ध कराने के लिए जल आपूर्ति स्कीमों की योजना बनाते समय फ्लोराइड और आर्सेनिक सहित रासायनिक संदूषकों द्वारा प्रभावित बसावटों को प्राथमिकता दी जाती है। राज्यों/संघ राज्य क्षेत्रों को जल गुणवत्ता मुद्दों वाले गांवों के लिए वैकल्पिक सुरक्षित जल स्रोतों पर आधारित पाइपगत जल आपूर्ति स्कीमों की आयोजना और कार्यान्वयन करने की सलाह दी गई है। विभाग ने जल गुणवत्ता प्रभावित बसावटों, जहां राज्यों/संघ राज्य क्षेत्रों द्वारा उनके पेयजल स्रोतों में संदूषण वाली बसावटों की स्थिति का उल्लेख किया गया है, के आंकड़े कैप्चर करने तथा उनकी निगरानी करने के लिए एक वेब आधारित समेकित प्रबंधन सूचना प्रणाली (जेजेएम-आईएमआईएस) विकसित की है।

कार्यसंबंधी दिशानिर्देशों के अनुसार, राज्य/संघ राज्य क्षेत्र जल जीवन मिशन के अंतर्गत जल गुणवत्ता निगरानी एवं पर्यवेक्षण (डब्ल्यूक्यूएम एंड एस) गतिविधियों के लिए निधियों के उनके वार्षिक आबंटन के 2% तक का उपयोग कर सकते हैं, जिसमें अन्य बातों के साथ-साथ जल गुणवत्ता परीक्षण प्रयोगशालाओं की स्थापना और सुदृढीकरण, उपकरणों, उपस्करों, रसायनों, कांच से बने सामान, उपभोज्य वस्तुओं की खरीद, कुशल जनशक्ति को काम पर रखना, फील्ड परीक्षण किटों (एफटीके) का उपयोग करके समुदाय द्वारा निगरानी करना, जागरूकता सृजन, जल गुणवत्ता संबंधी शैक्षिक

कार्यक्रम, प्रयोगशालाओं का प्रत्यायन/मान्यता आदि शामिल है।

राज्यों/संघ राज्य क्षेत्रों को जल गुणवत्ता के लिए पानी के नमूनों का परीक्षण करने और पेयजल स्रोतों के नमूना संग्रहण, रिपोर्टिंग, निगरानी तथा पर्यवेक्षण हेतु सक्षम बनाने के लिए, एक ऑनलाइन जेजेएम - जल गुणवत्ता प्रबंधन सूचना प्रणाली (डब्ल्यूक्यूएमआईएस) पोर्टल विकसित किया गया है। डब्ल्यूक्यूएमआईएस के माध्यम से सूचित जल गुणवत्ता परीक्षण का राज्य-वार ब्यौरा जेजेएम डैशबोर्ड पर पब्लिक डोमेन में उपलब्ध है और इसे निम्न लिंक पर भी देखा जा सकता है:

<https://ejalshakti.gov.in/WQMIS/Main/report>

जेजेएम डैशबोर्ड पर एक 'सिटीजन कॉर्नर' भी विकसित किया गया था। इस कॉर्नर में ग्रामीण क्षेत्रों में पीडब्ल्यूएस के माध्यम से जल आपूर्ति की गुणवत्ता के बारे में जागरूकता का प्रसार करने और लोगों में विश्वास पैदा करने के लिए पब्लिक डोमेन में जल गुणवत्ता परीक्षण के परिणामों का प्रदर्शन शामिल था।

ANNUAL REPORT FOR 2023-2024

5307. SHRI ANTO ANTONY :

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

- (a) whether the Ministry of Civil Aviation has published the Annual Report 2023-24;
- (b) if so, the details thereof and if not, the reasons therefor; and
- (c) the expected timeline for the release of the said Annual Report?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (c): Yes, it has been published and is available in public domain. It can be accessed on the Ministry of Civil Aviation's website. The URL is as under:-

<https://www.civilaviation.gov.in/Publication/annual-reports>

GRANTS-IN-AID TO VOLUNTARY ORGANISATIONS SCHEME

5308. SHRI PRADEEP PUROHIT:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) whether the processing of applications of NGOs seeking grants under the scheme "Grants-in-Aid to Voluntary Organizations" is pending at the district level;
- (b) if so, the details thereof along with the number of pending applications, district-wise and the reasons for the delay;
- (c) the total number of applications submitted under the said scheme in Odisha, district and NGO-wise including details of the programmes and estimated amount of grants;
- (d) the number of applications approved and rejected during the last three years along with reasons for rejection;
- (e) whether the Government has put in place a monitoring mechanism to ensure the proper utilization of grants provided under the said scheme and if so, the details thereof; and
- (f) whether any cases of misuse of funds have been reported and if so, the details thereof along with the action taken against the concerned NGOs?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b): Under the scheme of “Grants-in-Aid to Voluntary Organizations working for the welfare of STs”, there are applications pending at District Level for processing.

Number of applications for consideration of Grants in Aid for ongoing projects pending at District Level for last three Financial Years is tabulated below:-

Financial Year	No. of ongoing projects pending at District Level
2023-24	13
2022-23	4
2021-22	25

Ministry has requested State Govt./ District Authority to process applications pending at their level.

(c): The number of Voluntary Organizations (VOs)/Non-Governmental Organization (NGOs) funded under the scheme of ‘Grants-in-aid to Voluntary Organisations (VOs) working for the welfare of Scheduled Tribes (STs)’ during 2021-22 to 2023-24 in Odisha, district and NGO-wise including programme names and grants released is as per **Statement-I**.

(d): the number of applications approved and rejected at Ministry level during the last three years is given below:-

Scheme - Grants in Aid to Voluntary Organizations Working for the Welfare of STs				
Financial Year	No. of applications for consideration of Grants in Aid for ongoing projects recommended by State Govt.	No. of applications considered for GIA	No. of applications rejected at Centre	Reasons for rejection
2023-24	303	302	1	Projects were rejected as per procedures laid down in scheme guidelines.
2022-23	314	310	3	
2021-22	325	318	7	

(e): To ensure the proper utilization of grants provided under the scheme of “Grants-in-Aid to Voluntary Organizations working for the welfare of STs”, below monitoring mechanism is placed:-

i.Ministry has launched ‘NGO Grants Online Application and Tracking System’ through which all the project and proposals are called for and processed online with all level of monitoring.

ii.Requisite documents are sought from NGOs/VOs through NGO Grants Online Application and Tracking System, it has drastically reduced the time spent for communication between Ministry, State and NGO.

ii.Mandatory Annual Physical Inspection of the project from Concerned District Authority.

iv.Mandatory Annual recommendation of concerned State Govt/ UT Administration.

v.Field inspection by Ministry Officials during tour to States/UT and Inspection by Independent Monitoring Agency.

vi.Mandatory submission of UC and audited statement of previous grant.

vii.Mandatory compliance of TSA Hybrid model from all projects/proposals.

(f): During last three years (2021-22 to 2023-24), Ministry has received two complaints. One complaint was received from West Bengal and another complaint was received from Tamil Nadu. Details are as below:-

i. A complaint received during the year 2022-23 against NGO - Graameeya Makkal Abivirudhi Iyakkam, Tamil Nadu from Dr. Akhil Adhithyan M.B.B.S regarding unavailability of medicine and illegal activities being done by the Organization. The same was forwarded to State Govt. of Tamil Nadu to submit complete report in the matter. After receiving satisfactory report from State Govt. of Tamil Nadu, Grants in Aid was released to NGO.

ii. Another complaint received during the year 2022-23 against NGO - Bharat Sevashram Sangha Dokra Branch, Dokra, West Bengal regarding fund released by the Ministry is frequently used by the Secretary of the Organization and for his relatives. The complaint was forwarded to the concerned State Govt. for enquiry and submitting report to the Ministry. State Govt. replied that they had conducted an enquiry and found that complaint was not correct.

STATEMENT-I

DETAILS OF FUND RELEASED DURING THE YEAR 2021-22 TO 2023-24 FOR THE NGO'S RUN PROJECTS IN ODISHA UNDER THE SCHEME OF GRNATS IN AID TO VOLUNATARY ORGANIZATIONS WORKING FOR THE WELFARE OF STS (In Rs.)					
District	NGO	Project Name	2021 22	2022 23	2023 24
ANUGUL	Sri Ramakrishna Ashrama	Residential school in low literacy district	7619185	17092926	-
CUTTACK	Banki Anchalika Adibasi Harijan Kalyan Parisad	Hostel	375447	2042177	890858
CUTTACK	Maa Bindhyabasini Anath Siskhyashram	Hostel	-	2938063	1317870
CUTTACK	Sankalp	Residential School	1887010	6263089	4697317
DHENKANAL	Arun Institute Of Rural Affairs	Residential School	1283878	3793230	3556508
DHENKANAL	Arun Institute Of Rural Affairs	Residential school in low literacy district	489440	6646800	11695541
JAJAPUR	Laxmi Narayan Seva Pratisthan	Residential School	-	-	2266447
KALAHANDI	Shree Ramakrishna Ashrama	Hostel	1660377	5816309	3807034
KALAHANDI	Shree Ramakrishna Ashrama	Mobile dispensary/multi service mobile units	52926	1832238	1602823
KANDHAMAL	Banabasi Seva Samiti	Hostel	1462544	1759947	-

KENDUJHAR	Prakalpa	Residential school in low literacy district	8701673	560864	-
KHORDHA	Kalinga Institute Of Social Sciences	Residential School	96766481	39398443	138250259
KHORDHA	Kalinga Institute Of Social Sciences	Residential School	76814842	36159016	171405385
KHORDHA	Nehru Seva Sangh	Hostel	1623873	-	1118483
KHORDHA	Ramakrishna Mission	Hostel	1089495	1584725	697552
KHORDHA	Vishwa Jeevan Seva Sangha	Residential School	2216863	3301936	1758155
KORAPUT	Bright Career Academy	Residential school in low literacy district	3633975	4846050	8704572
KORAPUT	Koraput Development Foundation	Residential school in low literacy district	7969649	6955867	10105228
KORAPUT	M S Swaminathan Research Foundation	Livelihood projects	-	129747	-
KORAPUT	Marr Munning Ashram	Residential school in low literacy district	1660585	2739494	-
KORAPUT	Sarvodaya Samiti	Residential school in low literacy district	-	4122615	-
MALKANGIRI	Social Education For Environment and Development (Seed)	Residential School	-	3759489	-
MALKANGIRI	Tagore Society For Rural Development	Residential school in low literacy district	159040	2868521	-

	Orissa Projects				
MAYURBHANJ	Organization For The Rural Women And Youth Development	Residential School	689852	2402627	-
NUAPADA	Holy Home	Residential school in low literacy district	5171675	10617300	16618179
PURI	Ramakrishna Mission Ashrama Puri	Hostel	2483106	1289390	967043
RAYAGADA	Kgnm Trust	Residential school in low literacy district	1659843	167541	2691878
RAYAGADA	Nysasdri	Residential School	5833275	1861750	1396313
RAYAGADA	Seva Samaj	Hostel	-	2201781	926383
RAYAGADA	Seva Samaj	Residential school in low literacy district	1262339	3657819	1990373
RAYAGADA	Society For Nature, Education And Health (Sneh)	Residential school in low literacy district	2446416	3449766	3442006
RAYAGADA	Society For Nature, Education And Health (Sneh)	Residential school in low literacy district	3157835	2683118	3986486
SAMBALPUR	Nikhila Utkal Harijan Adivasi Seva Sangha	Residential School	-	4948129	3953526
SUNDARGARH	Association For Voluntary Action (Ava)	Residential School	-	5968272	3325292

SUNDARGARH	Bharat Sevashram Sangha Jamshedpur	10 or more bedded hospital	644407	6832909	3590136
SUNDARGARH	Bharat Sevashram Sangha Jamshedpur	Mobile dispensary/multi service mobile units	1146722	957245	1053465
SUNDARGARH	Bharat Sevashram Sangha Jamshedpur	Mobile dispensary/multi service mobile units	1131553	869632	1061561
SUNDARGARH	Bharat Sevashram Sangha Jamshedpur	Residential School	1387354	2430638	2707811
			242481660	204949463	409584484

ईवी चार्जिंग अवसंरचना को बढ़ावा देना और अपनाना

5309. श्रीमती हिमाद्री सिंह:

श्री भोजराज नाग:

कैप्टन बृजेश चौटा:

श्री आलोक शर्मा:

श्री पी. सी. मोहन:

डॉ. भोला सिंह:

श्री दामोदर अग्रवाल:

डॉ. निशिकान्त दुबे:

सुश्री कंगना रनौत:

श्री प्रताप चंद्र षडङ्गी:

डॉ. विनोद कुमार बिंद:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

श्री दिनेशभाई मकवाणा:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार सभी राज्यों के ग्रामीण और अर्ध-शहरी क्षेत्रों में विशेषकर छत्तीसगढ़, कर्नाटक, बेंगलुरु और उत्तर प्रदेश के ग्रामीण और अर्धशहरी क्षेत्रों में इलेक्ट्रिक वाहन (ईवी) चार्जिंग अवसंरचना अपनाने को बढ़ावा देने और ईवी के संबंध में एक सामान्य स्पष्ट नीति बनाने हेतु कदम उठा रही है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है और स्थापित किए गए चार्जिंग स्टेशनों की संख्या कितनी है;

(ख) क्या सरकार ईवी चार्जिंग स्टेशनों में निजी क्षेत्र के निवेश के लिए प्रोत्साहन प्रदान कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा यदि नहीं, तो इसके क्या कारण हैं;

(ग) देश में ओडिशा और उत्तर प्रदेश सहित राज्यवार टियर-2 और टियर-3 शहरों सहित ग्रामीण तथा अर्ध-शहरी क्षेत्रों में चार्जिंग अवसंरचना की उपलब्धता का विस्तार किस प्रकार किया जा रहा है;

(घ) क्या ईवी चार्जिंग संबंधी शुल्क को विनियमित करने और इसकी किफायती कीमतें सुनिश्चित करने के लिए कोई नीतिगत हस्तक्षेप की योजना बनाई गई है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) क्या सरकार ने अर्ध-शहरी क्षेत्रों में ईवी अवसंरचना के विस्तार में किन्हीं चुनौतियों को चिह्नित किया है और यदि हाँ, तो उन्हें दूर करने के लिए क्या कदम उठाए गए हैं;

(च) उक्त योजना के अंतर्गत भोपाल जिले में कितनी प्रगति हुई है और तत्संबंधी ब्यौरा क्या है; और

(छ) ग्रामीण और अर्ध-शहरी आबादी के बीच इलेक्ट्रिक वाहनों के लाभों के बारे में जागरूकता बढ़ाने के लिए क्या कदम उठाए जा रहे हैं?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) और (घ) : विद्युत मंत्रालय ने अप्रैल 2018 में स्पष्ट किया है कि चार्जिंग स्टेशनों को विद्युत अधिनियम 2003 के तहत किसी लाइसेंस की आवश्यकता नहीं है। इसके अलावा, मंत्रालय ने सितंबर, 2024 में "इलेक्ट्रिक वाहन चार्जिंग अवसंरचना की संस्थापना और संचालन के लिए

दिशानिर्देश-2024" जारी किए हैं। शहरी और ग्रामीण क्षेत्रों पर लागू ये दिशानिर्देश एक अंतर-संचालन ईवी चार्जिंग नेटवर्क स्थापित करने के लिए मानकों को रेखांकित करते हैं। दिशानिर्देशों की मुख्य विशेषताएं, अन्य बातों के साथ-साथ, इस प्रकार हैं:

i.सार्वजनिक भूमि को राजस्व-साझाकरण मॉडल पर सरकार/सार्वजनिक संस्थाओं को 1.0 रुपये/किलोवाट घंटा की दर से 10 वर्षों के लिए दिया जा सकता है; और निजी संस्थाओं को उसी न्यूनतम मूल्य (अर्थात 1.0 रुपये/किलोवाट घंटा) पर चार्जिंग स्टेशन स्थापित करने के लिए बोली के माध्यम से दिया जा सकता है।

ii.डिस्कॉम को 150 किलोवाट तक के चार्जिंग स्टेशनों के लिए शीघ्र समयसीमा के साथ विद्युत कनेक्शन सुनिश्चित करना होगा।

iii.राज्य सरकारें चार्जिंग स्टेशनों के चौबीसों घंटे संचालन को सक्षम बनाने के लिए आवश्यक अनुमति प्रदान करेंगी।

ईवी चार्जिंग टैरिफ को विनियमित करने और किफायती दरों पर चार्जिंग सुनिश्चित करने के लिए, दिशानिर्देश निम्नानुसार प्रावधान करते हैं:

i.सीमित विद्युत टैरिफ:- दिनांक 31 मार्च, 2028 तक आपूर्ति की औसत लागत (एसीओएस) पर सीमित एकल-भाग टैरिफ।

ii.सौर घंटों के दौरान एसीओएस पर 30% की छूट और गैर-सौर घंटों के दौरान 30% अधिभार दिया जाएगा।

iii.सार्वजनिक और सामुदायिक स्टेशनों के लिए समय-आधारित चार्जिंग शुल्क:-

○ एसी चार्जिंग: सौर घंटों (सुबह 9 बजे से शाम 4 बजे तक) के दौरान 3.0 रु प्रति यूनिट, गैर-सौर घंटों के दौरान 4.0 रु प्रति यूनिट।

○ डीसी चार्जिंग: सौर घंटों के दौरान 11.0 रु प्रति यूनिट, गैर-सौर घंटों के दौरान 13.0 रु प्रति यूनिट।

iv.पास-श्रू लागत:- भूमि लागत और विद्युत टैरिफ को पास-श्रू लागत के रूप में माना जाएगा, जिससे चार्जिंग सेवा प्रदाताओं पर न्यूनतम वित्तीय बोझ सुनिश्चित होगा।

ऊर्जा दक्षता ब्यूरो (बीईई) के पास उपलब्ध आंकड़ों के अनुसार, दिनांक 28.03.2025 तक देश भर में संस्थापित राज्यवार सार्वजनिक चार्जिंग स्टेशनों का ब्यौरा **विवरण** पर है।

(ख) : विद्युत मंत्रालय ईवी चार्जिंग स्टेशनों में निजी क्षेत्र के निवेश के लिए कोई प्रोत्साहन नहीं दे रहा है। भारी उद्योग मंत्रालय ने ईवी अपनाने को बढ़ावा देने, चार्जिंग अवसंरचना स्थापित करने और भारत में एक सुदृढ़ ईवी विनिर्माण पारिस्थितिकी तंत्र विकसित करने के लिए अक्टूबर 2024 में पीएम ई-ड्राइव स्कीम शुरू की। यह स्कीम चार्जिंग अवसंरचना के विकास के लिए अनुदान प्रदान करती है और इसका उद्देश्य ईवी उपयोगकर्ता के विश्वास को बढ़ाने के लिए ई-4डब्ल्यू के लिए 22,000 से अधिक चार्जर, ई-बसों के लिए 1,800 और ई-2डब्ल्यू और ई-3डब्ल्यू के लिए प्रावधान सहित पर्याप्त सार्वजनिक चार्जिंग अवसंरचना स्थापित करना है।

(ग) : टियर-II और टियर-III शहरों सहित ग्रामीण और अर्ध-शहरी क्षेत्रों में सार्वजनिक चार्जिंग अवसंरचना का विस्तार करने के लिए, उपर्युक्त दिशा-निर्देशों में, अन्य बातों के साथ-साथ, निम्नलिखित प्रावधान हैं:

i. शहरी क्षेत्र – प्रति 1 वर्ग किलोमीटर पर एक चार्जिंग स्टेशन।

ii. राजमार्ग – प्रत्येक 20 किलोमीटर पर एक चार्जिंग स्टेशन।

ii. लंबी दूरी के ईवी और भारी वाहन (बसें/ट्रक) – राजमार्ग के प्रत्येक तरफ हर 100 किलोमीटर पर एक चार्जिंग स्टेशन।

iv. ईंधन खुदरा आउटलेटों को प्राथमिकता – तेल विपणन कंपनियों (ओएमसी) द्वारा संचालित मौजूदा ईंधन स्टेशनों को चार्जिंग स्टेशन स्थापित करने के लिए प्राथमिकता दी जाएगी।

v. प्रमुख स्थानों पर चार्जिंग स्टेशन, जिनमें शामिल हैं:

- आवासीय सोसाइटियों सहित समूह आवास सोसाइटियाँ

- शॉपिंग मॉल, कार्यालय भवन, रेस्तरां और होटल
- शैक्षणिक संस्थान और अस्पताल

ये दिशानिर्देश ओडिशा और उत्तर प्रदेश सहित राज्य और संघ राज्य क्षेत्र सरकारों को साइटों के आवंटन की सुविधा प्रदान करने और ईवी चार्जिंग नेटवर्क विस्तार में सहयोग करने के लिए इलेक्ट्रिक कनेक्टिविटी अवसंरचना प्रदान करने में मदद करते हैं।

ऊर्जा दक्षता ब्यूरो (बीईई) के पास उपलब्ध आंकड़ों के अनुसार, दिनांक 28.03.2025 तक, ओडिशा और उत्तर प्रदेश में क्रमशः 550 और 2113 सार्वजनिक चार्जिंग स्टेशन संस्थापित किए गए हैं।

(ड.) : विद्युत मंत्रालय ने अन्य बातों के साथ-साथ अर्ध-शहरी क्षेत्रों सहित ईवी चार्जिंग अवसंरचना स्थापित करने में निम्नलिखित प्रमुख चुनौतियों चिह्नित की हैं, जिनका उपर्युक्त दिशा-निर्देशों में समाधान करने का लक्ष्य रखा गया है।

- चार्जिंग स्टेशन स्थापित करने के लिए स्थलों की उपलब्धता,
- उच्च कनेक्टिविटी प्रभार,
- बिजली कनेक्शन जारी करने में देरी।
- कुछ स्थानों पर रात में चार्जिंग स्टेशन खोलने की अनुमति।

(च) : ऊर्जा दक्षता ब्यूरो के पास उपलब्ध आंकड़ों के अनुसार, दिनांक 25 मार्च, 2025 तक भोपाल जिले में 58 सार्वजनिक चार्जिंग स्टेशन संस्थापित किए जा चुके हैं।

(छ) : ग्रामीण और अर्ध-शहरी आबादी को इलेक्ट्रिक वाहनों के लाभों के बारे में जागरूक करने के लिए, ऊर्जा दक्षता ब्यूरो द्वारा दिनांक 19 फरवरी 2021 को “गो इलेक्ट्रिक” अभियान शुरू किया गया था। इस अभियान के अंतर्गत, राज्यों ने 205 वेबिनार/कार्यशालाएं, 119 रोड शो/रैली और 179 अन्य

गतिविधियां जैसे रेडियो जिंगल, पोस्टर/पत्रक वितरण, सोशल मीडिया जागरूकता और नुक्कड़ नाटक आयोजित किए हैं।

विवरण

दिनांक 28.03.2025 तक देश भर में राज्यवार संस्थापित सार्वजनिक चार्जिंग स्टेशन

राज्य	सार्वजनिक चार्जिंग स्टेशन की संख्या
अंडमान और निकोबार	4
आंध्र प्रदेश	614
अरुणाचल प्रदेश	44
असम	311
बिहार	393
चंडीगढ़	14
छत्तीसगढ़	290
दिल्ली	1951
गोवा	155
गुजरात	1008
हरियाणा	808
हिमाचल प्रदेश	114
जम्मू एवं कश्मीर	157
झारखंड	277
कर्नाटक	5879
केरल	1288

लद्दाख	1
लक्षद्वीप	1
मध्य प्रदेश	942
महाराष्ट्र	3842
मणिपुर	50
मेघालय	43
मिजोरम	13
नागालैंड	36
ओडिशा	550
पुदुचेरी	42
पंजाब	607
राजस्थान	1285
सिक्किम	11
तमिलनाडु	1495
तेलंगाना	976
त्रिपुरा	54
दादरा एवं नगर हवेली और दमन एवं दीव संघ राज्य क्षेत्र	6
उत्तर प्रदेश	2113
उत्तराखंड	202
पश्चिम बंगाल	791
कुल योग	26,367

NATIONAL URBAN DIGITAL MISSION**5310. SHRI TEJASVI SURYA:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the progress and developments made under the National Urban Digital Mission (NUDM) since its launch;
- (b) the number of cities, out of the 100 selected cities, in which all planned works have been completed under the Smart Cities Mission; and
- (c) whether the said mission is being extended beyond the current financial year and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a): The Scheme of National Urban Digital Mission (NUDM) for the period 2025-29 is under consideration. The fund at Revised Estimate stage was ₹108.70 crore. The Urban Platform for Delivery of Online Governance (UPYOG) Portal is being developed as a proof of concept for urban service delivery and its full rollout will occur during the Mission period post-implementation.
- (b): Under Smart Cities Mission (SCM), 100 cities have undertaken a total of 8,063 projects amounting to ₹1,64,545 crore. As on 04.03.2025, 7,504 projects (i.e. 93% of total projects) amounting to ₹1,50,306 crore have been completed, as per the data provided by 100 Smart Cities.
- (c): No.

VIABILITY OF CHANDIGARH TRICITY METRO PROJECT**5311. SHRI MANISH TEWARI:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the deliberations, conclusions and number of the meetings convened by the Unified Metropolitan Transport Authority (UMTA), Chandigarh since its inception, date-wise;
- (b) whether UMTA re-appointed Rail India Technical and Economic Service (RITES) for a fresh feasibility and financial viability study of Chandigarh Tricity Metro despite RITES earlier finding the project financially viable and if so, the details thereof along with the reasons for commissioning the new study;
- (c) whether the Government has reviewed the latest RITES report and if so, the key findings confirming the project's viability thereof;
- (d) the current position of the Government on the Chandigarh Tricity Metro project in light of RITES findings that it is techno-economically feasible; and
- (e) whether the project is considered viable and if so, the details thereof along with the proposed timeline for financial closure, requisite approvals and implementation of the Chandigarh Tricity Metro project?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a):Chandigarh Administration has informed that United Metropolitan Transportation Authority (UMTA) was constituted on 28.04.2023. The first, second

and third meeting of UMTA were held on 18.07.2023, 13.12.2023 and 02.09.2024, respectively.

(b):Chandigarh Administration has informed that in pursuance to the decision taken in the 3rd meeting of UMTA held on 02.09.2024, under the chairmanship of Administrator, Chandigarh, a committee vide notification dated 01.11.2024 was constituted to study the feasibility of Metro Project to ascertain financial viability of Metro in UT Chandigarh in coordination with Ms RITES Ltd and other stake holders.

(c) to (e):Respective Union Territory Administrations are responsible for planning, initiating and developing urban transport infrastructure including integration amongst various modes of public transport in the Union Territory.

Central Government has formulated National Urban Transport Policy (NUTP), 2006, Metro Rail Policy, 2017 and Transit Oriented Development Policy, 2017, which act as a guide to State Governments/UT Administrations for integrated planning and implementation of urban transport systems. Central Government considers financial assistance to urban rail based system based on feasibility of the proposal and availability of resources, as and when posed by the concerned State Governments/UT Administrations.

Presently, no Detailed Project Report (DPR) of Metro project in Chandigarh has been submitted to Central Government.

ROAD NETWORKS**5312. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:****DR. AMOL RAMSING KOLHE:****SHRI BHASKAR MURLIDHAR BHAGARE:****SHRI SANJAY DINA PATIL:****PROF. VARSHA EKNATH GAIKWAD:****SHRI NILESH DNYANDEV LANKE:****SHRIMATI SUPRIYA SULE:**

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

- (a) the total length of road networks in the country as of the latest available data and the comparative figure for ten years ago;
- (b) the total length of National Highways/State Highways/rural roads added in the country during the past ten years;
- (c) the key projects contributing to road network expansion and the challenges faced in the implementation of road development projects in Maharashtra and the steps taken to address them;
- (d) the funds allocated and utilized for road infrastructure development in Maharashtra during the said period;
- (e) the total length of National Highways in Maharashtra and the percentage increase over the last ten years;
- (f) the number of new expressways and major highway projects sanctioned for Maharashtra during this period;

(g) the status of major road infrastructure projects under implementation in Maharashtra;

(h) the details of road expansion projects undertaken in Maharashtra including the length of roads constructed or upgraded in the State; and

(i) the specific increase in road length in Maharashtra and the manner in which it compares with other major States?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): As per the latest available report, Road network including National Highways/State Highways/rural roads in India has increased from about 54,02,486 km in March, 2014 to about 63,31,791 km in March, 2019. National Highways (NH) network length in the country has increased from 91,287 km in March, 2014 to 1,46,204 km at present.

(c): At present, 135 NHs projects in 2,944 km length costing ₹72,437 Crore are under construction in the State of Maharashtra, out of which 1,928 km length is completed. These projects are under various stages of construction with completion in a phased manner by FY 2027-28.

Key projects taken up in the State of Maharashtra include Delhi - Mumbai Expressway, Solapur-Kurnool-Chennai Corridor, Vadape to Thane section of NH-3 near NH-848, Elevated Nashik Phata - Khed Corridor near Pune, Access controlled Corridor from JNPT Port (Pagote) to Chowk, etc.

Challenges in project implementation are mainly of land acquisition, encroachment removal, law and order, utility shifting, non-availability of soil/aggregate, environment/forest/wildlife clearances, construction of Road Over Bridge (ROB) and Road Under Bridge (RUB) issues, contractual issues, etc.

The Government has taken number of steps to expedite the completion of projects in the country, including the State of Maharashtra. These include:-

- I. Project planning including preparation of DPR mandated on PM Gati Shakti National Master Plan (NMP) Portal
- II. Award projects after adequate preparation in terms of Land Acquisition (LA) and preconstruction activities
- III. Streamlining LA process and environment clearances
- IV. Simplified procedure for approval of GAD (General Arrangement Drawing) by Railways
- V. Promotion of Contractor's Ecosystem by rationalising the projects and contract documents
- VI. Revamped dispute resolution mechanism
- VII. Relaxations in contract provisions under "Atmanirbhar Bharat" to improve liquidity of funds
- VIII. Periodic review of projects at various levels

(d): Government has incurred expenditure of ₹ 1.6 Lakh Crore on development and maintenance of NHs in the State of Maharashtra since April, 2014.

(e): Length of NHs in the State of Maharashtra has increased from 6,249 km in March, 2014 to 18,462 km at present.

(f): 17,138 km length of NHs projects, including National Expressways, have been awarded in the State of Maharashtra since April, 2014.

(g) and (h): Status of NHs projects under construction in the State of Maharashtra along with length completed has been indicated in reply to Part (c).

(i): Length of NHs in the State of Maharashtra has increased from 6,249 km in March, 2014 to 18,462 km at present and NH network length in the country has increased from 91,287 km to 1,46,204 km during the same period.

SMART CITIES MISSION IN MEGHALAYA

5313. SHRI SALENG A. SANGMA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the names of the cities/towns in Meghalaya approved under the Smart Cities Mission (SCM) along with the total funds sanctioned and utilized for its development during the last five years and the current year, year-wise; and

(b) whether any city or town in Tura Constituency has been approved under SCM and if so, the details thereof along with the funds sanctioned and utilized during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Only one city Shillong has been selected under the Smart Cities Mission (SCM) in the State of Meghalaya. The city has been able to claim central financial assistance amounting to ₹490 crore since inception of the Mission, out of which ₹414 crore (84% of the central financial assistance claimed) have been utilized.

INCREASE IN AIRPORT CHARGES

5314. SHRI BAJRANG MANOHAR SONWANE :

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

- (a) the role of the Airport Economic Regulatory Authority (AERA) in regulating airport charges in the country;
- (b) the criteria and methodology used by AERA to justify increase in airport charges;
- (c) whether the Government has any policy in place to cap the increase in airport charges at private airports;
- (d) if so, the details and implementation status thereof;
- (e) whether the Government has received any complaints regarding exorbitant airport charges at private airports and if so, the details thereof along with the action taken thereon;
- (f) the impact of the Hybrid Till Model on the pricing of airport charges for passengers;

(g) whether the Government is aware that passengers are being charged higher airport fees before AERA finalizes its tariff revisions and if so, the reasons therefor; and

(h) the corrective measures taken by the Government in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d): Government of India has established an Independent Economic Tariff Regulator i.e. Airports Economic Regulatory Authority of India (AERA) in 2009, under the AERA Act, 2008 to determine tariff for aeronautics service provided at major airports. AERA determines aeronautical charges such as landing, parking and UDF of all the major airports, inter-alia considering the following factors : ;

(i) Return on Investment for aeronautical assets,

(ii) Operating expenditure,

(iii) Depreciation,

(iv) Tax;

The Regulator aims to balance optimally the interest of service provider and the end user and ensures that the airport operator maintains and operates the airport with reasonable return on investment consisting with risk profile. As each airport has different capital expenditure profile, return on capital employed, operational expenditure, traffic inflows, under/ over- recovery in previous control period as well as revenue collection from cargo operators, Ground Handlers and

Fuellers, AERA maintains balanced approach for ensuring reasonable tariff keeping interest of all stakeholders in mind and translates these factors to different entitled revenue requirements apportioning them reasonably to Landing, Parking and User Development Fee (UDF) charges for different airports.

(e) and (f) : AERA follows a uniform tariff methodology across major airports, regardless of ownership. The Capital Expenditure (CAPEX) infusion for infrastructure upgradation at JV/PPP/Leased airport is substantially higher in comparison to AAI Airports. Hence, UDF levied at JV/PPP/Leased airports is typically higher due to incurrence of substantially more CAPEX. However, the UDF rates stabilize with increased passenger traffic over the time.

AERA determines aeronautical charges under Hybrid Till mechanism, wherein 30 percent of non- aeronautical revenue is taken into consideration for cross subsidising the aeronautical tariff.

(g): Aeronautical charges of Major Airports are as determined by AERA and it gets revised only after issuance of new Tariff order by AERA.

(h): Does not arise in view of the above.

HALT IN THE IMPLEMENTATION OF JJM IN KERALA

5315. ADV. ADOOR PRAKASH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Union Government is aware that the implementation of the Jal Jeevan Mission in Kerala has been halted due to insufficient funds;

- (b) if so, whether the Union Government has received any request from the State Government of Kerala for releasing the funds to complete the pending works and if so, the details thereof;
- (c) the present status of the completion of projects under JJM in Kerala along with the details of the percentage of work completed and the funds released and utilized as on date;
- (d) whether the Union Government is also aware that Kerala is behind the national average in the completion of works and fund utilization under JJM;
- (e) if so, whether the Union Government has given any directive to the State Government of Kerala to speed up the works and if so, the details thereof; and
- (f) whether the State Government of Kerala has sought an extension for the project deadline and if so, the details thereof along with the decision taken/likely to be taken by the Union Government thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) to (f): Since August 2019, Government of India in partnership with States is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of potable water to every rural household of the country, including those in the State of Kerala, through functional tap water connection.

At the start the Mission, only 3.23 Crore (16.7%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 31.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 12.34 Crore

additional rural households have been provided with tap water connections. Thus, as on 31.03.2025, out of 19.36 Crore rural households in the country, more than 15.57 Crore (80.38%) households are reported to have tap water supply in their homes.

Similarly, in Kerala, at the start of the Mission, only 16.64 lakh (23.51%) rural households were reported to have tap water connections. So far, as reported by the State as on 31.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 21.92 lakh additional rural households have been provided with tap water connections. Thus, as on 31.03.2025, out of 70.77 lakh rural households in the State, more than 38.56 lakh (54.48%) households are reported to have tap water supply in their homes.

Drinking Water being a state subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. Numerous projects are implemented concurrently at various levels across the States for achieving the envisaged objectives. As such, project-wise details of individual projects/ schemes for rural water supply projects are not maintained at the Government of India level. Year-wise details of Central fund allocated, fund drawn and fund utilization reported by the State of Kerala is as under:

(Amount in Rs. Crore)

	Central					Expenditure under State share
Year	Opening Balance	Fund allocated	Fund drawn	Available Fund	Reported utilization	
2019-20	2.58	248.76	101.29	103.87	62.69	57.23
2020-21	41.18	404.24	303.18	344.36	304.29	311.25
2021-22	40.07	1,804.59	1,353.44	1,393.51	957.44	1,059.57
2022-23	436.08	2,206.54	2,206.54	2,642.62	1,741.93	1,741.68
2023-24	900.69	1,342.36	671.18	1,571.87	1,465.41	1,448.53
2024-25	106.45	1,949.36	974.68	1,081.13	996.49	982.74

Source: JJM-IMIS

Moreover, to achieve 100 per cent coverage through continued implementation of mission, Hon'ble Finance Minister during her budget speech 2025-26 has announced extension of Jal Jeevan Mission until 2028 with enhanced total outlay.

A number of steps have been taken to plan and implement JJM in the whole country including Kerala, with speed, *inter alia*, including joint discussions and finalization of saturation plans and annual action plans (AAP) of States/ UTs, regular review of implementation, workshops/ conferences/ webinars for capacity building, training, knowledge sharing, field visits by multi-disciplinary team to provide technical support, etc. A detailed Operational Guideline for the implementation of JJM; Margdarshika for Gram Panchayats and VWSCs to

provide safe drinking water in rural households and Guidelines on a special campaign to provide piped water supply in anganwadi centres, ashramshalas and schools have been shared with States/ UTs to facilitate planning and implementation of Jal Jeevan Mission. For online monitoring, JJM–Integrated Management Information System (IMIS) and JJM–Dashboard has been put in place. Provision has also been made for transparent online financial management through Public Financial Management System (PFMS).

CREDIT EXTENDED TO MSMEs

5316. SHRI DURAI VAIKO:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

the details of the credit extended to Micro, Small and Medium Enterprises (MSMEs), district- wise and year-wise particularly in Tiruchirappalli and Pudukottai districts in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

As informed by Reserve Bank of India, credit outstanding to Micro, Small and Medium Enterprises (MSME) sector by Scheduled Commercial Banks in the

country and in the State of Tamil Nadu during the last three years are as given below:

(in ₹ crore)

	FY 2021-22	FY 2022-23	FY 2023-24
Tamil Nadu	2,19,118.87	2,39,879.93	2,81,696.93
All India	20,11,056.98	22,60,135.28	27,25,657.46

Further, as informed by State Level Bankers' Committee, details of amount disbursed to MSMEs in Tiruchirappalli and Pudukottai districts in Tamil Nadu State during the last three years are as given below:

(in ₹ crore)

District	FY 2021-22	FY 2022-23	FY 2023-24
Tiruchirappalli	2830.26	3,709.88	4,992.03
Pudukottai	660.87	848.92	1,075.61

WASTE TO ENERGY PROJECTS

5317. DR. K. SUDHAKAR:

SHRIMATI MALA RAJYALAXMI SHAH:

CAPTAIN BRIJESH CHOWTA:

SHRI MALVINDER SINGH KANG:

DR. HEMANT VISHNU SAVARA:

Will the Minister for **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether it is a fact that a large quantity of garbage is dumped every day and also sometimes it gets piled up in the colonies thereby polluting the areas;
- (b) if so, whether the Government has taken steps to address the disposal of bio-degradable waste or proposes to process the waste/garbage and produce electricity and biogas therefrom and if so, the details thereof along with initiatives taken in this regard;
- (c) the financial assistance provided to various States for bio-degradable waste management during the last five years and the current year;
- (d) the number of biogas plants existing in various cities across the country along with the steps being taken to encourage biogas plants;
- (e) whether the Government has taken steps to install biogas plants in rural areas across the country and if so, the details of biogas plants set up during the last five years and the current year, State-wise; and
- (f) whether the Government has notified any guidelines for the development of bio-energy projects in the country and if so, the details thereof along with the quantum of financial assistance provided/to be provided for the said purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e) :The Solid Waste Management Rules, 2016, provide the statutory framework for the management of solid waste in the country. As per the Rules, the local authorities and village panchayats of census towns and urban agglomerations, shall allow only the non-usable, non-recyclable, non-

biodegradable, non-combustible and non-reactive inert waste and pre-processing rejects and residues from waste processing facilities to go to sanitary landfill sites. The rules further stipulate that every effort shall be made to recycle or reuse the rejects to achieve the desired objective of zero waste going to landfill. Further, all old open dumpsites and existing operational dumpsites are to be investigated and analysed by local authorities and village panchayats for their potential of biomining and bio-remediation and wheresoever, feasible, take necessary actions to bio-mine or bio-remediate the sites.

Local bodies are also mandated to facilitate construction, operation and maintenance of solid waste processing facilities and associated infrastructure using suitable technology including the following technologies and adhering to the guidelines issued by the Ministry of Housing and Urban Affairs from time to time and standards prescribed by the Central Pollution Control Board. Model Procurement Documents have been prepared by Ministry of Housing and Urban Affairs (MoHUA) and shared with all States to expedite the bidding process. A public dashboard also captures live data at <https://swachhurban.org> for transparency and project monitoring. Preference shall be given to decentralized processing to minimize transportation cost and environmental impacts such as:

- (i) bio-methanation, microbial composting, vermi-composting, anaerobic digestion or any other appropriate processing for bio-stabilisation of biodegradable wastes;
- and

(ii) waste to energy processes including refused derived fuel for combustible fraction of waste or supply as feedstock to solid waste based power plants or cement kilns

Swachh Bharat Mission (SBM-U) 2.0 has been launched on October 1, 2021 for a period of five years with a vision of achieving safe sanitation, scientific management of all fractions of waste including bio-degradable waste and remediation of legacy dumpsites. Legacy dumpsites have been created over decades and pose a very challenging task. For the first time, the task of knocking down these garbage-dumps has been taken up at a national scale under Swachh Bharat Mission.

As reported by States/UTs on Swachhattam portal, a total of 1,61,157 ton per day (TPD) of Municipal Solid Waste is generated in the urban areas of the country. Out of which 1,29,708 TPD is processed. i.e. against 16% waste processing in 2014, the current processing capacity has increased to 80.49% by setting up of waste processing facilities such as Material Recovery Facilities (MRFs), transfer stations, composting plants, Construction and Demolition (Cand D) and waste to energy plants including waste to electricity, bio-methanation plants etc. State-wise waste processing facilities are available on website at <https://sbmurban.org/swachh-bharat-mission-progress>

States/Union Territories prepare and submit the City Solid Waste Action Plan (CSWAP) for management of solid waste to claim funds. Under Solid Waste Management (SWM) component of SBM-U 2.0, Central Financial Assistance

(CFA) is provided for setting up of waste processing facilities such as Material Recovery Facilities (MRFs), composting plants, Construction and Demolition (Cand D) and waste to energy plants including waste to electricity, bio-methanation plants etc. to States/UTs on the basis of their needs decide suitable types of SWM plants. Separate details of financial assistance provided for waste to electricity and biogas are not maintained. Under SWM component of SBM-U, projects including waste to energy and waste to biogas worth Rs. 23549.42 crore having central share of Rs. 8662.28 crore has been approved and central share of Rs. 1970.92 crore has been released from 2020-21 to 2025-26.

Ministry of Housing and Urban Affair (MoHUA) provides support under SBM-Urban for setting up of municipal solid waste based CBG plants in Urban Area. As per the budget announcement 2023-24, 500 new “Waste to Wealth” plants under GOBARdhan are to be established for promoting circular economy. These will include 200 compressed biogas (CBG) plants, including 75 plants in urban areas.

Under Phase-II of Swachh Bharat Mission- Grameen (SBM-G), financial assistance of up to Rs. 50.00 lakh per district is available for the complete programme period from 2020-21 to 2025-26 for setting up of Community level biogas plant under GOBARdhan. As on date, States/UTs have reported 895 functional community biogas plants with minimum capacity of 5 cum/day on GOBARdhan portal. Details of the State/UT wise Functional Community Biogas Plants under SBM-G is given in **Statement-I**.

(f) :Ministry of New and Renewable Energy (MNRE) has issued new guidelines regarding Waste to Energy Programme (*Programme on Energy from Urban, Industrial, Agricultural Wastes/ Residues*) on 02.11.2022. Under new guidelines of the programme for the period of 2020-21 to 2025-26, Central Financial Assistance shall be made available to projects for setting up of large Biogas, BioCNG and Power plants (excluding MSW to Power projects). State-wise details provided by Ministry of New and Renewable Energy regarding Bio-methanation projects alongwith financial assistance provide for establishment of the Bio-methanation plants during the last five years and the current year are at **Statement-II**.

STATEMENT - I

State/UT wise Functional Community Biogas Plants under SBM-G

S. No.	State Name	Number of Functional Community Biogas
1.	Assam	20
2.	Bihar	17
3.	Chhattisgarh	281
4.	Gujarat	33
5.	Haryana	8
6.	Himachal Pradesh	7
7.	Jammu and Kashmir	11
8.	Jharkhand	33
9.	Karnataka	64
10.	Kerala	24
11.	Madhya Pradesh	115
12.	Maharashtra	8

13.	Puducherry	2
14.	Punjab	20
15.	Rajasthan	14
16.	Tamil Nadu	78
17.	Tripura	16
18.	Uttar Pradesh	111
19.	Uttarakhand	19
20.	West Bengal	14
	Total	895

STATEMENT - II

State-wise details of CFA provided to bio-methanation (Biogas/BioCNG/ Biogas to power) plants supported under the Waste to Energy programme during last five years and the current year:

States	No. of projects	Installed Capacity (in MWeq)	Total CFA including Service charges (in Rs. Crores)
Andhra Pradesh	6	1.83	4.38
Goa	1	1.00	3.03
Gujarat	9	7.46	23.12
Haryana	5	4.52	16.12
Karnataka	3	5.35	14.02
Madhya Pradesh	2	4.85	11.04
Maharashtra	7	9.58	15.77

Tamil Nadu	3	5.92	17.54
Telangana	5	4.58	7.72
Uttar Pradesh	8	8.63	33.40
Uttarakhand	1	0.09	0.20
Total	50	53.80	146.34

DIGI YATRA FACILITY

5318. SHRI M. K. RAGHAVAN :

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

- (a) whether the Government is aware of the fact that a large number of passengers are unable to use the Digi Yatra facility due to mismatch of single-letter surnames/initials recorded in Aadhaar and other official identity documents but expanded names are required during flight ticket booking through third party websites and if so, the details thereof;
- (b) whether the Government proposes to standardize name formats between official identities and flight ticket booking platforms to prevent such discrepancies in the future and if so, the details thereof;
- (c) whether any third-party entity has been involved in managing the data collected through Digi Yatra;
- (d) if so, the details thereof along with the measures taken to safeguard passengers data under the Digi Yatra initiative; and

(e) whether the Government would incorporate passport as an identity document for Digi Yatra facility in domestic travel and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (e): There have been certain grievances reported regarding inability to use the Digi Yatra facility due to name mismatch in Aadhaar-based Digi Yatra identity credentials and the name given during booking of the air ticket. To prevent such discrepancies, Directorate General of Civil Aviation (DGCA) has issued Aeronautical Information Circular No. 09/2022 issued by DGCA on 18.04.2022, which provides that Digi Yatra credentials can be created by the passenger with a Government of India Identity that is possible to be validated digitally. These include Aadhaar, passports and e-passports. Presently, Digi Yatra supports passengers only with Aadhaar.;

The Digi Yatra Central Ecosystem (DYCE) is built on the fundamental tenets of privacy by design/default and there is no central storage of passenger's Personally Identifiable Information (PII) data thereby mitigating the data loss, theft and leakage issues. Hence, no data is collected through Digi Yatra. All the passenger data is encrypted and stored in the passenger's smartphone wallet and shared only for a limited time duration with the origin airport where passenger ID needs to be validated. The data is purged from the system within 24 hours of the departure of the flight.

PROJECTS UNDER MSE-CDP**5319. SHRI K. C. VENUGOPAL:**

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the details of the number of projects approved and completed under Micro and Small Enterprises Cluster Development Programme (MSE-CDP);
- (b) the maximum assistance provided under MSE-CDP for any project so far; and
- (c) the total amount released by Government for MSE-CDP during each of the last five years and the current year and the actual amount spent thereon?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a): 233 Common Facility Centres (CFCs) and 360 Infrastructure Development (ID) projects have been approved out of which 106 CFCs and 247 ID projects have been completed under Micro and Small Enterprises Cluster Development Programme (MSE-CDP) since inception.

(b): The maximum assistance as per extant guidelines of the scheme for any project is as follows:

- i. Upto 70% of project cost upto Rs.30.00 crore to establish CFCs.
- ii. Upto 60% of project cost upto Rs.15.00 crore to create/upgrade infrastructural facilities.

In case of NE and Hill States, Island territories, Aspirational Districts, LWE affected districts and clusters with more than 50% micro/village or women owned or SC/ST owned units 10% additional assistance is provided.

(c): Total amount released by Government for MSE-CDP during each of the last five years and the current year and the actual amount spent thereon is as follows:

Financial Year	Budget allocated (Rs. in crore)	Budget Utilized (Rs. in crore)
2019-20	227.90	226.34
2020-21	116.28	116.28
2021-22	156.50	135.59
2022-23	120.00	119.54
2023-24	180.00	169.00
2024-25	293.84	291.62

एमएसएमई क्षेत्र में कार्यबल के कौशल में सुधार

5320. श्रीमती कलाबेन मोहनभाई देलकर:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) संघ राज्य क्षेत्र दादरा और नगर हवेली में सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) क्षेत्र में कार्यबल, विशेषकर महिलाओं और युवा उद्यमियों के कौशल में सुधार के लिए क्या पहल की जा रही है; और

(ख) एमएसएमई क्षेत्र को उन्नत प्रौद्योगिकी अपनाने और उनकी उत्पादकता में सुधार करने हेतु प्रोत्साहित के लिए क्या उपाय किए जा रहे हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) : सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय (एमएसएमई) ने सूक्ष्म, लघु और मध्यम उद्यमों के विभिन्न क्षेत्रों में उभरते हुए और पारंपरिक क्षेत्रों के कुशल कार्यबल की मांग को पूरा करने के लिए एक कौशल तंत्र का विकास किया है। कौशल प्रशिक्षण कार्यक्रम, इस मंत्रालय के अंतर्गत संस्थानों के नेटवर्क अर्थात् खादी एवं ग्रामोद्योग आयोग (केवीआईसी), कैंयर बोर्ड, राष्ट्रीय लघु उद्योग निगम लिमिटेड (एनएसआईसी), राष्ट्रीय एमएसएमई संस्थान (एनआई-एमएसएमई) और एमएसएमई-प्रौद्योगिकी केंद्रों (टीसी) द्वारा आयोजित किए जाते हैं।

मंत्रालय मौजूदा और संभावित उद्यमियों के लिए उनकी क्षमता निर्माण हेतु अनेक कौशल विकास कार्यक्रमों/पाठ्यक्रमों का आयोजन कर रहा है। ये प्रशिक्षण पाठ्यक्रम उद्योग की मांग के अनुरूप होते हैं, तथा एमएसएमई इको-सिस्टम के बदलते परिदृश्य और भारत में इसकी वर्तमान चुनौतियों के अनुरूप एमएसएमई क्षेत्र में कुशल कार्यबल की आवश्यकता के अंतर को पूरा करने में प्रशस्त होते हैं।

मंत्रालय महत्वाकांक्षी और मौजूदा उद्यमियों के उद्यमशीलता कौशल के संवर्धन के लिए उद्यमिता और कौशल विकास कार्यक्रम (ईएसडीपी) योजना को भी लागू कर रहा है, जिसमें महिलाओं के साथ-साथ युवा उद्यमियों पर भी ध्यान केंद्रित किया जा रहा है। ये ईएसडीपी कार्यक्रम विकास आयुक्त (एमएसएमई) का कार्यालय के क्षेत्रीय कार्यालयों, प्रौद्योगिकी केंद्रों और आईआईटी/आईआईएम/एनआईटी/सीएसआईआर/ आईसीएआर, कृषि विश्वविद्यालयों तथा अन्य केंद्रीय व राज्य विश्वविद्यालयों जैसे अन्य प्रमुख कार्यान्वयन एजेंसियों के माध्यम से आयोजित किए जाते हैं।

पिछले 3 वर्षों (वर्ष 2022-23 से वर्ष 2024-25 तक) में ईएसडीपी योजना के तहत दादरा और नगर हवेली में लाभार्थियों का विवरण नीचे दिया गया है:-

क्र.सं.	वर्ष	आयोजित कार्यक्रम	कुल लाभार्थी	लाभार्थी	
				पुरुष	महिला
1	2022-23	8	608	313	295
2	2023-24	12	467	147	320
3	2024-25	20	1163	583	580
कुल		40	2238	1043	1195

(ख) : सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय (एमएसएमई) ने एमएसएमई को उन्नत तकनीक अपनाने और उत्पादकता में वृद्धि के लिए प्रोत्साहित करने के लिए कई पहलें शुरू की हैं, अर्थात:-

एमएसएमई चैंपियंस योजनाएं: इस व्यापक पहल का उद्देश्य एमएसएमई को विभिन्न पहलुओं में सहायता प्रदान करना है, जिसमें प्रौद्योगिकी उन्नयन, उद्यमों का चयन करना उनकी प्रक्रियाओं का आधुनिकीकरण करना, अवशिष्ट को कम करना, उत्पादकता में सुधार करना, व्यावसायिक प्रतिस्पर्धा को बढ़ाना और उनकी राष्ट्रीय व वैश्विक पहुंच को सुविधाजनक बनाना शामिल है।

इसमें तीन घटक शामिल हैं अर्थात,

- एमएसएमई-सस्टेनेबल (जेड) प्रमाणन योजना (दिनांक 28.04.2022 को शुरू की गई)
- एमएसएमई-प्रतिस्पर्धी (लीन) योजना (दिनांक 10.03.2023 को शुरू की गई)
- एमएसएमई-इनोवेटिव (इन्क्यूबेशन, डिजाइन और आईपीआर) योजना (दिनांक 10.3.2022 को शुरू की गई)।

एमएसएमई सस्टेनेबल (जेड) प्रमाणन योजना घटक के अंतर्गत, सभी जेड प्रमाणित एमएसएमई के लिए जीरो इफेक्ट सोल्यूशंस हेतु प्रौद्योगिकी उन्नयन में 3 लाख रुपए तक की सहायता का प्रावधान है।

एमएसएमई मंत्रालय, भारत सरकार ने वर्ष 1967 और 1999 के बीच 18 प्रौद्योगिकी केंद्रों (टीसी), जिन्हें पहले टूल रूम (10) और प्रौद्योगिकी विकास केंद्र (8) के रूप में जाना जाता था, की स्थापना की है ताकि उद्योगों, विशेष रूप से एमएसएमई को उन्नत विनिर्माण प्रौद्योगिकियों तक पहुंच प्रदान करके, प्रौद्योगिकी विकास में जनशक्ति को कुशल बनाकर तथा तकनीकी और व्यावसायिक परामर्शी सहायता प्रदान करके उन्हें सहायता प्रदान की जा सके।

सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) मंत्रालय पूरे देश में 20 नए प्रौद्योगिकी केंद्रों (टीसी) और 100 विस्तार केंद्रों (ईसी) की स्थापना के लिए 'नए प्रौद्योगिकी केंद्रों/विस्तार केंद्रों की स्थापना' नामक एक योजना का भी कार्यान्वयन कर रहा है, ताकि प्रौद्योगिकी, कुशल मानव संसाधन तथा परामर्शी सेवाओं के लिए एमएसएमई की स्थानीय आवश्यकताओं के अनुसार उनका समाधान प्रदान कर टीसी के नेटवर्क की भौगोलिक पहुंच को बढ़ाया जा सके।

FINANCIAL ASSISTANCE FOR SETTING UP OF FOOD PROCESSING INDUSTRIAL UNITS

5321. SHRI MALVINDER SINGH KANG:

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

- (a) whether the Government proposes to extend the financial assistance under the ongoing schemes for setting up of Food Processing Industrial Units;
- (b) if so, the details thereof;
- (c) the number of units extended financial assistance in Punjab during the last four years; and
- (d) the results achieved therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b): In order to promote and ensure overall development of Food Processing Industries across the country including Punjab, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure through its Central Sector “Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme”, Central Sector “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” and Centrally sponsored “PM Formalization of Micro Food Processing Enterprises (PMFME)” Scheme. These schemes are not region specific but demand driven.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total outlay of Rs 5520 Cr for 15th Finance Commission Cycle.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores.

The details of incentives available under these schemes are at **Statement.**

(c) and (d): MoFPI has, so far, approved a total of 3 Mega Food Parks, 3 Agro Processing Clusters, 24 Integrated Cold Chains projects, 16 Food Processing Units, 4 Creation of Backward and Forward Linkages and 1 Operation Greens projects in Punjab under corresponding schemes of PMKSY with estimated benefit to about 2.58 lakh farmers and generation of direct/ indirect employment opportunities of about 29,000.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore. A total of 2,606 micro food processing enterprises has been approved for credit linked subsidy in Punjab under PMFME Scheme with estimated generation of direct/ indirect employment opportunities of 7,818.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores. A total of 9 proposals under different categories of PLISFPI scheme have been approved in Punjab with estimated generation of direct/ indirect employment opportunities of 2,446.

STATEMENT**Incentives available under Pradhan Mantri Kisan Samapada Yojana (PMKSY)**

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]
2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be

		Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.	₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/ entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/ entities: grant-in-aid of @ 70% of the eligible cost
6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations /Universities/ Institutions, Grants @ 70% of equipment cost.

Assistance available under PLISFPI scheme:

i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.

ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50 crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises under PMFME Scheme

(i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;

(ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.

(iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common

infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv). *Branding and Marketing Support*: Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v). *Capacity Building*: The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

PROMOTION OF FOOD PROCESSING INDUSTRIES IN MALERKOTLA AND SANGRUR

5322. SHRI GURMEET SINGH MEET HAYER:

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

- (a) whether the Government has taken any steps to promote food processing industries in Malerkotla and Sangrur districts, particularly for vegetables and grains, in view of the lack of adequate food storage and processing infrastructure leading to post-harvest losses and reduced profitability, if so, the details thereof;
- (b) the steps taken/being taken by the Government to promote Food Processing Industries in the said districts particularly for vegetable and grains;
- (c) whether there are any schemes or incentives for farmers and entrepreneurs to set up food processing units and if so, the details thereof;

(d) whether the Government has identified specific locations for cold storage, grain silos and processing hubs in these districts and if so, the details thereof;

(e) the details of the measures being implemented for financial assistance, technical training and market linkages in the food processing sector in Malerkotla and Sangrur;

(f) whether the Government has any plans to collaborate with private investors to boost food processing infrastructure and if so, the details thereof;

(g) the initiatives taken to reduce post-harvest losses and improve price realization for farmers in these districts; and

(h) whether any studies or consultations have been conducted with local stakeholders regarding these challenges and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (g): In order to promote and ensure overall development of Food Processing Sector including processing of vegetables and grains and to help it face various challenges, Ministry of Food Processing Industries (MoFPI) is implementing Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) scheme across the country including Malerkotla and Sangrur districts

of Punjab. These schemes are not region specific but demand driven and implemented across the country.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total outlay of Rs 5520 Cr for 15th Finance Commission Cycle. So far, MoFPI has sanctioned 51 projects under corresponding component schemes of PMKSY in Punjab, out of which 2 projects are located in Sangrur district, till 28th February, 2025.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore. A total of 2,606 micro food processing enterprises have been approved for assistance under PMFME scheme in Punjab, out of which 80 and 252 micro food processing enterprises located in Malerkotla and Sangrur district respectively, till 28th February, 2025.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores. So far, 9 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in Punjab, till 28th February, 2025.

These schemes aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet which includes storage, transportation, value addition etc., thereby help in providing better returns to farmers and creating huge employment opportunities, reducing wastage of agricultural produce, reduction in post harvest losses, enhancing productivity and increasing the processing level.

Schemes of MoFPI are, inter alia, intended to develop value-added products, benefitting and increasing the price of their products and income of the farmers in the country including Malerkotla and Sangrur districts of Punjab.

One District One Product (ODOP) approach under PMFME Scheme has been adopted to reap the benefit of scale in terms of procurement of inputs, availing common services and marketing of products. It provides the framework for value chain development and alignment of support infrastructure. The ODOP are identified by States / UTs based on the agriculture production, raw material availability, perishability of the product etc.

The schemes of MoFPI also provide support for training, marketing and branding. The details of incentives available under these schemes are at

Statement-I.

Apart from this, with the objective to boost investments and sourcing of Indian food products, MoFPI organized 3rd edition of a Mega Event, called “World Food India (WFI)” during 19th to 22nd September 2024 at Bharat Mandapam, New Delhi to showcase domestic Industry and provide it with collaborative

opportunities with international stakeholders. The event brought global food processing companies, innovators, supply chain stakeholders, equipment manufacturers, etc. on a collaborative platform and provide foreign companies with tie-up/ business opportunities with its Indian counterparts. In addition, MoFPI is also organizing the WFI, 2025 to highlight investment opportunities and advancements in food processing.

(h): MoFPI has conducted a study related to “Assessment Studies for identifying gaps in infrastructure and processing facilities” for development of potential value chains for perishable products for 11 crops in identified clusters. A brief of its findings are placed at **Statement-II**.

STATEMENT-I

Incentives available under Pradhan Mantri Kisan Samapada Yojana

(PMKSY)

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]

2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/ entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/ entities: grant-in-aid of @ 70% of the eligible cost

6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations /Universities/ Institutions, Grants @ 70% of equipment cost.

Assistance available under PLISFPI scheme

- i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.
- ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50 crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises
under PMFME Scheme

- (i) *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;
- (ii) *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.
- (iii) *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.
- (iv) *Branding and Marketing Support:* Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.
- (v) *Capacity Building:* The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

STATEMENT-II

Brief of finding of Assessment Studies for identifying gaps in infrastructure and processing facilities

Crop	Clusters	Deficient Infrastructure
ANDHRA PRADESH		
Banana	Cluster-1- Ananthapuramu and Kadapa (YSR)	Integrated pack house with ripening chamber, reefer van and secondary processing facilities of chips/ flour unit/ puree/ value addition unit
	Cluster-2- East Godavari, West Godavari, Visakhapatnam and Vizianagaram	
Mango	Cluster-1- Ananthapuramu, Chittoor and Kadapa (YSR)	Integrated pack house with pre cooling, cold storage, sorting/ grading/ packing line, reefer van and secondary processing facilities of aseptic pulp line with concentrate facility/ RTSB packing line/ IQF unit/ blast freezing unit
	Cluster-2- Krishna	
Shrimp	Cluster-1- East Godavari, Krishna and West Godavari	Automatic grading, weighing and packing with X -ray vision graders and packer, value addition facility (Breaded Prawn Processing and Marinated Prawn Processing)
ASSAM		
Pineapple	Cluster-1-Dima Hasao, East Karbi Anglong, Kamrup and West Karbi	Integrated pack house with pre cooling, sorting/ grading/ packing line, reefer van and canning

	Anglong	line
BIHAR		
Guava	Cluster-1- Muzaffarpur, Nalanda and Patna	Integrated pack house with cold storage and secondary processing facility of ascetic pulp line with concentrate facility/ RTSB packing line
Litchi	Cluster-1- Muzaffarpur, Pashchim Champaran Purbi Champaran, Sitamarhi and Vaishali,	integrated pack house with sulphitation chamber/acid dip chamber and secondary processing facility of pulping canning and bottling unit facility/ RTSB packing line/ blast freezing unit with deshelling and deseeding machine for frozen pulp
GUJARAT		
Banana	Cluster-1- Anand, Bharuch, Chhotaudepur, Narmada, Surat and Vadodara	Integrated pack house with ripening chamber, reefer van and secondary processing facilities of chips/ flour unit/ puree/ value addition unit
Mango	Cluster-1- Navsari and Valsad	Integrated pack house with pre cooling, cold storage, sorting/ grading/ packing line, reefer van and secondary processing facilities of
	Cluster-2- Junagadh and Rajkot	aseptic pulp line with concentrate facility/ RTSB packing line/ IQF unit/ blast freezing unit
Pomegranate	Cluster-1- Banaskantha and Kachchh	Integrated pack house with reefer van and secondary processing facility of juice line/ frozen aril unit / fresh aril unit
HIMACHAL PRADESH		
Apple	Cluster-1- Kinnaur, Kullu and Shimla	Integrated pack house with sorting/ grading/ packing line, CA store with optical grader,

		reefer van and secondary processing juice concentrate line
JAMMU and KASHMIR		
Apple	Cluster-1- Anantnag, Baramulla, Budgam, Kulgam, Kupwara, Pulwama and Shopian	Integrated pack house with sorting/ grading/ packing line, CA store with optical grader, reefer van and secondary processing juice concentrate line
MADHYA PRADESH		
Amla (Aonla)	Cluster-1- Chhindwara, Katni, Rewa, Shahdol and Sidhi	Integrated pack house and secondary processing facilities of juice, murabba, powder, candy
Guava	Cluster-1- Dhar, Indore and Khargone	Integrated pack house with cold storage and secondary processing facility of ascetic pulp line with concentrate facility/ RTSB packing line
	Cluster-2- Bhopal, Sehore and Vidisha	
	Cluster-3- Gwalior, Morena and Sheopur	
Orange / Mandarin / Kinnow	Cluster-1- Agar Malwa, Rajgarh and Shajapur	Integrated pack house and secondary processing facility of juice concentrate/ pulp processing/ tertiary unit (pectin and citrus peel oil)
MAHARASHTRA		
Banana	Cluster-1- Jalgaon	Integrated pack house with ripening chamber, reefer van and secondary processing facilities of chips/ flour unit/ puree/ value addition unit

Grapes	Cluster-1- Nashik and Pune	Integrated pack house with cold storage and secondary processing facility of drying
	Cluster-2- Sangli and Solapur	
Mango	Cluster-1- Raigad, Ratnagiri and Sindhudurg	Integrated pack house with pre cooling, cold storage, sorting/ grading/ packing line, reefer van and secondary processing facilities of aseptic pulp line with concentrate facility/ RTSB packing line/ IQF unit/ blast freezing unit
Orange / Mandarin / Kinnow	Cluster-1- Akola, Amravati and Nagpur	Integrated pack house and secondary processing facility of juice concentrate/ pulp processing/ tertiary unit (pectin and citrus peel oil)
Pomegranate	Cluster-1- Ahmednagar, Nashik and Pune	Integrated pack house with reefer van and secondary processing facility of juice line/ frozen aril unit / fresh aril unit
	Cluster-2- Sangli and Solapur	
MEGHALAYA		
Pineapple	Cluster-1- Ri Bhoj	Integrated pack house with pre cooling, sorting/ grading/ packing line, reefer van and canning line
	Cluster-2 - East Garo Hills and West Garo Hills	
PUNJAB		
Orange / Mandarin / Kinnow	Cluster-1- Bathinda, Fazilka and Sri Muktsar Sahib	Integrated pack house and secondary processing facility of juice concentrate/ pulp processing/ tertiary unit (pectin and

		citrus peel oil)
RAJASTHAN		
Orange / Mandarin / Kinnow	Cluster-1-Jhalawar	Integrated pack house and secondary processing facility of juice concentrate/ pulp processing/ tertiary unit (pectin and citrus peel oil)
TAMIL NADU		
Amla (Aonla)	Cluster-1- Dindigul, Theni and Tirunelveli	Integrated pack house and secondary processing facilities of juice, murabba, powder, candy
Banana	Cluster-1- Coimbatore and Erode	Integrated pack house with ripening chamber, reefer van and secondary processing facilities of chips/ flour unit/ puree/ value addition unit
	Cluster-2- Madurai, Theni and Thoothukudi	
TRIPURA		
Pineapple	Cluster-1- Dhalai and North Tripura	Integrated pack house with pre cooling, sorting/ grading/ packing line, reefer van and canning line
UTTAR PRADESH		
Amla (Aonla)	Cluster-1- Pratapgarh, Prayagraj, Banda, Chitrakoot	Integrated Pack House with Cold Storage and Secondary Processing Facility of Juice, Murabbas and others
Banana	Cluster-1-Gorakhpur, Kushi Nagar, Maharajganj	Pack house/Collection Centre with Ripening Chamber, Chips/Flour Unit and

	Cluster-2- Fatehpur, Kaushambi	Refrigerated Vehicle; and Puree Unit
Guava	Cluster-1 -Budaun, Kasganj, Aligarh, Farrukhabad, Etah	Pack house with Multi Commodity Cold Storage, Secondary Processing Facilities [Integrated Pulping Unit, Jelly and others]
Mango	Cluster-1-Lucknow, Unnao, Sitapur	Integrated Pack house with pre Cooling Unit, Cold Storage, Refrigerated Van and Secondary Processing Facility (Aseptic/ Canning Line)
	Cluster-2-Saharanpur, Bijnor, Meerut, Amroha, Bulandshahar	
WEST BENGAL		
Pineapple	Cluster-1-Darjeeling, Uttar Dinajpur, Jalpaiguri	Juice pet bottle packing line

INCLUSION OF TRIBES IN ST LIST OF MANIPUR

5323. DR. ANGOMCHA BIMOL AKOIJAM:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the specific tribes included under the category "Any Kuki Tribe" in the Scheduled Tribe (ST) list of Manipur;

(b) whether some tribes such as Thadou, Aimol, Anal, Chiru, Chothe, Gangte, Hmar, Koirao, Koirang, Kom, Lamkang, Lushei, Maring, Monshang, Mayon, Paite,

Purum, Ralte, Simte, Suhte, Vaiphei, Zou, etc., are also included in the said ST list;

(c) if so, the details thereof and if not, the reasons therefor; and

(d) the distinction between Thadou and Kuki tribes, if any?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c): The Scheduled Tribes list of Manipur is attached as per **Statement**.

(d): Thadou tribe is one of the recognized Scheduled Tribes of Manipur listed at Entry 27, whereas, “Any Kuki tribes” is one of the recognized Scheduled tribes of Manipur listed at Entry 33.

STATEMENT

The Scheduled Tribes list of Manipur

The Constitution (Scheduled Tribes) Order, 1950

THE SCHEDULE

PART X - Manipur

1. Aimol
2. Anal
3. Angami
4. Chiru

5. Chothe
6. Gangte
7. Hmar
8. Kabui, Inpui, Rongmei
9. Kacha Naga, Liangmai, Zeme
10. Koirao, Thangal
11. Koireng
12. Kom
13. Lamgang
14. Mao
15. Maram
16. Maring
17. Any Mizo (Lushai) Tribes
18. Monsang
19. Moyon
20. Paite
21. Purum
22. Ralte
23. Sema
24. Simte
25. Suhte
26. Tangkhul
27. Thadou

28. Vaiphei
29. Zou
30. Poumai Naga
31. Tarao
32. Kharam
33. Any Kuki tribes.
34. Mate

MSME CHAMPIONS SCHEME

5324. SHRI MANOJ TIWARI:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI GAJENDRA SINGH PATEL:

SHRI ALOK SHARMA:

SHRI LUMBARAM CHAUDHARY:

SHRI VISHNU DAYAL RAM:

SHRI BIDYUT BARAN MAHATO:

SHUSHRI KANGNA RANAUT:

SHRI ANIL FIROJIYA:

SHRI PRAVEEN PATEL:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to State:

- (a) whether the Government has assessed the impact of the MSME Champions Scheme on business growth and sustainability;
- (b) the number of MSMEs that have benefited from the scheme so far, State-wise including Bhopal district;

(c) the new interventions being planned under MSME Champions to further support digital transformation and market access; and

(d) whether there is any plan to expand the scheme's reach to backward and underserved regions and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): The MSME Champions Scheme consists of three components: MSME Sustainable (ZED) Certification Scheme for sustainability, MSME Competitive (LEAN) Scheme for competitiveness, and MSME Innovative Scheme for innovation. The ZED Certification Scheme promotes Zero Defect Zero Effect (ZED) practices, encouraging MSMEs to adopt quality manufacturing with minimal environmental impact. The LEAN Scheme enhances domestic and global competitiveness through efficiency improvement and waste reduction. The Innovative Scheme integrates incubation, design intervention, and Intellectual Property Rights (IPR) protection to foster innovation and facilitates transforming ideas into viable businesses. While no third-party impact assessment has been conducted, internal evaluations indicates that the ZED Certification Scheme has been able to improve awareness on quality, environment, safety, cleanliness and hygiene. On the other hand, the Lean Scheme has led to sensitization of MSMEs on efficiency improvements, waste reduction, and better problem-solving; and the Innovative Scheme is facilitating the transformation of incubated ideas into viable

business ventures. The component wise total beneficiaries under MSME Champions Scheme as on 31.03.2025 are tabulated below:

S. No.	Scheme Component	No. of Beneficiaries
1	MSME Sustainable (ZED) Certification Scheme	2,84,178
2	MSME Competitive (LEAN) Scheme	14,240
3	MSME Innovative {(Incubation, Design and Intellectual Property Rights (IPR)} Scheme	Incubation: 930 Design: 69 IPR: 2,271

The list of State-wise beneficiaries including Bhopal district may please be seen at **Statement-I**, for ZED, LEAN and Innovative Scheme respectively.

(c):The Ministry of MSME has launched ZED 2.0, which fortifies the ZED program by ways of i) 20% reduction in certification costs; ii) strengthened certification levels with additional assessment parameters for Bronze level and enhanced surveillance assessment, and iii) financial assistance for multiple certifications. Alongside this, the MSME Support for Commercialization of IP(MSME- SCIP) Programme under the MSME Innovative Scheme aims to bridge the gap between IP creation and commercialization. The programme aims to establish a national network of Technology Transfer Facilitation Centres (TTFCs), develop a digital matchmaking platform for stakeholder collaboration and technology discovery, and build a technical knowledge database for Indian MSMEs, thereby supporting digital transformation and improving market access under the MSME Champions initiative.

(d):The MSME Champions Scheme is a central sector scheme applicable for pan India implementation including the backward and underserved regions. Under the MSME Competitive (LEAN) Scheme component there is a provision for additional 5% Government of India (GoI) contribution as Financial Assistance for North Eastern Region (NER)MSMEs. Moreover, the ZED Scheme provides an extra 10% subsidy for Cost of ZED Certification for MSMEs owned by SC/ST entrepreneurs, or those in NER, Himalayan, Left Wing Extremist (LWE), Island territories, and aspirational districts, further strengthening support in these regions.

STATEMENT-I

List of State-wise beneficiaries including Bhopal district under ZED since launch of the Scheme i.e. 28th April 2022:

		ZED	LEAN	Innovative		
S. No.	State/UT	Total Certification s	Basic Certification s	Incuba tion	IP R	Desi gn
1	Andaman and Nicobar Islands	2	0	0	0	0
2	Andhra Pradesh	9996	465	82	156	0
3	Arunachal Pradesh	1	0	2	0	0
4	Assam	2749	167	6	4	2
5	Bihar	20809	1284	10	9	1

6	Chandigarh	704	0	7	0	0
7	Chhattisgarh	2723	128	8	9	0
8	Delhi	1356	193	9	41	0
9	Goa	21	4	0	4	0
10	Gujarat	56932	1131	32	40 0	0
11	Haryana	14829	1352	8	13 8	4
12	Himachal Pradesh	1858	58	1	4	0
13	Jammu and Kashmir	2732	274	3	4	3
14	Jharkhand	1893	107	8	6	3
15	Karnataka	47285	980	72	12 6	23
16	Kerala	3466	225	21	13 7	1
17	Ladakh	8	0	0	0	0
18	Madhya Pradesh	11887	1155	11	63	2
19	Maharashtra	20187	1966	46	31 1	7
20	Manipur	4	25	0	0	0
21	Meghalaya	2	6	3	0	0
22	Nagaland	33	46	0	0	0

23	Odisha	1095	74	25	48	1
24	Puducherry	226	10	1	1	0
25	Punjab	15717	529	9	20	2
26	Rajasthan	17044	871	28	13 8	1
27	Sikkim	1	0	0	0	0
28	Tamil Nadu	10896	806	330	33	1
29	Telangana	4956	225	116	46 7	2
30	The Dadra and Nagar Haveli and Daman and Diu	199	17	0	0	0
31	Tripura	266	1	1	0	0
32	Uttar Pradesh	28217	1531	46	99	16
33	Uttarakhand	825	75	8	20	0
34	West Bengal	5259	535	37	33	0
	Grand Total	284178	14240	930	22 71	69
	Bhopal District	843	168	0	7	0

PRICE OF PETROLEUM PRODUCTS

5325. DR. GANAPATHY RAJKUMAR P.:

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

- (a) whether there is a huge difference between the procurement rate of crude oil and the selling price of petroleum products in the country;
- (b) if so, the reasons therefor;
- (c) whether the profit earned from petroleum products is being used for making payment against petroleum bonds issued during the UPA Government; and
- (d) if so, the amount settled so far on petroleum bonds and the existing burden of petroleum bonds?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d): Prices of petrol and diesel are market determined and Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel.

The prices of petroleum products in the country are linked to the price of respective products in the international market. India imports more than 85% of its crude oil requirements. Crude oil prices (Indian basket) increased from \$55/bbl (March 2015) to \$113/bbl (March 2022) and further to \$116/bbl (June 2022) and have continued to fluctuate due to various geopolitical and market factors.

Domestically, Petrol and Diesel prices have come down to Rs. 94.77 and Rs. 87.67 per litre respectively (Delhi prices) as a result of various steps taken by Government and PSU OMCs, Central Excise duty was reduced by the Central Government by a total of Rs. 13/litre and Rs. 16/litre on petrol and diesel respectively in two tranches in November 2021 and May 2022, which was fully passed on to consumers. Some State Governments also reduced state VAT rates to provide relief to citizens. In March, 2024, OMCs reduced the retail prices of petrol and diesel by Rs. 2 per litre each.

PSU OMCs have recently carried out an intra-state freight rationalisation. This has benefitted consumers located at remote areas, far from Petroleum Oil and Lubricants (POL) Depots in the form of reduced Petrol and Diesel prices in remote parts within the states. This initiative has also reduced the difference between the maximum and minimum retail prices of Petrol or Diesel within a state.

Government also took several other steps to insulate common citizens from high international prices, which included diversifying the crude import basket, invoking the provisions of Universal Service Obligation to ensure availability of petrol and diesel in domestic market, increasing the blending of ethanol in petrol, etc.

India has been the only major economy in the world where the prices of petrol and diesel have come down in recent years. Changes in prices of petrol

and diesel in some major economies between November 2021 and January 2025 are as under:

	% age Change in Prices between Nov-21 and Jan-25	
Country	Petrol	Diesel
India (Delhi)	-13.60%	-10.92%
France	14.21%	15.08%
Germany	7.87%	12.43%
Italy	8.65%	11.39%
Spain	8.67%	12.93%
UK	0.08%	2.61%
Canada	10.52%	23.05%
USA	4.83%	12.86%

Source: Petroleum Planning and Analysis Cell (PPAC)

Changes in prices of petrol and diesel in some neighboring economies between November 2021 and January 2025

	% age Change in Prices between Nov-21 and Jan-25	
Country	Petrol	Diesel
India (Delhi)	-13.60%	-10.92%
Pakistan	29.76%	34.97%
Bangladesh	13.94%	30.82%
Sri Lanka	53.98%	101.59%
Nepal	22.02%	31.32%

Source: Petroleum Planning and Analysis Cell (PPAC)

India imports about 60% of the domestic LPG consumed. Price of LPG in the country is linked to its price in the international market. While the average Saudi CP (international benchmark for LPG pricing) rose by 63% (from US\$ 385/MT in July 2023 to US\$ 629/MT in February 2025), the effective price for Pradhan Mantri Ujjwala Yojana (PMUY) consumers for domestic LPG was reduced by 44% (from Rs. 903 in August 2023 to Rs. 503 in February 2025).

The retail selling price of a 14.2 Kg domestic LPG cylinder is currently Rs. 803 in Delhi. After a targeted subsidy of Rs. 300/cylinder to PMUY consumers, Government of India is providing 14.2 Kg LPG cylinders at an effective price of Rs.503 per cylinder (in Delhi). This is available to more than 10.33 crore Ujjwala beneficiaries, across the country.

Globally, PMUY is the biggest program of its kind that provides Domestic LPG to more than 10 crore poor households at an effective price of just about Rs. 35/Kg. Further, the effective price of domestic LPG cylinder in neighbouring countries as on 01.01.2025 is as below:

Country	Domestic LPG (Rs./14.2 kg.cyl.)
India	503.00*
Pakistan	1094.83
Sri Lanka	1231.53
Nepal	1206.65

Source: Petroleum Planning and Analysis Cell (PPAC)

*Effective cost to PMUY beneficiaries in Delhi, effective price is Rs. 803 for non-PMUY consumers

The revenue generated by taxation is used in various infrastructural projects and developmental schemes of the Government like Targeted subsidy to PMUY households, Pradhan Mantri Gram Sadak Yojana (PMGSY), Pradhan Mantri Ujjwala Yojana (PMUY), Ayushman Bharat, Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY), free vaccination for COVID – 19 etc.

Oil bonds were issued by the Government during the period 2005-06 to 2009-10. As informed by the Ministry of Finance, the amount settled till 26.03.2025 on petroleum bonds is Rs. 131550.01 crore and the existing burden of petroleum bonds is Rs.38969.92 crore.

IMPROVEMENT IN DRINKING WATER AND SANITATION

INFRASTRUCTURE UNDER SCM

5326. SHRI KUNDURU RAGHUVeer:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether there are any plans to select and approve new smart city projects under the Smart Cities Mission (SCM) and if so, the details thereof;
- (b) whether the drinking water and sanitation infrastructure would be improved after the implementation of the said projects and if so, the details thereof; and

(c) whether there is any funding for waste management and recycling projects and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): No. On the requests received from the States/ UTs, Government of India has extended the Smart Cities Mission (SCM) up to 31.03.2025 for completion of its ongoing projects.

(c) :Under the Smart Cities Mission (SCM), a total of 1,439 projects amounting to ₹46,727 crore have been completed in Water, Sanitation and Hygiene (WASH) sector.

Further, Swachh Bharat Mission – Urban (SBM-U) 2.0 include Solid Waste Management (SWM) component with the objectives of achieving 100 per cent safe scientific processing of municipal solid waste in all cities. This includes processing of Construction and Demolition (Cand D) waste, solid waste processing plants etc.

Provision of central assistance has been made for various activities such as source segregation, door to door collection, setting up of waste processing facilities such as Material Recovery Facilities (MRFs), transfer stations, Waste-to-Compost (WtC) plants, Waste-to-Energy (WtE) plants, bio-methanation plants, Construction and Demolition (Cand D) waste plants, sanitary landfill, mechanized sweeping equipment and bio-remediation of legacy dumpsites.

जल जीवन मिशन का कार्यान्वयन

5327. श्री राहुल कस्वां:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि 2025 तक हर घर में घरेलू नल जल कनेक्शन उपलब्ध कराने के उद्देश्य से 2019 में जल जीवन मिशन (जेजेएम) की शुरुआत की गई थी और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या यह भी सच है कि सरकार जेजेएम की योजना के अनुसार उक्त लक्ष्य को प्राप्त करने में असमर्थ है और पूर्ण हो चुके कार्य में तकनीकी खामियों के कारण उक्त मिशन के अंतर्गत हर घर को समुचित रूप से पानी उपलब्ध नहीं कराया जा सका है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है और सरकार द्वारा उक्त समस्या के समाधान के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(घ) क्या यह सच है कि सरकार ने अपूर्ण कार्य के कारण बार-बार समय-सीमा बढ़ाई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) क्या सरकार ने कार्य पूर्ण होने में देरी के लिए उत्तरदायी व्यक्तियों या फर्मों के खिलाफ कोई कार्रवाई शुरू की है; और

(च) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (घ): भारत सरकार ने अगस्त 2019 में एक केंद्रीय प्रायोजित योजना जल जीवन मिशन (जेजेएम) शुरू की थी, जिसका उद्देश्य वर्ष 2024 तक प्रत्येक ग्रामीण परिवार को कार्यशील पारिवारिक नल कनेक्शन (एफएचटीसी) प्रदान करना है।

मिशन की शुरुआत में, केवल 3.23 करोड़ (16.7%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित किए गए अनुसार,

31.03.2025 तक, जल जीवन मिशन (जेजेएम) – हर घर जल के तहत लगभग 12.34 करोड़ और ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 31.03.2025 तक, देश के 19.36 करोड़ ग्रामीण परिवारों में से 15.57 करोड़ (80.38%) से अधिक परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है। राज्य/संघ राज्य क्षेत्र-वार ब्यौरा **विवरण** में दिया गया है।

दीर्घकालिक स्थिरता और नागरिक केंद्रित जल सेवा प्रदान करने के लिए बुनियादी ढांचे की गुणवत्ता और ग्रामीण पाइपगत जलापूर्ति योजनाओं के संचालन तथा रखरखाव पर ध्यान देने के साथ मिशन के निरंतर कार्यान्वयन के माध्यम से 100 प्रतिशत कवरेज प्राप्त करने के लिए, माननीय वित्त मंत्री ने अपने बजट भाषण 2025-26 के दौरान वर्धित कुल परिव्यय के साथ जल जीवन मिशन को 2028 तक बढ़ाने की घोषणा की है।

(ड) और (च): पेयजल राज्य का विषय है, इसलिए पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन एवं रखरखाव राज्य सरकारों का अधिकार है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में सहायता करती है। इसके अतिरिक्त, की गई कार्रवाई के राज्य/संघ राज्य क्षेत्र-वार ब्यौरे के संबंध में विशिष्ट शिकायतें संबंधित राज्यों/संघ राज्य क्षेत्रों को भेजी जाती हैं और उनके द्वारा उपयुक्त कार्रवाई की जाती है। इसके अतिरिक्त, मिशन के कार्यसंबंधी दिशानिर्देशों के माध्यम से राज्यों को सलाह दी गई है कि वे संविदा दस्तावेजों में अपेक्षित दंड खंड शामिल करें ताकि कार्यान्वयन में विलंब से बचने के लिए एजेंसियों को हतोत्साहित किया जा सके।

विवरण

जेजेएम: 31.03.2025 तक ग्रामीण परिवारों में नल जल कनेक्शन की राज्य/संघ राज्य क्षेत्र-वार स्थिति

(संख्या लाख में)

क्र.सं.	राज्य/संघ राज्य क्षेत्र	कुल ग्रामीण परिवार	दिनांक 15.8.2019 तक नल जल आपूर्ति वाले ग्रामीण परिवार		दिनांक 15.8.2019 से जिन ग्रामीण परिवारों नल जल कनेक्शन दिए		आज की तारीख में नल जल कनेक्शन वाले ग्रामीण परिवार	
			संख्या	%	संख्या	%	संख्या	%
1.	अंडमान एवं निकोबार द्वीप	0.62	0.29	46.02	0.33	53.98	0.62	100.00
2.	अरुणाचल प्रदेश	2.29	0.23	9.97	2.06	90.03	2.29	
3.	दादरा एवं नगर हवेली तथा दमण	0.85	0.00	0.00	0.85	100.00	0.85	100.00
4.	गोवा	2.64	1.99	75.44	0.65	24.56	2.64	
5.	गुजरात	91.18	65.16	71.46	26.02	28.54	91.18	
6.	हरियाणा	30.41	17.66	58.08	12.75	41.92	30.41	
7.	हिमाचल प्रदेश	17.09	7.63	44.64	9.46	55.36	17.09	
8.	मिजोरम	1.33	0.09	6.91	1.24	93.09	1.33	
9.	पद्मचेरी	1.15	0.94	81.33	0.21	18.67	1.15	
10.	पंजाब	34.27	16.79	48.98	17.48	51.02	34.27	
11.	तेलंगाना	53.98	15.68	29.05	38.30	70.95	53.98	
12.	उत्तराखंड	14.50	1.30	8.99	12.83	88.46	14.13	97.45
13.	लद्दाख	0.41	0.01	3.48	0.38	93.30	0.39	96.77
14.	बिहार	167.55	3.16	1.89	157.19	93.82	160.36	95.71
15.	नागालैंड	3.64	0.14	3.82	3.24	88.95	3.37	92.76
16.	लक्षद्वीप	0.13		0.00	0.12	91.41	0.12	91.41
17.	सिक्किम	1.33	0.70	52.96	0.51	38.32	1.21	91.28
18.	महाराष्ट्र	146.79	48.44	33.00	82.76	56.38	131.20	89.38
19.	उत्तर प्रदेश	267.22	5.16	1.93	232.72	87.09	237.89	89.03
20.	तमिलनाडु	125.27	21.76	17.37	89.29	71.27	111.05	88.64
21.	त्रिपुरा	7.51	0.25	3.26	6.18	82.30	6.42	85.56
22.	कर्नाटक	101.31	24.51	24.20	60.73	59.95	85.25	84.15
23.	मेघालय	6.51	0.05	0.70	5.30	81.41	5.34	82.11
24.	असम	72.25	1.11	1.54	57.77	79.95	58.88	81.49
25.	जम्मू एवं कश्मीर	19.21	5.75	29.95	9.85	51.27	15.60	81.22
26.	छत्तीसगढ़	50.01	3.20	6.39	37.20	74.39	40.40	80.78
27.	मणिपुर	4.52	0.26	5.74	3.34	73.85	3.59	79.59
28.	ओडिशा	88.69	3.11	3.50	64.85	73.11	67.96	76.62
29.	आंध्र प्रदेश	95.53	30.74	32.18	39.78	41.64	70.52	73.82
30.	मध्य प्रदेश	111.79	13.53	12.10	63.38	56.69	76.91	68.80
31.	राजस्थान	107.74	11.74	10.90	48.72	45.22	60.46	56.12

32.	पश्चिम बंगाल	175.56	2.15	1.22	94.76	53.97	96.91	55.20
33.	झारखंड	62.55	3.45	5.52	30.86	49.33	34.31	54.85
34.	केरल	70.77	16.64	23.51	21.91	30.96	38.56	54.48
	कुल	19,36.61	3,23.63	16.71	12,33.02	63.67		80.38

स्रोत: जेजेएम-आईएमआईएस

एचएच: परिवार

STATUS OF THE PROJECTS UNDER SCM

5328. SHRI BASTIPATI NAGARAJU:

SHRI LAVU SRIKRISHNA DEVARAYALU:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of the total number of projects completed and ongoing under the Smart Cities Mission (SCM), city and year-wise;

(b) the details of the total funds allocated, released and utilized under the said mission, city and year-wise;

(c) the details of the innovative smart solutions developed throughout SCM especially from Andhra Pradesh; and

(d) the details of the number of redevelopment and greenfield projects undertaken under the said mission along with the area covered and the smart solutions applied, city-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a):As on 04.03.2025, 7,504 projects (93% of total projects) amounting to ₹1,50,306 crore have been completed and 559 projects amounting to ₹14,239 crore are ongoing in the 100 cities selected under Smart Cities Mission (SCM).

The city-wise detail of projects completed and ongoing, since inception of the Mission, is at **Statement-I**.

(b):The Central Government has a total outlay of ₹48,000 crore for the 100 cities under SCM. As on 31.03.2025, ₹47,762 crore (99.5% of total outlay) have been released under SCM which includes ₹47,459 crore that have been claimed by the cities and ₹303 crore is central level expenditure. The States/Union Territories are reported to have utilized ₹45,772 crore (i.e. 96% of the total Central share released) as reported by them. The year-wise detail of central financial assistance claimed by the States/UTs and total utilization since inception of the Mission is at **Statement-II**.

(c):Cities under SCM are being developed based on Smart City Proposals (SCPs), across various sectors viz. smart mobility, Water, Sanitation, Hygiene (WASH), smart governance, social infrastructure, smart energy, environment etc., approved by High Powered Steering Committee (HPSC), received from States/UTs, detail of which is at **Statement-III**. Sector-wise details of the projects developed in the 4 smart cities viz. Amaravati, Kakinada, Tirupati and Visakhapatnam, selected under SCM in the State of Andhra Pradesh, is at **Statement-IV**.

(d):Under SCM, 5 cities viz. Ranchi, Aurangabad, Rajkot, Amaravati and Satna have taken up greenfield model of area based development have undertaken 249 projects, while Atal Nagar, Nashik and New Town Kolkata have undertaken 332 projects with combination of redevelopment/ retrofitting with greenfield model.

City-wise detail of number of projects undertaken in both the categories is at **Statement-V.**

STATEMENT-I

Details of city-wise projects completed and ongoing under SCM

(Amount in ₹ Crore)

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Andaman Nicobar Islands	18	511	7	40	11	472
Port Blair	18	511	7	40	11	472
Andhra Pradesh	280	6,589	235	5,661	45	928
Amaravati	19	903	14	746	5	157
Kakinada	92	1,908	80	1,731	12	177
Tirupati	104	2,083	79	1,611	25	472
Visakhapatnam	65	1,695	62	1,574	3	122
Arunachal Pradesh	75	1,032	55	615	20	417
Itanagar	32	521	22	378	10	143
Pasighat	43	512	33	237	10	275
Assam	21	755	19	722	2	32
Guwahati	21	755	19	722	2	32
Bihar	152	5,349	126	4,211	26	1,138
Bhagalpur	27	1,504	25	1,395	2	109
Biharsharif	61	1,449	52	1,143	9	306
Muzaffarpur	30	966	22	626	8	340
Patna	34	1,430	27	1,046	7	383

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Chandigarh	97	2,694	96	2,692	1	2
Chandigarh	97	2,694	96	2,692	1	2
Chhattisgarh	520	4,443	494	4,009	26	435
Atal Nagar	52	944	45	856	7	89
Bilaspur	126	1,765	115	1,529	11	236
Raipur	342	1,734	334	1,624	8	110
Dadra and Nagar Haveli	29	853	11	406	18	448
Silvassa	29	853	11	406	18	448
Daman and Diu	54	1,037	43	706	11	332
Diu	54	1,037	43	706	11	332
Delhi	129	1,034	120	874	9	160
NDMC	129	1,034	120	874	9	160
Goa	51	1,051	42	849	9	202
Panaji	51	1,051	42	849	9	202
Gujarat	354	11,451	345	11,019	9	432
Ahmedabad	70	2,655	69	2,626	1	29
Dahod	36	984	31	795	5	189
Gandhinagar	43	1,046	41	836	2	210
Rajkot	71	2,184	70	2,179	1	5

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Surat	82	2,638	82	2,638	-	-
Vadodara	52	1,943	52	1,943	-	-
Haryana	164	2,079	141	1,700	23	379
Faridabad	44	929	33	753	11	176
Karnal	120	1,150	108	947	12	202
Himachal Pradesh	291	1,552	265	1,206	26	346
Dharamshala	80	656	57	366	23	290
Shimla	211	896	208	840	3	56
Jammu and Kashmir	288	6,597	265	6,166	23	430
Jammu	127	2,969	118	2,779	9	190
Srinagar	161	3,627	147	3,387	14	240
Jharkhand	26	1,847	26	1,847	-	-
Ranchi	26	1,847	26	1,847	-	-
Karnataka	917	13,808	891	13,393	26	415
Belagavi	217	2,780	211	2,716	6	63
Bengaluru	57	1,050	56	1,031	1	19
Davanagere	128	1,976	125	1,933	3	43
Hubballi-Dharwad	81	1,950	78	1,817	3	133
Mangaluru	105	2,573	93	2,425	12	149

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Shivamogga	112	1,381	111	1,372	1	9
Tumakuru	217	2,099	217	2,099	-	-
Kerala	177	3,003	153	2,571	24	432
Kochi	98	1,761	87	1,567	11	194
Thiruvananthapuram	79	1,242	66	1,004	13	239
Lakshadweep	8	11	8	11	-	-
Kavaratti	8	11	8	11	-	-
Madhya Pradesh	788	15,070	758	14,410	30	661
Bhopal	82	2,791	82	2,791	-	-
Gwalior	83	1,572	76	1,367	7	205
Indore	232	3,759	231	3,751	1	7
Jabalpur	130	2,197	130	2,197	-	-
Sagar	80	1,782	77	1,659	3	123
Satna	86	1,357	71	1,098	15	259
Ujjain	95	1,613	91	1,547	4	66
Maharashtra	348	17,044	324	15,146	24	1,898
Aurangabad	47	2,835	44	2,623	3	213
Kalyan-Dombivali	19	1,245	15	716	4	529
Nagpur	47	1,768	38	1,508	9	260

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Nashik	54	3,197	50	2,986	4	211
Pimpri-Chinchwad	25	1,304	24	1,172	1	132
Pune	55	3,333	55	3,333	-	-
Solapur	49	1,651	48	1,407	1	244
Thane	52	1,712	50	1,402	2	310
Manipur	27	513	19	247	8	266
Imphal	27	513	19	247	8	266
Meghalaya	13	517	10	453	3	64
Shillong	13	517	10	453	3	64
Mizoram	45	508	32	278	13	230
Aizawl	45	508	32	278	13	230
Nagaland	40	689	38	591	2	98
Kohima	40	689	38	591	2	98
Odisha	107	3,589	104	3,427	3	162
Bhubaneswar	32	2,072	31	2,057	1	15
Rourkela	75	1,517	73	1,370	2	147
Puducherry	80	595	67	312	13	283
Puducherry	80	595	67	312	13	283
Punjab	205	4,450	179	3,969	26	481

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Amritsar	44	1,911	39	1,759	5	152
Jalandhar	80	1,197	71	975	9	222
Ludhiana	81	1,342	69	1,235	12	108
Rajasthan	579	8,640	566	8,368	13	272
Ajmer	179	2,224	174	2,166	5	58
Jaipur	170	2,545	165	2,369	5	177
Kota	87	2,154	84	2,116	3	38
Udaipur	143	1,717	143	1,717	-	-
Sikkim	54	1,660	46	1,423	8	237
Gangtok	28	743	23	652	5	91
Namchi	26	917	23	771	3	146
Tamil Nadu	730	17,954	717	17,626	13	328
Chennai	49	1,104	48	1,097	1	7
Coimbatore	72	1,455	72	1,455	-	-
Erode	55	1,304	55	1,304	-	-
Madurai	16	1,900	16	1,900	-	-
Salem	114	1,861	114	1,861	-	-
Thanjavur	103	996	101	974	2	23
Thoothukudi	75	1,038	75	1,038	-	-

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Tiruchirappalli	83	1,548	79	1,315	4	233
Tirunelveli	82	1,819	80	1,806	2	13
Tiruppur	28	2,833	26	2,796	2	37
Vellore	53	2,096	51	2,081	2	15
Telangana	169	2,918	108	2,249	61	669
Greater Warangal	119	1,800	72	1,364	47	436
Karimnagar	50	1,117	36	884	14	233
Tripura	77	808	74	761	3	46
Agartala	77	808	74	761	3	46
Uttar Pradesh	891	21,145	868	20,423	23	722
Agra	62	2,369	62	2,369	-	-
Aligarh	52	1,830	47	1,600	5	230
Bareilly	88	1,476	88	1,476	-	-
Jhansi	78	1,868	78	1,868	-	-
Kanpur	91	3,060	89	3,000	2	60
Lucknow	103	2,126	102	2,115	1	11
Moradabad	41	1,461	39	1,425	2	35
Prayagraj	144	2,326	142	2,262	2	64
Saharanpur	115	1,287	104	966	11	321

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Varanasi	117	3,342	117	3,342	-	-
Uttarakhand	33	1,144	32	939	1	204
Dehradun	33	1,144	32	939	1	204
West Bengal	226	1,604	220	987	6	618
New Town Kolkata	226	1,604	220	987	6	618
Total	8,063	1,64,545	7,504	1,50,306	559	14,239

As per information provided by States / UTs / Smart Cities Mission as on 31 March 2025.

STATEMENT-II**Details of city-wise projects completed and ongoing under SCM**

(Amount in ₹ Crore)

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Andaman and Nicobar Islands	-	194	2	-	-	-	-	49		61	306	242
Port Blair	-	194	2	-	-	-	-	49		61	306	242
Andhra Pradesh	380	106	120	568	302	199	199	32	53	34	1,992	1,921
Amaravati	-	-	18	372	106	-	-	32	32	8	568	522
Kakinada	190	6	-	98	98	98	-				490	485
Tirupati	2	92	102	-	93	3	101				392	388
Visakhapatnam	188	8	-	98	5	98	98	-	21	26	542	526
Arunachal Pradesh	2	-	18	98	100	86	86	98	490		978	798
Itanagar	-	-	-	58	50	43	43	49	245		488	365

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Pasighat	2	-	18	40	50	43	43	49	245		490	433
Assam	2	189	5	-	-	-	-	147	147		490	490
Guwahati	2	189	5	-	-	-	-	147	147		490	490
Bihar	6	63	166	275	-	-	272	196	566	357	1,901	1,669
Bhagalpur	2	63	131	-	-	-	-	98	196		490	483
Biharsharif	2	-	-	58	-	-	136		67	171	433	342
Muzaffarpur	2	-	17	41	-	-	136	49	181	64	490	419
Patna	-	-	18	176	-	-	-	49	123	122	488	425
Chandigarh	2	71	123	-	-	-	98	179	17		490	490
Chandigarh	2	71	123	-	-	-	98	179	17		490	490
Chhattisgarh	4	95	136	142	-	98	69	337	270	220	1,370	1,281
Atal Nagar	-	-	18	104	-	-	-	121	123	123	488	463

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Bilaspur	2	-	18	38	-	-	69	118	123	61	429	384
Raipur	2	95	100	-	-	98	-	98	25	36	453	435
Dadarand Nagar Haveli	-	2	-	102	-	-	-	92	196		392	387
Silvassa	-	2	-	102	-	-	-	92	196		392	387
Daman and Diu	-	-	-	110	-	-	-	86	276		386	374
Diu	-	-	-	110	-	-	-	86	276		386	374
Delhi	2	194	-	-	-	98	-	49			343	317
NDMC	2	194	-	-	-	98	-	49			343	317
Goa	2	-	110	84	-	-	-	98	98	98	490	411
Panaji	2	-	110	84	-	-	-	98	98	98	490	411
Gujarat	12	388	163	713	300	147	392	424	408		2,947	2,892
Ahmedabad	2	194	-	98	-	49	49	98			490	490

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Dahod	2	-	17	167	10	-	98	49	74		417	414
Gandhinagar	2	-	18	90	86	-	147	49	98		490	462
Rajkot	2	-	19	175	-	49	49	98	98		490	468
Surat	2	194	-	98	204	-	-	32	40		570	570
Vadodara	2	-	109	85	-	49	49	98	98		490	487
Haryana	4	92	119	41	-	166	68	245	172	74	980	844
Faridabad	2	92	102	-	-	98	-	98	98		490	412
Karnal	2	-	17	41	-	68	68	147	74	74	490	432
Himachal Pradesh	2	188	24	40	-	117	68	343	196		978	955
Dharamshala	2	188	6	-	-	49	-	196	49		490	477
Shimla	-	-	18	40	-	68	68	147	147		488	478
Jammu and Kashmir	-	2	36	80	-	136	136	49	294	209	941	771

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Jammu	-	1	18	40	-	68	68	49	147	98	489	394
Srinagar	-	1	18	40	-	68	68		147	111	452	377
Jharkhand	2	92	102	-	196	98	-				490	490
Ranchi	2	92	102	-	196	98	-				490	490
Karnataka	12	388	436	319	223	196	897	637	327		3,544	3,388
Belagavi	2	194	-	-	-	98	98	49	49		490	485
Bengaluru	-	-	-	58	136	-	98	98	98		488	456
Davanagere	2	194	-	-	-	-	196	49	49		490	490
Hubballi-Dharwad	2	-	109	85	8	-	130	130	106	36	606	524
Mangaluru	2	-	109	6	79	-	98	98	25	74	490	453
Shivamogga	2	-	109	85	-	-	179	115			490	490
Tumakuru	2	-	109	85	-	98	98	98			490	490

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Kerala	2	194	18	176	2	-	98	153	265	86	993	977
Kochi	2	194	-	-	2	-	98	55	118	37	505	503
Thiruvananthapuram	-	-	18	176	-	-	-	98	147	49	488	474
Lakshadweep	2	-	-	58	-	-	-	123			183	45
Kavaratti	2	-	-	58	-	-	-	123			183	45
Madhya Pradesh	386	394	240	339	694	154	186	424	645	49	3,510	3,465
Bhopal	188	8	-	98	196	-	-				490	490
Gwalior	2	92	102	-	-	-	-	98	147	49	490	489
Indore	188	8	-	-	196	98	-				490	490
Jabalpur	2	194	-	-	196	-	-	49	49		490	490
Sagar	2	-	18	65	-	56	56	147	147		490	489
Satna	2	-	18	176	-	-	-	98	196		490	481

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Ujjain	2	92	102	-	106	-	130	32	106		570	536
Maharashtra	20	818	558	176	119	294	469	612	760	52	3,878	3,804
Amravati#	2	-	-	-	-	-	-				2	2
Aurangabad	2	92	102	-	-	98	-	98	98		490	490
Greater Mumbai#	2	-	-	-	-	-	-				2	2
Kalyan-Dombivali	2	92	102	-	-	-	-	98	196		490	468
Nagpur	2	92	102	-	21	-	77	49	110	37	490	453
Nashik	2	92	102	-	-	-	-	49	184	15	444	429
Pimpri-Chinchwad	2	-	18	176	-	98	98	98			490	490
Pune	2	194	-	-	98	49	49	98			490	490
Solapur	2	194	-	-	-	49	147	24	74		490	490
Thane	2	62	132	-	-	-	98	98	98		490	490

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Manipur	2	-	109	6	79	-	-	49	61	46	398	347
Imphal	2	-	109	6	79	-	-	49	61	46	398	347
Meghalaya	2	-	-	53	-	-	141	98	147	49	490	414
Shillong	2	-	-	53	-	-	141	98	147	49	490	414
Mizoram	2	-	-	58	-	68	68		294		490	384
Aizawl	2	-	-	58	-	68	68		294		490	384
Nagaland	2	-	109	6	79	-	-	123	153	18	490	471
Kohima	2	-	109	6	79	-	-	123	153	18	490	471
Odisha	192	6	188	6	204	-	147	196	49		988	963
Rourkela	2	-	188	6	-	-	49	196	49		490	490
Bhubaneswar	190	6	-	-	204	-	98				498	473
Puducherry	2	-	98	3	-	8	93		64	155	423	376

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Puducherry	2	-	98	3	-	8	93		64	155	423	376
Punjab	6	194	54	62	35	-	370	441	299	138	1,599	1,472
Amritsar	2	-	27	31	8	-	136	147	110	37	498	479
Jalandhar	2	-	27	31	-	-	136	147	86	61	490	429
Ludhiana	2	194	-	-	-	-	98	147	49		490	483
SultanpurLodhi#					27	-	-		54	40	121	81
Rajasthan	353	226	205	-	98	147	637	147	147		1,960	1,937
Ajmer	2	92	102	-	-	49	147	49	49		490	490
Jaipur	188	8	-	-	-	49	147	49	49		490	472
Kota	2	91	103	-	-	-	196	49	49		490	484
Udaipur	161	35	-	-	98	49	147				490	490
Sikkim	2	-	126	262	-	147	-	172	178	92	978	878

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Gangtok	-	-	17	177	-	49	-	98	147		488	447
Namchi	2	-	109	85	-	98	-	74	31	92	490	431
Tamil Nadu	24	376	520	1,238	302	791	826	1,384	43		5,504	5,423
Chennai	2	188	6	-	106	98	98	61	43		602	571
Coimbatore	2	188	6	-	98	98	98				490	490
Dindigul#	2	-	-	-	-	-	-				2	2
Erode	2	-	-	194	-	98	98	98			490	465
Madurai	2	-	109	85	-	98	98	98			490	490
Salem	2	-	109	85	-	98	98	98			490	490
Thanjavur	2	-	109	85	-	98	-	196			490	488
Thoothukudi	2	-	18	176	-	-	98	196			490	481
Tiruchirappalli	2	-	18	176	-	56	42	196			490	489

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Tirunelveli	2	-	18	176	-	-	98	196			490	480
Tiruppur	2	-	18	176	98	49	49	98			490	488
Vellore	2	-	109	85	-	98	49	147			490	488
Telangana	4	92	18	46	232	-	-	49	190	174	806	703
Greater Warangal	2	92	-	6	96	-	-		68	113	377	320
Karimnagar	2	-	18	40	136	-	-	49	123	61	429	382
Tripura	2	63	131	-	5	49	-	229	62		541	534
Agartala	2	63	131	-	5	49	-	229	62		541	534
Uttar Pradesh	24	66	546	698	86	296	1,132	1,225	833		4,906	4,863
Agra	2	-	109	85	-	98	98	98			490	490
Aligarh	2	-	19	89	86	-	98	98	98		490	488
Bareilly	2	-	-	58	-	-	136	196	98		490	485

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
Ghaziabad#	2	-	-	-	-	-	-				2	2
Jhansi	2	-	36	22	-	-	234	147	49		490	490
Kanpur	2	-	109	85	-	49	49	196			490	489
Lucknow	2	66	128	-	-	-	98	98	98		490	490
Meerut/Raebareli#	-	-	2	-	-	-	-				2	2
Moradabad	2	-	-	58	-	-	136	147	147		490	484
Prayagraj	2	-	17	175	-	51	49	98	98		490	484
Rampur#	2	-	-	-	-	-	-				2	2
Saharanpur	2	-	17	41	-	-	136	49	245		490	466
Varanasi	2	-	109	85	-	98	98	98			490	490
Uttarakhand	2	-	18	40	141	52	-	166	119		536	507
Dehradun	2	-	18	40	141	52	-	166	119		536	507

State/City	FY 2015- 16	FY 2016- 17	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23	FY 2023- 24	FY 2024- 25	Total Central Release	Utilisation of GOI Funds
West Bengal	8	-	-	58	136	-	98	98	98		496	491
Bidhannagar#	2	-	-	-	-	-	-				2	2
Durgapur#	2	-	-	-	-	-	-				2	2
Haldia#	2	-	-	-	-	-	-				2	2
New Town Kolkata	2	-	-	58	136	-	98	98	98		490	485
Grand Total	1,469	4,493	4,498	5,857	3,332	3,346	6,549	8,749	7,915	2,020	48,187	**45,772

****As per UC provided by States / UTs / Smart Cities Mission as on 4 March 2025**

Note:

1. # Stands for 'city not selected as smart city' (₹ 18 crore)
2. * Stands for funds to Sultanpur Lodhi (₹ 120.55 crore)
3. Funds released to CITIIS Programme (₹ 727.99 crore)
4. Expenditure at central level (₹ 303 crore)
5. Cities have been able to claim under SCM (excluding CITIIS program: ₹ 47,459 crore)
6. Total fund released under SCM (including expenditure at central level (₹ 303 crore) and funds claimed by cities(₹ 47,459 crore) : ₹ 47,762 crore

STATEMENT-III**Sector-wise details of projects under SCM and status****(Amount in ₹ crore)**

S. No.	Sectors of SCM	Total No of Projects	No. of Projects completed	Cost of Projects completed	% of completion
1	Integrated Command and Control Centres (ICCCs)	100	100	11,775	100
2	Smart Mobility	1741	1584	37,376	91
3	Smart Energy	694	677	13,868	98
4	Water, Sanitation and Hygiene (WASH)	1546	1439	46,727	93
5	Vibrant Public Places	1409	1316	10,367	93
6	Economic Infrastructure	932	841	11,142	90
7	Social Infrastructure	898	848	12,073	94
8	Smart Governance	685	645	16,267	94
9	Environment	151	147	2,433	97

As per information provided by the States/ UTs/ Smart Cities as on 4th March 2025.**STATEMENT-IV****Sector-wise details of projects under SCM in the State of Andhra Pradesh****(Amount in ₹ crore)**

	Total		Completed		Ongoing	
Sector	No. of projects	Amount	No. of projects	Amount	No. of projects	Amount
Economic	27	160	17	129	10	31

Infrastructure						
Environment	2	2	2	2		
Smart Energy	28	803	26	723	2	80
Smart Governance	21	1103	17	758	4	345
Smart Mobility	33	1972	29	1878	4	94
Social Infrastructure	42	776	32	624	10	152
Vibrant Public Spaces	63	361	56	339	7	22
Wash	64	1414	56	1209	8	204
Total	280	6589	235	5661	45	928

As per information provided by the States/ UTs/ Smart Cities as on 4th March 2025.

STATEMENT-V

City-wise detail of number of projects undertaken in greenfield model of area based development

State/ City	Number of Project
Amaravati	19
Rajkot	71
Ranchi	26
Satna	86
Aurangabad	47
Total	249

City-wise detail of number of projects undertaken with combination of redevelopment/ retrofitting with greenfield model categories

State/ City	Number of Project
Nashik	54
New Town Kolkata	226
Atal Nagar	52
Total	332

VIABILITY GAP FUNDING FOR BATTERY ENERGY STORAGE SYSTEMS

5329. SHRI KIRTI AZAD:

Will the Minister of **POWER** be pleased to state:

- (a) the details of the Viability Gap Funding (VGF) Scheme for Battery Energy Storage Systems (BESS) including the approved financial outlay and expected capacity addition;
- (b) the reasons for reduction in the funds allocation from 96 crore rupees in 2024-25 to 46 crore rupees in the Revised Estimates along with the reasons for zero expenditure so far;
- (c) the measures taken by the Government to ensure timely implementation and achievement of the 13,200 MWh target by 2027-28;

(d) whether the Government has assessed the scheme's impact on renewable energy integration and infrastructure cost reduction and if so, the details thereof; and

(e) the steps taken by the Government to ensure optimal fund utilization and prevent delays?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) :The Union Cabinet approved the Viability Gap Funding (VGF) Scheme for Battery Energy Storage Systems (BESS) on 6th September 2023, to support the development of BESS. As per the Scheme, VGF support will be provided for BESS approved during 2023-26. The fund disbursement will occur in 5 tranches: 10% upon financial closure of the project, 45% upon achieving the Commercial Operation Date (COD), and 15% per year over the next 3 years from COD. With the decline in battery prices, the scheme capacity has been increased from 4000 MWh to 13,200 MWh while staying within the approved budgetary allocation of Rs 3,760 Cr.

(b) :A budgetary provision of ₹96 Crore was made for 1000 MWh BESS in 2024-25, assuming 10% disbursement upon financial closure. However, with falling BESS costs, the VGF amount reduced from ₹96 lakh per MWh (estimated in 2023-24) to ₹46 lakh per MWh or 30% of capital cost, whichever is lower. As a result, the budgetary allocation was revised from ₹96 Crore to ₹46 Crore. As per

scheme guidelines, 10% of VGF is to be disbursed after financial closure. Since, none of the projects could achieve financial closure, no expenditure was incurred under the scheme during 2024-25.

(c) and (e) : Central Electricity Authority (CEA) is responsible for monitoring the scheme, while the Ministry of Power oversees the scheme, to ensure timely completion and efficient fund utilisation.

(d) : The National Electricity Plan 2023 estimates that 236 GWh BESS would be required by 2031-32. This scheme will support integration of renewable energy and help minimize costs during peak demand periods in non-solar hours.

STATUS OF LOANS UNDER PM SVANIDHI SCHEME

5330. SHRI KOTA SRINIVASA POOJARY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details and status of the repayment of loans under the PM-SVANidhi Scheme in Karnataka during the last two years and the current year;

(b) whether the Government has real-time data available on extended and uptake loans in Himachal Pradesh and if so, the details thereof; and

(c) whether the scheme aims to provide collateral-free working capital loans to help street vendors and support their businesses and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): As on 24.03.2025, a total of 2,97,773 loans under the Pradhan Mantri Street Vendors AtmaNirbhar Nidhi (PM SVANidhi) scheme, have been repaid since the inception of the scheme in Karnataka. Further, the details of loans repaid during the last two years is as under:

Financial Year	Loans repaid
2022-23	51,097
2023-24	80,519
2024-25 (As on 24.03.2025)	1,03,326

(b):Yes, PM SVANidhi scheme has its own customized and integrated IT Platform (www.pmsvanidhi.mohua.gov.in) for Street Vendors, Urban Local Bodies (ULBs), Lending Institutions (LIs), Digital Payment Aggregators (DPAs), and other stakeholders. The dashboard, which is available in the public domain, monitors real-time scheme performance, displaying key indicators like number of loans disbursed, number of beneficiaries, amount for loans disbursed, eligible applications, digitally active street vendors etc. Street vendors who successfully repay their first loan of ₹10,000 are eligible for a second loan upto ₹20,000. Upon repayment of the second loan, vendors can avail a third loan upto ₹50,000. As on 24.03.2025, a total of 10,036 loans (including 1st, 2nd, and 3rd term loans) amounting to ₹18.98 crore have been disbursed in Himachal Pradesh.

(c):Yes, PM SVANidhi Scheme aims to provide collateral free working capital loans to help street vendors to support their businesses. Under PM SVANidhi Scheme, Government is incentivizing regular repayment of loans through an

interest subsidy of 7% per annum and rewarding digital transactions, by way of cash back upto ₹1,200 per year.

SCHEMES FOR MSME SECTOR

5331. SHRI ESWARASAMY K.:

Will the MINISTER OF **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the details of the various schemes launched to promote Micro, Small and Medium Enterprises (MSMEs) sector and currently operational in various States;
- (b) the amount allocated and utilised by States under the said schemes during each of the last three years, State-wise including Tamil Nadu;
- (c) whether there has been any delay in the implementation of these programmes and if so, the details thereof and if not, the reasons therefor; and
- (d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): The Central Government supplements the efforts of the States/UTs through various schemes, programmes and policy initiatives for promotion, development of MSMEs in the country including Tamil Nadu. The schemes are operational in all the states and UTs of the country. These schemes/ programmes include Prime Minister's Employment Generation Programme, Credit Guarantee

Scheme for Micro and Small Enterprises, PM Vishwakarma scheme, Entrepreneurship and Skill Development Programme scheme, Micro and Small Enterprises - Cluster Development Programme, Raising and Accelerating MSME Performance, MSME Champions Scheme, etc. The Schemes implemented by Ministry of MSME are Central Sector and demand driven Schemes and funds are not allocated state-wise.

6,13,37,576 MSMEs are registered on Udyam Portal including Informal Micro Enterprises with an employment of 26,09,22,301 persons till 15.03.2025. Out of this, 49,64,549 MSMEs are registered in Tamil Nadu employing 2,59,22,629 persons.

The performance/achievements of some of the major schemes is as under:

(i) Prime Minister's Employment Generation Programme (PMEGP): is a credit –linked subsidy programme aimed at generating self-employment opportunities through establishment of micro-enterprises in the non-farm sector by helping traditional artisans and rural/urban unemployed youths. Margin Money subsidy ranging from 15% to 35% of project cost, for Projects up to Rs. 50 Lakh in manufacturing sector and Rs. 20 lakhs in the service sector, is provided. Under the scheme, Margin Money subsidy for general category beneficiaries is 25% in rural areas 15% in urban areas. For beneficiaries belonging to special categories, including women, Margin money subsidy is 35% in rural areas and 25% in urban areas.

Details of number of units assisted and funds utilized (Margin Money (MM) subsidy disbursed) state-wise including the state of Tamil Nadu under PMEGP for the last three Years, i.e., FY 2021-22 till FY 2023-24, is given as under:

<i>Margin Money (MM) Subsidy in Rs Cr</i>							
Sr. No	State	FY2021-22		FY2022-23		FY2023-24	
		No of Units Assisted	MM Subsidy Disbursed	No of Units Assisted	MM Subsidy Disbursed	No of Units Assisted	MM Subsidy Disbursed
1	Andaman and Nicobar Island	162	2.39	121	2.03	135	1.34
2	Andhra Pradesh	2,477	100.89	3,073	129.30	5,577	172.00
3	Arunachal Pradesh	196	7.89	158	7.01	169	17.65
4	Assam	3,855	66.60	2,596	59.54	2,417	64.06
5	Bihar	2,477	81.70	4,459	121.23	6,837	191.76
6	Chandigarh	21	0.62	15	0.45	10	0.22
7	Chhattisgarh	3,020	69.41	2,543	74.93	2,379	76.25
8	Delhi	100	3.15	72	4.71	50	3.34
9	Goa	87	2.98	66	2.91	68	3.23
10	Gujarat*	4,143	287.05	3,071	241.83	3,000	321.25
11	Haryana	1,726	60.93	1,559	63.20	1,398	73.25
12	Himachal Pradesh	1,274	35.51	930	31.50	974	36.48
13	Jammu and Kashmir	21,648	467.14	12,023	239.94	15,065	282.50
14	Jharkhand	1,714	41.88	1,851	48.38	2,101	51.23
15	Karnataka	5,877	158.43	5,618	161.54	4,672	158.62
16	Kerala	2,789	68.59	3,129	73.29	3,389	78.82

<i>Margin Money (MM) Subsidy in Rs Cr</i>							
Sr. No	State	FY2021-22		FY2022-23		FY2023-24	
		No of Units Assisted	MM Subsidy Disbursed	No of Units Assisted	MM Subsidy Disbursed	No of Units Assisted	MM Subsidy Disbursed
17	Ladakh	295	11.82	91	3.76	122	5.85
18	Lakshadweep	7	0.18	2	0.02	-	
19	Madhya Pradesh	8,082	209.61	5,957	181.30	5,292	185.21
20	Maharashtra**	4,128	130.19	3,625	132.03	2,766	122.05
21	Manipur	1,139	33.37	545	14.63	348	8.11
22	Meghalaya	699	9.74	306	6.66	280	7.25
23	Mizoram	650	14.62	412	13.54	401	17.55
24	Nagaland	1,241	24.95	469	15.35	517	29.18
25	Odisha	4,301	113.36	3,880	107.32	2,975	93.55
26	Puducherry	66	1.44	25	0.66	30	0.97
27	Punjab	1,790	60.18	1,564	72.51	1,469	90.88
28	Rajasthan	2,599	90.26	2,037	114.19	1,678	124.06
29	Sikkim	85	2.14	57	1.31	132	4.49
30	Tamil Nadu	5,972	164.46	6,140	178.92	6,814	198.72
31	Telangana	2,906	98.46	2,540	102.25	2,503	108.12
32	Tripura	958	20.84	703	16.89	588	14.44
33	Uttar Pradesh	12,594	411.65	11,601	378.66	11,689	435.29
34	Uttarakhand	1,836	39.83	1,803	46.32	1,354	41.92
35	West Bengal	2,305	85.40	2,126	74.09	1,919	74.23
	Total	103,219	2,977.66	85,167	2,722.17	89,118	3,093.88

* Including Daman and Diu ** Including Dadra Nagar and Haveli

(ii) Credit Guarantee Scheme for Micro and Small Enterprises: The Ministry of Micro, Small and Medium Enterprises and Small Industries Development Bank of India (SIDBI) jointly instituted Credit Guarantee Trust Fund for Micro and Small Enterprises (CGTMSE) in the year 2000, to provide credit guarantee for the loans extended by Member Lending Institutions to Micro and Small Enterprises (MSEs) without collateral security and third-party guarantee. CGTMSE implements the Credit Guarantee Scheme (CGS) for MSEs.

The details of the credit guarantees extended in the last 3 years under CGS state wise, including Tamil Nadu, is as given below:

Sr. No.	States / UTs	FY 2021-22		FY 2022-23		FY 2023-24	
		No. of guarantees	Amount approved (in Rs crore)	No. of guarantees	Amount approved (in Rs crore)	No. of guarantees	Amount approved (in Rs crore)
1	Andaman and Nicobar	374	35	495	50	600	128
2	Andhra Pradesh	49,848	1,456	2,37,520	3,545	79,938	5,395
3	Arunachal Pradesh	628	82	935	147	981	198
4	Assam	14,918	1,262	21,195	2,156	34,556	3,750
5	Bihar	24,217	1,661	42,360	3,468	1,13,262	8,582
6	Chandigarh	1,382	159	1,706	303	2,459	604
7	Chhattisgarh	9,670	776	17,733	1,569	25,845	2,968
8	Dadra and Nagar Haveli and Daman and Diu	447	101	505	111	1039	277
9	Delhi	15,810	2,769	21,458	4,897	35,127	8,527
10	Goa	2,218	174	2,826	325	4,947	611
11	Gujarat	34,929	4,836	43,336	8,209	1,06,073	19,668

12	Haryana	22,285	2,707	30,343	5,025	48,455	8,553
13	Himachal Pradesh	10,075	792	14,898	1,275	20,600	2,080
14	Jammu and Kashmir	38,352	1,295	51,431	1,808	53,295	2,415
15	Jharkhand	12,953	1,247	21,090	2,488	34,800	4,432
16	Karnataka	41,028	4,308	53,766	7,712	1,35,959	14,016
17	Kerala	18,937	1,104	25,761	2,121	45,515	4,590
18	Ladakh	205	23	467	44	637	84
19	Lakshadweep	11	1	25	3	7	1
20	Madhya Pradesh	64,108	2,651	50,289	5,290	75,023	9,569
21	Maharashtra	56,027	6,840	66,055	11,926	1,29,892	23,359
22	Manipur	1,294	101	2,268	171	1,580	111
23	Meghalaya	886	93	1,410	160	1,693	252
24	Mizoram	1,029	86	1,032	74	1,232	73
25	Nagaland	1,692	139	1,813	162	1,563	160
26	Odisha	25,788	1,801	34,081	3,045	56,392	6,109
27	Puducherry	1,013	74	1,087	107	2,418	233
28	Punjab	23,172	1,661	49,720	4,385	81,259	9,632
29	Rajasthan	38,622	2,553	72,391	5,366	85,848	9,180
30	Sikkim	479	34	765	61	1,108	102
31	Tamil Nadu	44,897	4,134	61,883	7,114	1,13,815	15,061
32	Telangana	24,009	1,959	29,792	3,503	41,940	6,368
33	Tripura	2,020	115	3,845	207	6,523	381
34	Uttar Pradesh	86,616	5,628	1,30,769	10,742	2,47,258	21,200
35	Uttarakhand	10,048	629	16,296	1,177	26,361	2,253
36	West Bengal	37,033	2,887	54,440	6,036	1,06,073	11,887
	TOTAL	7,17,020	56,172	11,65,786	1,04,781	17,24,073	2,02,807

(iii) Entrepreneurship and Skill Development Programme (ESDP) promotes entrepreneurial culture in the country. The details of programmes and beneficiaries in the country and Tamil Nadu are given respectively:

Progress of Entrepreneurship and Skill Development Programme (ESDP) scheme so far:

S. No.	Financial Year	No. of Programmes Conducted	No. of Beneficiaries
1.	2021-22	715	59,702
2.	2022-23	4,732	2,18,692
3.	2023-24	7,497	3,47,042
4.	2024-25 (Till 30.03.2025)	11,914	5,44,248
Total		23,246	10,69,602

Progress of ESDP scheme in Tamil Nadu so far:

S. No.	Financial Year	No. of Programmes Conducted	No. of Beneficiaries
1.	2021-22	31	3,002
2.	2022-23	245	9,433
3.	2023-24	319	16,445
4.	2024-25 (Till 30.03.2025)	362	17,902
Total		957	46,782

(c):As stated in reply to part (a) and (b) above, the schemes are demand driven.

(d): The schemes are monitored regularly.

TARGETS UNDER SWACHH BHARAT MISSION – URBAN

5332. SHRI YOGENDER CHANDOLIA:

CAPTAIN BRIJESH CHOWTA:

DR. RAJESH MISHRA:

SHRI P. C. MOHAN:

DR. K. SUDHAKAR:

DR. BHOLA SINGH:

SUSHRI KANGNA RANAUT:

SHRI VISHNU DAYAL RAM:

SHRI BHARTRUHARI MAHTAB:

SHRI ANIL FIROJIYA:

SHRI ALOK SHARMA:

SHRI NABA CHARAN MAJHI:

Will the Minister for **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the progress made in achieving the targets set under the Swachh Bharat Mission – Urban (SBM-U);

(b) whether there are any new initiatives under SBM-U 2.0 to improve waste segregation and recycling rates and if so, the details thereof;

(c) the manner in which the Government is planning to enhance public participation and awareness in sanitation initiatives;

(d) whether any specific plan has been formulated for Singrauli Municipal Corporation in Sidhi Parliamentary Constituency in this regard and if so, the details thereof;

(e) whether the Government has identified any gaps in the implementation of SBM-U and if so, the corrective measures taken/being taken by the Government in this regard; and

(f) the steps taken/being taken by the Government to ensure the sustainability of sanitation infrastructure in urban areas?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) :Government of India launched the Swachh Bharat Mission-Urban (SBM-U) on October 2, 2014 with the objective Open Defecation Free (ODF) and for scientific processing of Municipal Solid Waste (MSW) generated in the urban areas of the country. To carry forward the progress made, Swachh Bharat Mission (SBM-U) 2.0 has been launched on October 1, 2021 for a period of five years with a vision of achieving Garbage Free Status for all cities through source segregation, door to door collection and scientific management of all fractions of waste.

So far 63.75 lakh IHHLs have been constructed which is more than mission target of 58.99 lakh (108.06%) and 6.36 lakh Community Toilet/Public Toilet (CT/PT) seats have been constructed against the mission target of 5.07 lakh (125.44%).

Further, as reported by States/UTs on Swachhattam portal, 100% door to door collection is practiced in 97.69% of the wards i.e. 93,981 out of the total 96,194 wards and source segregation is being practiced in 90.39% of the wards i.e. 86,955 out of total 96,194 wards. Against the 16% in 2014, processing of municipal solid waste is 80.49% of the total waste generated per day i.e. waste process is 1,29,708 ton per day (TPD) out of total 1,61,157 TPD of waste generated.

(b) to (f) : Sanitation is a State subject under 7th schedule of the constitution and by the 74th amendment of the Constitution of India the devolution of power has been made to the Urban Local Bodies (ULBs) for water and sanitation services. It is the responsibility of State/ULBs to plan, design, execute and operate sanitation projects in the urban areas of the country.

To support the States/ULBs including Singrauli Municipal Corporation in **Sidhi Parliamentary Constituency**, Ministry of Housing and Urban Affairs (MoHUA) provide policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories and Guidelines time to time for choosing appropriate technologies to manage solid waste. The selection of treatment technologies is open to ULBs/State Governments.

Further under SBM-U, Central Share of funds are released to the States/UTs on the basis of demand made by States/UTs in the form of complete proposals duly approved by State Level Technical Committee (SLTC) for setting

up of Solid Waste Management plants, Used Water management plants, construction of toilets, capacity building initiatives creating necessary infrastructure to fill the gaps in waste processing capacities.

Funds for Information, Education and Communication (IEC) and behavioral change campaigns is also provided to State and cities to ensure awareness creation alongwith large scale citizen outreach to intensify 'Jan Andolan' and institutionalize swachh behavior and related set of actions, towards achieving the vision of Garbage Free cities.

GREENFIELD PETROLEUM REFINERY PROJECT BY BPCL IN ANDHRA PRADESH

5333. SHRI MADDILA GURUMOORTHY:

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

- (a) whether the Bharat Petroleum Corporation Limited (BPCL) has identified Andhra Pradesh as its preferred site for a Greenfield petroleum refinery with an investment of Rs. 95,000 cr. making it India's costliest refinery project, if so, the details thereof along with the active financial support from foreign partners;
- (b) the manner in which the Government has assisted in associating BPCL with foreign partners for its Greenfield Petroleum Refinery Project at Andhra Pradesh along with the steps taken by the Government to facilitate these foreign partnerships; and

(c) the expected timeline for the completion of the refinery project in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c): The Board of Bharat Petroleum Corporation Limited (BPCL) has so far approved initial expenditure for pre-project activities and various studies for a potential Greenfield refinery-cum-petrochemical complex in the State of Andhra Pradesh. Land for the project is yet to be handed over by the Government of Andhra Pradesh to BPCL. BPCL has not finalized detailed cost of the project or partners for investment so far. Investment approval for the project is yet to be accorded by the board of BPCL.

PIPED NATURAL GAS CONNECTIONS IN UTTAR PRADESH

5334. SUSHRI IQRA CHOUDHARY :

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

(a) the details of the Piped Natural Gas (PNG) supply network currently set up in the country during the last five years and the current year, State/UT-wise including the districts Shamli, Saharanpur and Muzaffarnagar in Uttar Pradesh;

(b) whether the Government has a proposal to provide free or subsidized PNG in the country;

(c) if so, the details and the targets set thereof and if not, the reasons therefor;

(d) whether any financial assistance or incentives are being provided to encourage the households to transition from LPG to PNG, if so, the details thereof;

(e) the details of the number of consumers using PNG and LPG, State-wise; and

(f) the details of the collaborations, if any, the Government has with private sector entities or foreign partners to enhance the technological and logistical capabilities of PNG distribution in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (f): Providing Piped Natural Gas (PNG) connections is part of development of City Gas Distribution (CGD) Network and the same is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per their Minimum Work Programme (MWP). After completion of 12/12A CGD bidding round, PNGRB has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering almost 100% of the mainland area for the development of CGD network across the country including the state of Uttar Pradesh. As per MWP target, authorized entities have to provide approx. 12.6 crore PNG domestic connections by 2034. As on 31.1.2025, the authorized entities have provided 1.42 crore PNG Domestic connections across the country.

The PNG (Domestic) progress across the country during the last five years is as under:

Financial Year	Mar-20	Mar-21	Mar-22	Mar-23	Mar-24
PNG Domestic connections (cumulative) (in lakhs)	65.59	78.20	93.03	110.29	129.23

(Source - PNGRB)

PNGRB has authorized 43 GAs (including 1 GA spread over Madhya Pradesh and Uttar Pradesh, 1 GA spread over Uttarakhand and Uttar Pradesh, 1 GA spread over Bihar and Uttar Pradesh and 1 GA spread over Rajasthan and Uttar Pradesh) covering all the districts (including Shamli, Saharanpur and Muzaffargar districts) in state of Uttar Pradesh. As per MWP, the authorized entities are required to provide 1.05 crore PNG connections (including 1,05,543 PNG connections in Meerut District (EAAA), Muzaffarnagar and Shamli Districts GA and 29,883 PNG connections in Saharanpur District GA) in the state of Uttar Pradesh by 2030. As on 31.01.2025, the authorized CGD entities have provided 18,38,376 PNG connections in the state of Uttar Pradesh including 53,949 PNG connections in Meerut District (EAAA), Muzaffarnagar and Shamli Districts GA and 29,884 PNG connections in Saharanpur District GA).

No subsidy/incentive is currently provided by Government for the installation of PNG connections. However the Government has taken various steps to ensure the availability of Natural Gas to CNG (Transport) and PNG (Domestic) sector

which includes allocating domestic gas on priority basis to CNG (T)/PNG (D); diverting domestic gas from non-priority sectors to meet the requirement for CNG (T)/PNG (D) sector, expansion of City Gas Distribution (CGD) network, expansion of National Gas Grid Pipeline, setting up of Liquefied Natural Gas (LNG) Terminals, Sustainable Alternative Towards Affordable Transportation (SATAT) initiatives to promote Bio-CNG, etc. Government has also notified that gas produced from discoveries in Deepwater, Ultra Deepwater and High Pressure-High Temperature areas, in any situation which may require proportionate distribution of the gas offered under the bidding process, the contractor shall offer gas to bidders belonging to CNG (T)/PNG (D) sector on priority.

State-wise number of active LPG connections and PNG connections is at **Statement-I** and **Statement-II**.

The investments in the CGD sector are primarily made by the authorized entities both in private and public sector, either separately or in collaboration with partners as per their techno-commercial requirements.

STATEMENT-I**State-wise number PNG connections across the country. As on 31.01.2025**

SI No.	State/UT	Domestic PNG connections
1.	Andhra Pradesh	2,78,802
2.	Andhra Pradesh, Karnataka and Tamil Nadu	14,838
3.	Assam	66,427
4.	Bihar	2,05,253
5.	Bihar and Jharkhand	9,856
6.	Bihar and Uttar Pradesh	14,675
7.	Chandigarh (UT), Haryana, Punjab and Himachal Pradesh	29,379
8.	Chhattisgarh	9,045
9.	Dadra and Nagar Haveli (UT)	13,097
10.	Daman and Diu (UT)	5,342
11.	Daman and Diu and Gujarat	9,014
12.	Goa	17,716
13.	Gujarat	35,10,251
14.	Haryana	4,32,740
15.	Haryana	31,409
16.	Haryana and Himachal Pradesh	56
17.	Haryana and Punjab	2,315

18.	Himachal Pradesh	8,820
19.	Jharkhand	1,48,025
20.	Karnataka	4,86,742
21.	Kerala	1,21,033
22.	Kerala and Puducherry	9,634
23.	Madhya Pradesh	2,72,007
24.	Madhya Pradesh and Chhattisgrah	0
25.	Madhya Pradesh and Rajasthan	1,150
26.	Madhya Pradesh and Uttar Pradesh	105
27.	Maharashtra	38,50,514
28.	Maharashtra and Gujarat	2,15,722
29.	Maharashtra and Madhya Pradesh	0
30.	National Capital Territory of Delhi (UT)	16,97,473
31.	Odisha	1,44,464
32.	Puducherry	0
33.	Puducherryand Tamil Nadu	467
34.	Punjab	1,02,701
35.	Punjab and Rajasthan	6,267
36.	Rajasthan	3,80,703
37.	Tamil Nadu	62,915
38.	Telangana	2,23,598

39.	Telangana and Karnataka	126
40.	Tripura	64,923
41.	UT of Jammu and Kashmir	0
42.	Uttar Pradesh	17,97,456
43.	Uttar Pradesh	10,001
44.	Uttar Pradesh and Rajasthan	24,436
45.	Uttar Pradesh and Utrakhand	16,412
46.	Uttarakhand	76,635
47.	West Bengal	64,114
Grand Total		1,44,36,658

Source :PPAC

STATEMENT-II**State-wise number active LPG connections across the country. As on 01.03.2025**

SI No.	STATE/UT	Active LPG connections
1.	Chandigarh	306353
2.	Delhi	5679410
3.	Haryana	8246369
4.	Himachal Pradesh	2241069
5.	Jammu and Kashmir + Ladakh	3640278
6.	Punjab	9622994

7.	Rajasthan	18377292
8.	Uttar Pradesh	48295545
9.	Uttarakhand	3222854
10.	Andaman and Nicobar Islands	129046
11.	Arunachal Pradesh	332416
12.	Assam	9172963
13.	Bihar	22917116
14.	Jharkhand	6619993
15.	Manipur	703984
16.	Meghalaya	522462
17.	Mizoram	365144
18.	Nagaland	385662
19.	Odisha	10052036
20.	Sikkim	188569
21.	Tripura	844574
22.	West Bengal	27116984
23.	Chhattisgarh	6324809
24.	Dadra and Nagar Haveli and Daman and Diu	171815
25.	Goa	580194
26.	Gujarat	12775930
27.	Madhya Pradesh	17497801

28.	Maharashtra	31696375
29.	Andhra Pradesh	15935426
30.	Karnataka	18823756
31.	Kerala	9806032
32.	Lakshadweep	13991
33.	Puducherry	410823
34.	Tamil Nadu	23732543
35.	Telangana	12674939
Grand Total		329427547

Source: IOCL on industry basis

ओपन नेटवर्क डिजिटल कॉमर्स

5335. श्री चंदन चौहान:

श्री जशुभाई भिलुभाई राठवा:

श्री विश्वेश्वर हेगड़े कागेरी:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) यह सुनिश्चित करने के लिए क्या मानदंड प्रस्तावित हैं कि पचास प्रतिशत व्यवसाय महिलाओं द्वारा संचालित हों;

(ख) इस पहल के विभिन्न पहलुओं जैसे वित्तीय सहायता, प्रशिक्षण और प्रौद्योगिकी एकीकरण के लिए 277.35 करोड़ रुपये का बजट किस प्रकार आवंटित किया जाएगा; और

(ग) सरकार द्वारा यह सुनिश्चित करने के लिए क्या कदम उठाए गए हैं कि सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) प्रारंभिक समर्थन चरण से आगे भी ओपन नेटवर्क फॉर डिजिटल कॉमर्स (ओएनडीसी) का उपयोग करना जारी रखें?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) : एमएसएमई मंत्रालय के एमएसएमई व्यापार सक्षमता और विपणन (एमएसएमई टीम पहल) का उद्देश्य ओपन नेटवर्क डिजिटल कॉमर्स (ओएनडीसी) के सहयोग से देश में एमएसएमई के बीच ई-कॉमर्स का प्रचार करना है। यह सुनिश्चित करने के लिए कि 50% लाभार्थी उद्यम महिलाओं के स्वामित्व वाले हों, जो मानदंड अपनाया जा रहा है वह यह है कि उद्यम को मंत्रालय के उद्यम पोर्टल पर महिला स्वामित्व वाले उद्यम के रूप में पंजीकृत होना चाहिए। इस स्कीम का लक्ष्य 5,00,000 एमएसई को लाभ पहुंचाना है, जिनमें से 2,50,000 लाभार्थी महिला उद्यमी होंगी।

(ख) : एमएसएमई टीम पहल के लिए 277.35 करोड़ रुपये के कुल परिव्यय का घटक-वार आवंटन निम्नानुसार है:

क्र.सं.	एमएसएमई टीम पहल का घटक	परिव्यय (करोड़ रु. में)
1	जागरूकता सृजन और मांग सृजन	14.875
2	सूक्ष्म एवं लघु उद्यमों को शामिल करना एवं सूचीकरण	125
3	पोर्टल पर खाता प्रबंधन सहायता, परिवहन और पैकेजिंग सब्सिडी, पैकेजिंग डिजाइन और एआई कैटलॉगिंग सहायता	108.91
4	पोर्टल विकास और प्रशासन लागत	28.565
	कुल	277.35

(ग) : ओपन नेटवर्क डिजिटल कॉमर्स में शामिल होने वाले एमएसएमई को ओएनडीसी पर विक्रेता नेटवर्क प्रतिभागियों (एसएनपी) के माध्यम से शामिल करने और खाता प्रबंधन में सहायता प्रदान की

जा रही है, जिससे उन्हें पोर्टल पर अपने ई-कॉमर्स परिचालन को जारी रखने और बनाए रखने में सहायता प्राप्त होगी।

ESTABLISHMENT OF MULTI-MODAL LOGISTICS PARKS

5336. SHRI G. LAKSHMINARAYANA:

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

- (a) the details of all approved, under-construction and operational Multi-Modal Logistics Parks (MMLPs) along with their location, land area and implementation agency, State-wise;
- (b) the timeline of each MMLP including their dates of approval, initiation of bidding, Detailed Project Report (DPR) and feasibility study completion, commencement of construction and expected completion timeline;
- (c) the number of MMLPs approved under Bharatmala Pariyojana and their current status along with the reasons for delays, if any;
- (d) the total funds allocated, sanctioned and utilized for each MMLP during the last five years, year and State-wise;
- (e) whether any cost overruns have occurred, if so, the details thereof;
- (f) the employment generated by these MMLPs so far, both direct and indirect, State and project-wise;

(g) whether any MMLPs are facing delays due to land acquisition/environmental clearances/lack of private investment, if so, the steps taken to resolve these challenges; and

(h) whether the Government has assessed the expected reduction in freight costs and transit times, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c): Multi-Modal Logistics Parks (MMLPs) are being developed by various public and private entities across the country, depending on their feasibility. Government has approved 35 locations for development of Multi-Modal logistics Parks across India to improve the logistics efficiency which is also expected to enable reduction in the logistics cost. Out of the approved locations, (05) MMLPs at Jogighopa, Chennai, Bengaluru, Nagpur and Indore are under development and expected to be operational in FY 2026-27. The details regarding location, land area, implementing agency, timelines are given at **Statement-I**.

(d): The details of funds sanctioned and utilized for 05 MMLPs under development is given at **Statement-II**.

(e): As on date, there is a cost overrun of Rs 38.28 Crore only in respect of MMLP, Jogighopa.

(f) : As no MMLPs have been operationalized so far, no information is available in regard to employment generated.

(g): Land acquisition for MMLPs is carried out by the State Governments. In particular, there was a delay of 384 days in respect of the land acquisition for MMLP, Jogigopha. No significant delay has occurred so far in getting the environmental clearances.

(h): The expected reduction in the logistics/freight cost is from the current 13-14 per cent of the GDP to 8-9 per cent of the GDP as mandated in the National Logistics Policy (NLP).

STATEMENT-I**The details regarding location, land area, implementing agency, timelines**

S no.	Name of MMLP Project	Land Area(in Acre)	Implementing Agency	Detailed Project Report (DPR) and feasibility study	Initiation of bidding	Approval	Commencement of construction	Current status
1.	Chennai, Tamil Nadu	181.00	M/s Reliance Mappedu Multi Modal Logistics Park Limited	Jan 2022	21.01.2022	06.06.2022	15.02.2024	Expected to be completed by F.Y 2026-27
2.	Nagpur, Maharashtra	400.00	M/s PATH Bengaluru Logistics Park Pvt. Ltd.	Dec 2021	10.12.2021	27.05.2022	11.07.2024	
3.	Indore, Madhya Pradesh	255.00	M/s GR Logistics Park (Indore) Private Limited	Sept 2022	30.09.2022	27.02.2023	21.11.2024	
4.	Bengaluru,	150.04	M/s DC Multi Modal	Dec 2022	15.12.2022	18.06.2022	30.11.2024	

	Karnatka		Park (Nagpur) Private Limited				
5.	Jogighopa, Assam	200	NHIDCL	Mar 2020	Phase 1 completed on 30.09.2024, the RFP for appointment of Transaction Advisory in connection with the Phase 2 works are called.		Expected to be completed by F.Y 2026-27

STATEMENT-II

**The details of funds sanctioned and utilized for 05 MMLPs under
development**

Sr. No.	MMLP's Locations	Project Estimated Cost		
1	*Chennai	Concessionaire Share Rs. Cr	Authority Share Rs. Cr. (GOI, ChPA, TIDCO and RVNL)	Total Cost (Authority +Concessionaire)
		Rs.782.58 Cr	Rs.640.92 Cr.	Rs1423.50 Cr.
2	*Bengaluru	Concessionaire Share Rs. Cr.	Authority Share Rs. Cr. (GOI, KIADB and RVNL)	Total Cost (Authority +Concessionaire) Rs. Cr.
		Rs.935.90 Cr	Rs.833.80	Rs.1769.70 Cr.
3	*Indore	Concessionaire Share Rs. Cr	Authority share Rs. Cr. (GOI, MPIDC and RVNL)	Total Cost (Authority +Concessionaire) Rs. Cr.
		Rs.758.10	Rs.352.59	Rs.1110.69 Cr.

4	*Nagpur	Concessionaire Share Rs. Cr Rs.352.97 Cr	Authority share Rs. Cr. (GOI and JNPA) Rs.320.15	Total Cost (Authority +Concessionaire) Rs.673.12 Cr.
		*The entire GOI share sanctioned is allocated and has been transferred as equity of NHLML in SPV		
5	Jogighopa	Sanctioned Cost Rs. 693.97 Cr.	Allocation/ Expenditure Rs. 451.42 Cr.	

NATIONAL HIGHWAY PROJECTS IN KERALA

5337. SHRI SHAFI PARAMBIL:

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

(a) the date on which various National Highway projects were approved in the State of Kerala;

(b) the date on which the State Government of Kerala conveyed its willingness to the Union Government to increase the width of the National Highway to forty-five meters;

(c) the timeline and a brief history of the development of the ongoing National Highway projects in Kerala; and

(d) the total funds allotted to the State of Kerala for highway development?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c): Development and Maintenance of National Highways (NHs) is a continuous process. The works on NHs are accordingly taken up in phased manner to keep the NHs in traffic worthy conditions depending upon inter-se priority, traffic density and synergy with PM Gati Shakti National Master Plan.

Right of Way (ROW) for any National Highway is decided as per nature and extent of the development based on traffic density and future development requirements after following the standards published by Indian Road Congress (IRC) and extant policies of the Government.

The details of the ongoing NHs construction works in Kerala are placed at **Statement-I.**

(d): During the FY 2024-25, allocated fund for the development of National Highways in the state of Kerala is Rs. 2,756 Crore.

STATEMENT-I**Details of ongoing NHa construction projects in Kerala**

SI No	Name of the Project	Length (km)	Date of Sanction	Sanction Cost (Rs. Crore)	Revised date of Completion
1	Widening to 2 lane with paved shoulders from km 87/000 to km 133/720 (Nattukal to Thanau Jn in Palakkad) of NH 966(Old NH 213) on EPC mode	46.72	10.02.2017/ 21.03.2022	294.26	31.05.2025
2	Strengthening and Geometric improvements from KM 25/000 to 45/000 of NH 766 (Old NH 212) in the State of Kerala under Annual Plan 2019-20 on EPC Mode	20	31.03.2020/ Balance Work 10.08.2023	35.42 + 22.39 (Balance Work)	31.05.2025
3	6-laning of Thalappady to Chengala on NH-66	39	07.05.2020	2627.66	30.06.2025
4	6-laning of Chengala to Neeleshwaram on NH-66	37.27	13.05.2020	2377.88	30.11.2025
5	6-laning of Neeleshwaram to Thalipparamba	40.11	03.06.2020	3799.36	31.12.2025
6	6-laning of Thalipparamba to Muzhapilangadu	29.95	24.07.2020	3319.41	31.12.2025
7	6-laning of Azhiyur to Vengalam	40.8	14.10.2020	3787.77	31.12.2025

8	6-laning of Existing Kozhikode Bypass (i.e. Vengalam Jn. to Ramanattukara Jn.)	28.4	14.12.2017	2065.95	30.04.2025
9	Balance work of widening of 4 nos existing of Kozhikode Bypass (Calicut Bypass) (i.e. Vengalam Jn. to Ramanattukara Jn.)	1.895	30.05.2024	106.75	05.03.2026
10	6-laning of Ramanattukara to Valanchery	39.68	28.01.2021	4924.11	30.04.2025
11	6-laning of Valanchery to Kappirikkad	37.35	29.01.2021	4023.94	30.04.2025
12	6-laning of Kappirikkad-Thalikulam	33.17	01.06.2021	4225.59	23.10.2025
13	6-laning of Thalikulam-Kodungallur	28.84	15.06.2021	4302.06	11.11.2025
14	6-laning of Kodungallur-Edapally	26.03	17.09.2021	3606.2	21.10.2025
15	6 lane Elevated Corridor Aroor to Thuravoor Thekku	12.75	06.01.2022	2382.83	30.01.2026
16	6 Laning of Thuravoor Thekku – Paravoor	38.39	27.08.2021	2638.67	31.03.2026
17	6 laning of Paravoor to Kottukulangara	37.5	22.12.2021	3176.14	31.03.2026
18	6 laning of Kottukulangara to start of Kollam bypass	31.5	18.05.2021	3351.59	25.12.2025

19	6-Laning of Start of Kollam Bypass to Kadambattukonam	31.25	21.05.2021	3082.32	31.12.2025
20	6-Laning of Kadambattukonam to Kazhakuttom	29.83	06.12.2021	3526.33	31.05.2026

OUTSTANDING CREDIT TO MSMEs

5338. SHRI LAVU SRI KRISHNA DEVARAYALU:

SHRI SRIBHARAT MATHUKUMILLI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the details of registered and unregistered Micro, Small, and Medium Enterprises (MSMEs) across the country, State-wise;

(b) the data on MSMEs that have applied for working capital loans, including the status of approved and rejected applications, the total credit accessed compared to applications and the current outstanding credit to MSMEs, State-wise;

(c) whether the Government has observed that limited access to credit and payment delays are creating significant liquidity constraints for MSMEs;

(d) if so, the details of these issues along with steps taken to address them;

(e) whether the Government has plans to protect MSMEs from exploitative contract terms and payment schedules imposed by larger corporations due to their high bargaining power; and

(f) if so, the details of the measures initiated in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a): As per Udyam Registration Portal, the State-wise number of Micro, Small, and Medium Enterprises (MSMEs) registered are at **Statement-I.**

(b): As per Reserve Bank of India (RBI), the total working capital loan outstanding to MSMEs by Public and Private Sector Banks as on March, 2024 is ₹ 16,74,231.61 crore. As informed by RBI, the State-wise credit outstanding to MSMEs by Scheduled Commercial Banks during the Financial Year 2023-24 is at **Statement-II.**

(c) to (f): A series of measures have been undertaken for uninterrupted flow of credit and financial support to the MSME sectors, which inter-alia include schemes such as Prime Minister's Employment Generation Programme for setting up of new micro enterprises in the non-farm sector by providing Margin Money subsidy on the Bank loan, Special Credit Linked Capital Subsidy Scheme with a provision of 25% subsidy to SC/ST MSEs on institutional finance for procurement of Plant and Machinery / Equipment, Credit Guarantee Scheme for

collateral free loans for Micro and Small Enterprises, collateral free loans upto Rs 20 Lakh for Informal Micro Enterprises, PM Vishwakarma Yojana, Mudra Loan, etc.

As per the Public Procurement Policy for Micro and Small Enterprises Order, 2012, every Central Ministry/Department/ CPSE will procure a minimum of 25 per cent of the total annual purchase of the goods or services from Micro and Small Enterprises (MSEs). The steps taken for ensuring effective implementation of the Public Procurement Policy, includes constitution of a grievance cell for redressing grievances of MSEs relating to government procurement, a committee to review the progress of procurement made by CPSEs from MSEs. The Government of India has taken a number of steps and initiatives to ensure timely payment settlements for Micro and Small Enterprises (MSEs) across the country. Some of them are as follows:

- Under the provisions of the Micro, Small and Medium Enterprises Development (MSMED) Act, 2006, Micro and Small Enterprises Facilitation Councils (MSEFCs) have been set up in the States/UTs to deal with cases of delayed payments of the Micro and Small Enterprises (MSEs). So far, 161 MSEFCs have been set up in the country with more than one MSEFC in Delhi, Jammu and Kashmir, Karnataka, Kerala, Maharashtra, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh and West Bengal.

- Ministry of MSME launched SAMADHAAN Portal on 30.10.2017 (<http://samadhaan.msme.gov.in/MyMSME/MSEFC/MSEFCWelcomer.aspx>) for monitoring of the outstanding dues to the MSEs from the buyers of goods and services.
- A special sub-portal has been created within SAMADHAAN Portal on 14.06.2020, after the Aatma Nirbhar Bharat announcements, for reporting the dues and monthly payments by Central Ministries/Department/Public Sector Enterprises to MSMEs.
- Government of India vide notification S.O. 4845(E) dated 07.11.2024 has also instructed CPSEs and all companies with the turnover of Rs. 250 Crore or more to get themselves on-boarded on the Trade Receivables Discounting System (TReDS), an electronic platform for facilitating the discounting of trade receivables of MSMEs through multiple financiers.
- Government of India vide notification S.O. 1376(E) dated 25.03.2025 has directed that all companies who get supplies of goods or services from micro and small enterprises and whose payments to micro and small enterprise suppliers exceed forty five days from the date of acceptance or the date of deemed acceptance of the goods or services as per the provisions of the said Act, shall submit a half yearly return to the Ministry of Corporate Affairs.
- Section 43B (h) of the Income-tax Act 1961 provides that any sum payable by the assessee to an MSE beyond the time limit specified in section 15 of the

MSMED Act 2006, which cannot be more than 45 days, shall be allowed as a deduction only on actual payment.

STATEMENT-I

State Wise Total Enterprises Detail Under Udyam and Udyam Assist Platform Since 01/07/2020 to 15/03/2025

Sl. No.	State	Micro	Small	Medium	Total
1	Andaman and Nicobar Islands	17,855	275	14	18,144
2	Andhra Pradesh	3,113,513	25,337	2,000	3,140,850
3	Arunachal Pradesh	34,540	416	35	34,991
4	Assam	1,071,011	10,102	887	1,082,000
5	Bihar	3,334,405	19,619	1,042	3,355,066
6	Chandigarh	62,152	2,005	210	64,367
7	Chhattisgarh	1,050,295	12,193	1,298	1,063,786
8	Delhi	1,078,412	41,566	5,034	1,125,012
9	Goa	104,985	1,744	160	106,889
10	Gujarat	3,403,129	84,195	8,592	3,495,916
11	Haryana	1,520,364	34,810	3,329	1,558,503
12	Himachal Pradesh	267,653	3,986	449	272,088
13	Jammu and Kashmir	705,479	5,283	361	711,123
14	Jharkhand	1,235,850	9,078	667	1,245,595
15	Karnataka	4,045,487	47,254	4,432	4,097,173
16	Kerala	1,459,795	19,354	1,479	1,480,628

17	Ladakh	17,314	145	4	17,463
18	Lakshadweep	2,087	1	-	2,088
19	Madhya Pradesh	3,875,413	30,398	2,310	3,908,121
20	Maharashtra	7,904,060	108,112	12,472	8,024,644
21	Manipur	135,461	691	39	136,191
22	Meghalaya	44,552	507	63	45,122
23	Mizoram	42,534	211	11	42,756
24	Nagaland	54,601	252	19	54,872
25	Odisha	1,918,887	15,116	1,113	1,935,116
26	Puducherry	88,390	974	128	89,492
27	Punjab	1,677,425	27,505	2,471	1,707,401
28	Rajasthan	3,437,035	43,199	3,452	3,483,686
29	Sikkim	25,859	204	19	26,082
30	Tamil Nadu	4,898,748	60,443	5,358	4,964,549
31	Telangana	2,339,575	28,506	3,167	2,371,248
32	The Dadra and Nagar Haveli and Daman and Diu	27,411	1,295	237	28,943
33	Tripura	258,561	1,014	74	259,649
34	Uttar Pradesh	6,477,132	63,554	4,910	6,545,596
35	Uttarakhand	496,891	6,427	544	503,862

36	West Bengal	4,298,224	37,009	3,331	4,338,564
	Total:-	60,525,085	742,780	69,711	61,337,576
Report Dated:- 17/03/2025 12:05 PM					

Source: Udyam Portal

STATEMENT-II**Credit outstanding to MSME Sector by Scheduled Commercial Banks (State-wise) March, 2024***No. of Accounts in lakh, Amount outstanding in ₹ crore*

Sr. No	State	As on March 31, 2024	
		No. of A/cs	Amt O/s
1	Andaman and Nicobar	0.08	989.97
2	Andhra Pradesh	12.06	1,01,085.90
3	Arunachal Pradesh	0.12	1,514.76
4	Assam	3.57	28,729.48
5	Bihar	12.35	51,766.42
6	Chandigarh	0.47	14,634.23
7	Chhattisgarh	3.94	43,694.34
8	Dadra and Nagar Haveli and Daman and Diu	0.10	2,345.29

9	Delhi	6.95	1,79,638.00
10	Goa	0.56	7,350.41
11	Gujarat	11.90	2,51,504.11
12	Haryana	6.75	1,22,258.78
13	Himachal Pradesh	1.52	16,147.28
14	Jammu and Kashmir	3.86	24,036.19
15	Jharkhand	6.16	34,398.89
16	Karnataka	16.07	1,65,082.73
17	Kerala	11.32	85,221.33
18	Ladakh	0.09	745.13
19	Lakshadweep	0.01	625.99
20	Madhya Pradesh	15.14	1,01,220.23
21	Maharashtra	29.81	4,25,437.84
22	Manipur	0.37	1,534.83
23	Meghalaya	0.21	1,834.20
24	Mizoram	0.12	851.34
25	Nagaland	0.22	1,268.83
26	Odisha	8.82	53,516.04
27	Puducherry	0.49	4,082.11
28	Punjab	6.48	96,611.66
29	Rajasthan	11.03	1,51,219.10

30	Sikkim	0.14	1,997.76
31	Tamil Nadu	23.50	2,81,696.93
32	Telangana	7.52	1,16,962.81
33	Tripura	1.02	2,978.15
34	Uttarakhand	2.69	26,006.06
35	Uttar Pradesh	27.45	1,95,413.75
36	West Bengal	24.55	1,31,256.60
	Total	257.45	27,25,657.46

Source: RBI

INCREASING NUMBER OF LPG CONNECTIONS

5339. SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI BHOJRAJ NAG:

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

- (a) whether the number of households having LPG connections has risen during the last three years and the current year;
- (b) if so, the details thereof along with the domestic cooking gas connections released during the last three years and the current year, State and year-wise; and
- (c) the steps taken/being taken by the Government to provide domestic LPG cylinders at an affordable/reasonable rate?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) : Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. As on 01.03.2025, the total number of active domestic LPG consumers in India stands at 32.94 crore, including 10.33 crore beneficiaries of the Pradhan Mantri Ujjwala Yojana (PMUY). Details of increase in domestic LPG consumers during the last three financial years are as below:

Particulars (As on 1st of April)	UNIT	2022	2023	2024	01.01.25
LPG Active Domestic Customers	(Lakh)	3053	3140	3242	3289
	Growth	5.5%	2.9%	3.2%	2.8%
PMUY Beneficiaries	(Lakh)	899.0	958.6	1032.7	1033.4
	Growth	12.3%	6.6%	7.7%	3.2%

Note: Growth rates as on 1st April of any year are w.r.t. figures as on 1st April of previous year.

Source: Petroleum Planning and Analysis Cell (PPAC)

The details of number of domestic cooking gas connections released during the last three years and the current year, State and year-wise are at **Statement** .

India imports about 60% of the domestic LPG consumed. Price of LPG in the country is linked to its price in the international market. While the average Saudi CP (international benchmark for LPG pricing) rose by 63% (from US\$ 385/MT in July 2023 to US\$ 629/MT in February 2025), the effective price for Pradhan

Mantri Ujjwala Yojana (PMUY) consumers for domestic LPG was reduced by 44% (from Rs. 903 in August 2023 to Rs. 503 in February 2025).

Since launch of PMUY till financial year 2022-23, Government has been bearing an expenditure of up to Rs. 1600 per PMUY connection for Security Deposit (SD) of Cylinder, Pressure Regulator, Suraksha Hose, DGCC booklet and installation charges. From financial year 2023-24, this support has been increased to Rs. 2,200 per connection for 14.2 Kg Single Bottle Connection/ 5 Kg Double Bottle Connection and Rs. 1,300 per connection for 5 Kg Single Bottle Connection.

To make LPG more affordable to PMUY consumers and ensure sustained usage of LPG by them, in May 2022 Government started a targeted subsidy of Rs.200/- per 14.2 kg cylinder for up to 12 refills per annum (and proportionately pro-rated for 5 Kg connections) to the PMUY consumers. In October 2023, Government increased the targeted subsidy to Rs.300 per 14.2 kg cylinder for up to 12 refills per annum (and proportionately pro-rated for 5 Kg connections). All LPG consumers receive domestic LPG at Rs. 803 per 14.2 Kg cylinder (Delhi price). After a targeted subsidy of Rs. 300/cylinder to PMUY consumers, Government of India is providing 14.2 Kg LPG cylinders at an effective price of Rs.503 per cylinder (Delhi price). This is available to more than 10.33 crore Ujjwala beneficiaries, across the country.

Globally, PMUY is the biggest program of its kind that provides Domestic LPG to more than 10.33 crore poor households at an effective price of just about

Rs. 35/Kg. Further, the effective price of domestic LPG cylinder in neighbouring countries as on 01.01.2025 is as below:

Country	Domestic LPG (Rs./14.2 kg.cyl.)#
India	503.00*
Pakistan	1094.83
Sri Lanka	1231.53
Nepal	1206.65

Source: Petroleum Planning and Analysis Cell (PPAC)

*Effective cost to PMUY beneficiaries in Delhi, effective price is Rs. 803 for non-PMUY consumers

STATEMENT

The details of number of domestic cooking gas connections released during the last three years and the current year, State and year-wise

STATE/UT	Apr'24- Feb'25	FY 2023- 24	FY 2022- 23	FY 2021- 22
Chandigarh	4853	6526	5212	6229
Delhi	78794	191236	112933	101710
Haryana	168300	471207	175417	225437
Himachal Pradesh	32423	40641	44809	59400
Jammu and Kashmir + Ladakh	38156	52334	35126	49976
Punjab	89461	166086	147140	181256
Rajasthan	140623	621993	432131	430015
Uttar Pradesh	454823	1485578	1247213	2752171

Uttarakhand	56963	90980	108045	125661
Andaman and Nicobar Islands	4217	4206	4196	5781
Arunachal Pradesh	9074	12963	11407	16901
Assam	61891	739244	519288	645003
Bihar	266272	1137170	889069	2057805
Jharkhand	52781	306267	237087	326448
Manipur	14437	29026	33447	40131
Meghalaya	6968	108779	50992	33061
Mizoram	5272	9974	10451	11220
Nagaland	4687	36170	22734	33886
Odisha	77928	302343	247406	595368
Sikkim	4240	11443	6219	11173
Tripura	10890	41958	24571	21493
West Bengal	214461	195971	1671405	2463369
Chhattisgarh	62971	335592	185668	441206
Dadra and Nagar Haveli and Daman and Diu	4484	7258	5165	6171
Goa	11789	12131	13520	15755
Gujarat	126055	594187	580807	775054
Madhya Pradesh	126227	730278	405978	970421
Maharashtra	599281	867592	833899	1074015
Andhra Pradesh	218563	596384	268019	327732

Karnataka	302065	708725	640928	732616
Kerala	137090	177580	201270	249914
Lakshadweep	560	509	212	307
Puducherry	6547	11285	7186	8690
Tamil Nadu	366036	810755	635711	705743
Telangana	250543	331671	301676	337394

Source: IOCL on industry basis

FOOD PROCESSING INDUSTRIES IN MAHARASHTRA

5340. SHRIMATI SMITA UDAY WAGH:

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

(a) the key schemes currently being implemented by the food processing industries department in Maharashtra particularly in Jalgaon to support farmers and agro-processing businesses;

(b) the manner in which the Pradhan Mantri Kisan Sampada Yojana (PMKSY) and other Central schemes have benefitted the food processing units in Jalgaon along with the measures are being taken to ensure maximum utilization of these schemes;

(c) the steps being taken to establish food parks, cold storage facilities and agro-processing clusters in Jalgaon to enhance value addition and reduce post-harvest losses;

(d) whether there are any upcoming initiatives or special incentives planned by the Government to promote food processing startups, MSMEs and Farmer-Producer Organizations (FPOs) in Jalgaon, if so, the details thereof; and

(e) the financial and technical support available for entrepreneurs and cooperative societies in Jalgaon to set up modern food processing units and the manner in which they can get easy access to these benefits?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): Ministry of Food Processing Industries (MoFPI) is implementing a Central Sector “Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme”, Central Sector “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” and Centrally sponsored “PM Formalization of Micro Food Processing Enterprises (PMFME)” Scheme across the country including Jalgaon of Maharashtra. Ministry provides financial assistance in the form of grants-in-aid/ subsidy to entrepreneurs including farmers and agro processing businesses for setting up such industries across the country. These schemes are not region specific but demand driven.

(b): MoFPI extends financial support to prospective entrepreneurs for setting up of different kinds of food processing industries, as per respective scheme guidelines through its Central Sector PMKSY Scheme, PLISFPI Scheme and Centrally

sponsored PMFME scheme across the country including Jalgaon district of Maharashtra.

These schemes aim towards creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet, which includes storage, transportation, enhancing product quality and safety standards etc., thereby help in providing better returns to farmers and creating huge employment opportunities, reducing wastage of agricultural produce and increasing the processing level.

So far, till 28th February, 2025, MoFPI has sanctioned 189 food processing projects under corresponding component schemes of PMKSY in Maharashtra, out of these 4 projects are located in Jalgaon district.

A total of 22,167 micro food processing enterprises have been approved for assistance under PMFME scheme in Maharashtra, till 28th February, 2025, out of which 935 micro food processing enterprises located in Jalgaon district.

So far, 40 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in Maharashtra, till 28th February, 2025, out of 1 project located in Jalgaon district.

MoFPI has been organizing, co-sponsoring, participating in seminars, workshops, fairs and exhibitions for food processing sector to encourage investment and to create awareness of the schemes being implemented by the Ministry.

(c): MoFPI incentivizes setting up of Mega Food Parks, Agro Processing Clusters and Integrated Cold Chain and Value Addition Infrastructure through credit linked financial assistance (capital subsidy) in the form of grants-in-aid under relevant component schemes of Central Sector Umbrella scheme “Pradhan Mantri Kisan SAMPADA Yojana”, wherein Food Processing units are eligible for subsidy @ 35% of eligible project cost in general areas and @50% of eligible project cost for Scheduled Caste/ Schedule Tribe promoters, Farmer Producer Organizations (FPOs) and SHGs subject to maximum of Rs. 10.00 crore per project. These component schemes help in reduction of post-harvest losses and promote value addition of food products in the country including Jalgaon district of Maharashtra.

(d) and (e): In order to promote food processing industries, MoFPI extends financial support to prospective entrepreneurs including related startups, Cooperatives and Farmer Producer Organizations (FPOs) for setting up of different kinds of food processing industries, as per respective scheme guidelines across the country including Jalgaon district of Maharashtra. Entrepreneurs in the Micro, Small and Medium Enterprises (MSME) sector will also be incentivized under the schemes of MoFPI. The details of incentives available under these schemes are at **Statement**.

STATEMENT

Incentives available under Pradhan Mantri Kisan Samapada Yojana

(PMKSY)

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]
2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid

			would be ₹10 crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/ entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/ entities: grant-in-aid of @ 70% of the eligible cost
6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations /Universities/ Institutions, Grants @ 70% of equipment cost.

Assistance available under PLISFPI scheme

i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a

company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.

ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50 crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises
under PMFME Scheme

(i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;

(ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.

(iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv). *Branding and Marketing Support:* Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v). *Capacity Building*: The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

पीएमकेएसवाई के तहत आम उत्पादन संकुल की स्थिति

5341. श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

डॉ. शिवाजी बंडाप्पा कालगे:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) खंडवा, छत्रपति संभाजी नगर और लातूर जिलों में प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) के तहत आम उत्पादन संकुल की वर्तमान स्थिति क्या है;

(ख) 'एक जिला एक उत्पाद' (ओडीओपी) योजना के तहत इन जिलों के उत्पादों की स्थिति क्या है;

(ग) प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यमों का औपचारिकीकरण (पीएमएफएमई) योजना के तहत बुनियादी ढांचे के निर्माण, विपणन और ब्रांडिंग में हुई प्रगति का ब्यौरा क्या है; और

(घ) मध्य प्रदेश और महाराष्ट्र में उत्पादन से जुड़ी प्रोत्साहन (पीएलआई) योजना के तहत स्वीकृत परियोजनाओं और प्रदान की गई वित्तीय सहायता का ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क): खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) "नामक केंद्रीय क्षेत्र की अम्ब्रेला योजना" वर्ष 2017-18 से पूरे देश में लागू कर रहा है। मंत्रालय पीएमकेएसवाई योजना के ऑपरेशन ग्रीन्स घटक योजना के अंतर्गत पहचाने गए उत्पादन क्लस्टरों में 10 फलों, 11 सब्जियों और श्रीम्प के मूल्य श्रृंखला विकास के लिए वित्तीय सहायता

प्रदान कर रहा है। इन फसलों के उत्पादन क्लस्टरों की पहचान संबंधित राज्यों के बागवानी विभागों के परामर्श से कृषि और किसान कल्याण मंत्रालय द्वारा उपलब्ध कराए गए बागवानी उत्पादन आंकड़ों के आधार पर की जाती है। इन मानदंडों के आधार पर, मंत्रालय ने देश के 4 राज्यों के 19 जिलों में व्याप्त 7 आम क्लस्टरों की पहचान की है। इन उत्पादन क्लस्टरों का ब्यौरा **विवरण-I** में दिया गया है। खंडवा, छत्रपति संभाजी नगर और लातूर जिलों को ऑपरेशन ग्रीन्स योजना के अंतर्गत आम के लिए उत्पादन क्लस्टर के रूप में चिह्नित नहीं किया गया है तथा ऑपरेशन ग्रीन्स योजना के अंतर्गत इन जिलों में आम प्रसंस्करण के लिए कोई परियोजना स्वीकृत नहीं की गई है।

(ख): खंडवा, छत्रपति संभाजी नगर और लातूर जिले के लिए प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के तहत एक जिला एक उत्पाद (ओडीओपी) निम्नानुसार है:

- खंडवा- प्याज आधारित उत्पाद
- छत्रपति संभाजी नगर - मक्का आधारित उत्पाद
- लातूर - टमाटर आधारित उत्पाद.

(ग): पीएमएफएमई योजना के तहत 24 राज्यों/केंद्र शासित प्रदेशों में 206.35 करोड़ रुपये के परिव्यय के साथ अवसंरचना के निर्माण सहित 75 इनक्यूबेशन केंद्रों को मंजूरी दी गई है। विपणन और ब्रांडिंग घटक के तहत 17 प्रस्तावों को मंजूरी दी गई है।

(घ): पीएलआईएसएफपीआई का लक्ष्य खाद्य प्रसंस्करण क्षेत्र में चैंपियन ब्रांड बनाकर खाद्य प्रसंस्करण क्षमता के विस्तार को सुगम बनाना है। पीएलआईएसएफपीआई के तहत 90 पात्र मामलों में ₹1155.29 करोड़ की प्रोत्साहन राशि जारी की गई है। योजना के लाभार्थियों के विनिर्माण स्थान कई राज्यों में हो सकते हैं; इसलिए प्रोत्साहनों के अनुदान को राज्यवार नहीं गिना जाता है। एफपीआई के लिए पीएलआई योजना की महाराष्ट्र और मध्य प्रदेश में श्रेणी I के अंतर्गत शामिल विनिर्माण स्थानों वाली परियोजनाओं, जहां निवेश अनिवार्य है, का ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

ऑपरेशन ग्रीन्स योजना के तहत आम के लिए उत्पादन क्लस्टर

क्र. सं.	राज्य	उत्पादन क्लस्टर
1	आंध्र प्रदेश	क्लस्टर-1-चित्तूर, अनंतपुरम , कडप्पा
		क्लस्टर-2- कृष्णा
2	उत्तर प्रदेश	क्लस्टर-1-लखनऊ, उन्नाव , सीतापुर
		क्लस्टर-2-सहारनपुर, बिजनौर ,मेरठ, अमरोहा , बुलन्दशहर
3	गुजरात	क्लस्टर-1- नवसारी , वलसाड
		क्लस्टर-2- जूनागढ़, राजकोट
4	महाराष्ट्र	क्लस्टर-1-रत्नागिरी, सिंधुदुर्ग , रायगढ़

विवरण-II

एफपीआई के लिए पीएलआई योजना की महाराष्ट्र और मध्य प्रदेश में श्रेणी I के अंतर्गत शामिल विनिर्माण स्थानों वाली परियोजनाएँ

लाभार्थी का नाम	क्षेत्र	संयंत्र का स्थान जिला	प्रतिबद्ध निवेश (₹ करोड़)
मध्य प्रदेश			
डाबर इंडिया लिमिटेड	फल और सब्जियाँ	धार	77.6
पार्ले एग्रो प्राइवेट लिमिटेड	फल और सब्जियाँ	भोपाल	200
बालाजी वेफर्स प्राइवेट लिमिटेड	उपभोक्ता उत्पाद	इंदौर	79.04

	(आरटीसी/आरटीई)		
गुजरात सहकारी दुग्ध विपणन संघ लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	उज्जैन	43.47
पारले बिस्कुट प्राइवेट लिमिटेड (वर्धमान बेकर्स प्राइवेट लिमिटेड)	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	इंदौर	17.39
पार्ले बिस्कुट प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	छिंदवाड़ा	8.15
पार्ले बिस्कुट प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	भिड	5.07
प्रताप स्नैक्स लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	इंदौर	45.08
महाराष्ट्र			
एवरेस्ट फूड प्रोडक्ट्स प्राइवेट लिमिटेड	फल और सब्जियाँ	मुंबई	9
एक्सोटिक फ्रूट्स प्राइवेट लिमिटेड	फल और सब्जियाँ	नासिक	80.61
फूड्स एंड इन्स लिमिटेड	फल और सब्जियाँ	नासिक	9.45
हिंदुस्तान यूनिलीवर लिमिटेड	फल और सब्जियाँ	नासिक	35.22
पार्ले एग्रो प्राइवेट लिमिटेड	फल और सब्जियाँ	रायगढ़	24
प्रवीण मसालेवाले	फल और सब्जियाँ	पुणे	20.33
प्रवीण मसालेवाले	फल और सब्जियाँ	सतारा / भंडगांव	7.88
प्रवीण मसालेवाले	फल और सब्जियाँ	पुणे	4.55
सह्याद्री फार्म्स पोस्ट हार्वेस्ट केयर लिमिटेड	फल और सब्जियाँ	नासिक	55.53
सुरुचि स्पाइसेज प्राइवेट लिमिटेड	फल और सब्जियाँ	नागपुर	46.93

सुरुचि स्पाइसेज प्राइवेट लिमिटेड	फल और सब्जियाँ	नागपुर	57.59
टेस्टी बाइट ईटेबल्स लिमिटेड	फल और सब्जियाँ	पुणे	66.45
गद्रे मरीन एक्सपोर्ट प्राइवेट लिमिटेड	समुद्री उत्पाद	रत्नागिरि	61.44
इंदापुर डेयरी एंड मिल्क प्रोडक्ट्स लिमिटेड	मोज. चीज़	पुणे	45.9
पराग मिल्क फूड्स लिमिटेड	मोज. चीज़	अम्बेगांव	25.55
सनफ्रेश एग्रो इंडस्ट्रीज प्राइवेट लिमिटेड	मोज. चीज़	अहमदनगर	26.47
ब्रिटानिया इंडस्ट्रीज लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	रांजणगांव	51
गुजरात सहकारी दुग्ध विपणन संघ लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	पालघर	16.41
गुजरात सहकारी दुग्ध विपणन संघ लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	ठाणे	69.1
गुजरात सहकारी दुग्ध विपणन संघ लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	27.45
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	4.66
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	11.72
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	10.64
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	12.59
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	4.42

हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	1.35
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	0.76
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	120
हल्दीराम फूड्स इंटरनेशनल प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	नागपुर	22.69
पार्ले बिस्कुट प्राइवेट लिमिटेड	उपभोक्ता उत्पाद (आरटीसी/आरटीई)	ठाणे	9.19

पेयजल के लिए एडीबी और सरकार के बीच ऋण समझौता

5342. डॉ. राजीव भारद्वाज:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या हिमाचल प्रदेश के ग्रामीण क्षेत्रों में स्वच्छ पेयजल उपलब्ध कराने तथा जलापूर्ति एवं स्वच्छता में सुधार लाने के लिए एशियाई विकास बैंक (एडीबी) और सरकार के बीच किसी ऋण समझौते पर हस्ताक्षर किए गए हैं; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा उक्त समझौते के तहत कितनी ऋण राशि प्रदान किए जाने की संभावना है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) और (ख): जी, हाँ आर्थिक कार्य विभाग द्वारा दी गई सूचना के अनुसार, “हिमाचल प्रदेश ग्रामीण पेयजल सुधार और आजीविका परियोजना” के लिए भारत सरकार और एशियाई विकास बैंक (एडीबी)

के बीच एक ऋण करार पर हस्ताक्षर किए गए हैं। एडीबी से 96.3 मिलियन अमेरिकी डॉलर की बाहरी सहायता के साथ 16 अगस्त, 2022 को परियोजना पर हस्ताक्षर किए गए थे और ऋण चुकौती की अंतिम तिथि 30 जून, 2028 है। परियोजना की कुल लागत 139.10 मिलियन अमेरिकी डॉलर है।

इस परियोजना का उद्देश्य हिमाचल प्रदेश के 10 जिलों में लगभग 620,000 लोगों को सुरक्षित, टिकाऊ, लिंग-प्रतिक्रियात्मक (जेंडर-रिस्पांसिव) और समावेशी ग्रामीण जल आपूर्ति तथा ग्रामीण स्वच्छता सेवाएं प्रदान करना है। इस परियोजना में मौजूदा ग्रामीण जल योजनाओं का उन्नयन किया जाएगा और नई निर्मित तथा बहाल की गई जल आपूर्ति परिसंपत्तियों के प्रभावी प्रबंधन को सुनिश्चित करने के लिए स्मार्ट जल प्रबंधन व्यवहारों को कार्यान्वित भी किया जाएगा। इसके अलावा, परियोजना एक जिले में एक समावेशी स्वच्छता कार्यक्रम का प्रायोगिक संचालन करेगी ताकि मलीय गाद का इसके निपटान से पहले सुरक्षित प्रबंधन सुनिश्चित किया जा सके।

PM-GATI SHAKTI IN ODISHA

5343. SHRIMATI SANGEETA KUMARI SINGH DEO:

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

(a) the funds allocated to Odisha under PM-Gati Shakti for road and highway projects during the last three financial years, year-wise;

(b) whether the Government has taken any steps to reduce bureaucratic delays in implementing road projects under PM-Gati Shakti in Odisha, if so, the details thereof;

(c) the details of major projects planned for Odisha under this initiative; and

(d) the steps taken to ensure multi-modal connectivity and integration with railways, airports and ports in Odisha?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) :The Government through Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). The NHs development projects are planned in line with PM GatiShakti National Master Plan (NMP) principles, which are for coordinating with other stakeholders/ departments to reduce bureaucratic delays and smooth implementation of NH projects. Accordingly, details of the funds allocated and expenditure incurred on development and maintenance of NHs in the State of Odisha during the last three years are as under:-

Year	Allocation (in ₹ Crore)	Expenditure (in ₹ Crore)
2021-22	4,510	4,510
2022-23	4,643	4,643
2023-24	5,948	5,948
2024-25 (till 31.01.2025)	4,905	4,298

(c): The details of major projects planned and sanctioned during 2024-25 for Odisha under this initiative are enclosed as **Statement**.

(d): PM Gati Shakti National Master Plan (NMP) principals helps in optimizing NH project planning duly considering information related to forest, eco-sensitive areas, connectivity of economic zones and the infrastructure integration with railways, airports and ports at common digital platform. Further, projects are also examined by Network Planning Group (NPG) with Members from all stakeholders including the State Government so that projects are examined from all aspects. In this regard, the port connectivity work of 8-laning of the Chandikhole–Paradip section of NH-53, in a length of 77 km at a cost of Rs.3594 Crore is planned and under execution with completion of project by October 2026 in the state of Odisha.

STATEMENT

Major projects planned and sanctioned during 2024-25 for Odisha

Sr. No.	Project	Approx. Cost (Rs. in Cr.)
1	Construction of 4L Access Controlled Greenfield Cuttack Kandarpur	1274
2	Construction of New four lane Sambalpur Bypass from Km 0.000 to Km 35.384 under NH(O) on Hybrid Annuity Mode in the state of Odisha	1521

सड़क निर्माण में खामियों के कारण दुर्घटनाएं

5344. श्री संदिपनराव आसाराम भुमरे:

डॉ. शिवाजी बंडाप्पा कालगे:

श्रीमती कलाबेन मोहनभाई देलकर:

श्री ज्ञानेश्वर पाटील:

क्या **सड़क परिवहन और राजमार्ग** मंत्री यह बताने की कृपा करेंगे कि:

(क) देश के विभिन्न राज्यों, विशेषकर महाराष्ट्र में विगत तीन वर्षों के दौरान सड़क अवसंरचना में कमियों के कारण कितनी दुर्घटनाएं हुईं और मारे गए और घायल हुए लोगों की संख्या कितनी है;

(ख) क्या मोटर वाहन अधिनियम में सड़क डिजाइन, निर्माण और रखरखाव मानकों का कड़ाई से अनुपालन सुनिश्चित करने के लिए कोई प्रावधान है;

(ग) क्या सरकार ने राष्ट्रीय राजमार्गों और अन्य सड़कों के लिए ऐसे कोई मानक अधिसूचित किए हैं; और

(घ) यदि हां, तो संघ शासित प्रदेश दादरा और नगर हवेली सहित राज्य/संघ शासित प्रदेश-वार तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क): सरकार, राज्यों/संघ राज्य क्षेत्रों से प्राप्त आंकड़ों के आधार पर रिपोर्ट “भारत में सड़क दुर्घटनाएं” प्रकाशित करती है। राज्यों/संघ राज्य क्षेत्रों से प्राप्त आंकड़ों के अनुसार, सड़क दुर्घटनाएं बहु-कारणीय घटनाएं हैं और विभिन्न कारकों के परस्पर प्रभाव का परिणाम हैं। इन्हें व्यापक तौर पर (i) मानवीय चूक, (ii) सड़क की स्थिति/पर्यावरण और (iii) वाहनों की स्थिति में वर्गीकृत किया जा सकता है। वर्ष 2022 की रिपोर्ट के अनुसार, कैलेंडर वर्ष 2020 से 2022 तक देश और महाराष्ट्र राज्य में सभी श्रेणी की सड़कों पर सड़क दुर्घटनाओं, मारे गए और घायलों की संख्या निम्नलिखित तालिका में दी गई है:-

वर्ष	सड़क दुर्घटनाओं की संख्या		सड़क दुर्घटना में मरने वालों की संख्या		सड़क दुर्घटना में घायलों की संख्या	
	संपूर्ण भारत	महाराष्ट्र	संपूर्ण भारत	महाराष्ट्र	संपूर्ण भारत	महाराष्ट्र
2020*	3,72,181	24,971	1,38,383	11,569	3,46,747	19,914
2021*	4,12,432	29,477	1,53,972	13,528	3,84,448	23,071
2022	4,61,312	33,383	1,68,491	15,224	4,43,366	27,239

* - कोविड प्रभावित वर्ष

(ख): मोटर यान अधिनियम, 1988 की धारा 198ए की उपधारा (1) के अनुसार सड़क के सुरक्षा मानकों के डिजाइन, निर्माण या रखरखाव के लिए जिम्मेदार किसी भी नामित प्राधिकारी, संविदाकार, परामर्शदाता या रियायतकर्ता को ऐसे डिजाइन, निर्माण और रखरखाव मानकों का पालन करना होगा, जैसा भी सरकार द्वारा समय-समय पर निर्धारित किया जाता है।

(ग) और (घ): भारतीय सड़क कांग्रेस (आईआरसी) सड़क सुरक्षा सहित राजमार्ग निर्माण और रखरखाव के सभी पहलुओं के लिए मानक, दिशानिर्देश, मैनुअल आदि तैयार करती है। सरकार राष्ट्रीय राजमार्गों (एनएच) से संबंधित सड़क सुरक्षा इंजीनियरिंग मुद्दों पर नीति परिपत्र भी जारी करती है। आईआरसी के ऐसे मानक, दिशानिर्देश, मैनुअल और नीति परिपत्र सभी एनएच पर लागू हैं।

REDEVELOPMENT OF SLUMS IN MUMBAI

5345. SHRI ANIL YESHWANT DESAI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether it is a fact that a large urban poor population is living in the slum areas in almost all big cities including Mumbai;

(b) if so, the details of the civic facilities such as fresh water, sanitation, electricity and roads being provided to the residents of slums, particularly in Dharavi, Mumbai;

(c) whether any scheme is being implemented for providing better housing facilities to slum dwellers in the near future and if so, the details thereof; and

(d) the details of the alternate accommodation being provided for slum residents until their pucca houses are ready?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The Census of India conducts enumeration of population including slums on decadal basis in the country. The last census was conducted in 2011, according to which a total of 6.54 crore people comprising of 1.39 crore households were living in slums across the country including Mumbai. The data on the number of slums in the country are collected by the National Sample Survey Office (NSSO). As per the last data of slums collected by NSSO in 2012 during the 69th Round Survey, the estimated number of slums in the country is 33,510 which includes 13,761 notified slums and 19,749 non-notified slums, including in Mumbai.

(b) to (d): 'Land' and 'Colonization' are State subjects. Therefore, schemes related to providing civic amenities/facilities such as fresh water, sanitation, electricity, roads, housing etc. for their citizens including slum dwellers in their respective urban areas are implemented by States/Union Territories (UTs). However, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs in urban areas through various Missions, such as Pradhan Mantri Awas Yojana - Urban (PMAY-U), Smart Cities Mission (SCM), Atal Mission for

Rejuvenation and Urban Transformation (AMRUT 2.0), Swachh Bharat Mission – Urban 2.0 (SBM-U 2.0).

MoHUA has been implementing PMAY-U since 25.06.2015 with an aim to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries including slum dwellers across the country including Mumbai. As per the scheme guidelines, all completed projects/houses under PMAY-U should have basic civic amenities such as water supply, sewerage/septage, drainage, electrification, internal roads, etc. Under PMAY-U, a total of 118.64 lakh houses have been sanctioned by the Ministry, out of which 112.74 lakh have been grounded and 92.02 lakh are completed/delivered to the beneficiaries across the country including Mumbai, as on 28.03.2025. The remaining houses are at different stages of construction. The scheme period has been extended up to 31.12.2025 to complete sanctioned houses without changing the funding pattern and implementation methodology.

Further, based on the learnings from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country, including Mumbai for 1 crore additional eligible beneficiaries with an estimated investment of ₹10 lakh crore through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). As per scheme guidelines of PMAY-U 2.0,

State/UT Governments can propose projects for providing pucca houses in tenable slums with list of eligible beneficiaries for sanctioning of Central Assistance under BLC vertical. Similarly, States/UTs may also propose 'Redevelopment' or 'In-situ Improvement' projects for tenable slums having dilapidated buildings located on Government/Urban Local Body (ULB)/Public land under AHP vertical.

The responsibility for planning, implementation and monitoring of slum redevelopment projects under PMAY-U lies with respective State/UT governments through their implementing agencies. Appropriate arrangements for providing alternate accommodation for eligible slum dwellers during the construction period may be provided by the State/UT Government through their own resources as per the Detailed Project Report.

ESTABLISHMENT OF FOOD PARK IN TAMIL NADU

5346. SHRI A. MANI:

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

- (a) the details of the number of food parks established by the Government during the last three years and the current year across the country including Tamil Nadu;
- (b) the details of newly established food parks in Tamil Nadu, district-wise including their capacity, infrastructure and operational status;

(c) whether the Government has any proposals to set up additional food parks in Tamil Nadu to boost the food processing sector, particularly in rural and agricultural regions;

(d) if so, the details of the proposed food parks in Tamil Nadu, including their planned locations, estimated investment, expected timeline for completion and the support provided by the Government; and

(e) the expected impact of these food parks on farmers, small-scale food processors, employment generation and overall economic development in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): The Ministry of Food Processing Industries has been implementing Mega Food Park scheme (MFPS), a component scheme of Pradhan Mantri Kisan Sampada Yojana (PMSKY) for creating modern infrastructure for the food processing sector along the value chain from farm to market. As the Ministry does not set up such projects on its own, it invites Proposals from interested entities/organizations through Expression of Interest (Eoi) floated from time to time, in accordance with scheme guidelines. State wise allocation has not been made under Mega Food Parks Schemes. The scheme has been discontinued by the Government w.e.f. 01.04.2021 with provision for committed liabilities during

15th Finance Commission Cycle. No new mega Food parks have been sanctioned in last three years and current year across the country including Tamil Nadu . One Mega Food Park has already been sanctioned in the state of Tamil Nadu and the details of the project along with status are at **Statement**.

(b): The Mega Food Park located at Tirunelveli district of Tamil Nadu is being implemented by Tamil Nadu State Agricultural Marketing Board (TNSAMB) and has been established in 50 acres at a project cost of Rs. 77.024 Crore. The project is under Implementation. The Government has approved a grant-in-aid of Rs. 23.64 crore to the project and an amount of Rs.12.22 crore has been released till date. The project is expected to create processing and preservation capacity of 0.5984 Lakh MT and employment for about 5700 persons, about 30000 farmers will be benefitted.

(c) to (e): No such proposal for approval of additional Mega Food parks across the country including Tamil Nadu as the scheme has been discontinued .

STATEMENT

Mega Food Park of Tamil Nadu

SPV/IA Name	State/ UT Name	District Name	Date of Final Approval	Total Project Cost (INR in Cr)	Grant Approved (INR in Cr)	Grant Released (INR in Cr)	Status
Tamil Nadu State Agricultural Marketing Board (TNSAMB)	Tamil Nadu	Tirunelveli	23-Jun- 2021	77.024	23.64	12.22	Under Implementation

EVOLVING CARBON MARKET FRAMEWORK

5347. SHRI JASHUBHAI BHILUBHAI RATHVA:

SHRI DAMODAR AGRAWAL:

Will the Minister of **POWER** be pleased to state:

- (a) the special measures being taken by the Government to prevent fraudulent carbon credit transactions in the emerging carbon market framework in the country;
- (b) whether the Government is formulating any plan to balance economic growth with the prescribed carbon reduction targets between 2027 and 2030;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) the mechanisms being established by the Government to ensure compliance with carbon reduction targets in the private sector; and
- (e) the Government's plan to integrate the lessons learned from international best practices discussed in 'Prakriti 2025' into India's climate policy framework?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

- (a) :As per Carbon Credit Trading Scheme (CCTS), notified in June, 2023 (as amended), the Grid Controller of India is the registry for the Indian carbon market. In order to prevent fraudulent carbon credit transactions in Indian carbon market, the functions assigned to the registry for the Indian carbon market include

maintaining secure data base and records of all transactions. This registry is also the meta-registry for India.

(b) and (c) : Currently, the mandatory compliance of greenhouse gas emission intensity (GEI) targets under CCTS covers only few emission intensive industries, designated as “Obligated Entities”. The greenhouse gas emission intensity (GEI) targets are given to only those obligated entities whose annual energy consumption are above certain thresholds. Further, while finalizing the GEI targets for different obligated entities, the marginal abatement cost of possible technological measures in the units of obligated entities are taken into consideration to ensure that such entities are given pragmatic and achievable targets.

(d) : Bureau of Energy Efficiency (BEE) has published Detailed Procedure for Compliance Mechanism under CCTS in July 2024 which covers comprehensive Measurement, Reporting, and Verification (MRV) framework to ensure accurate, transparent, and credible compliance. An essential aspect of the MRV framework is the verification process, which requires annual verification of GHG emissions data. Further, the environmental compensation may be levied and penalty may be imposed under Environment Protection Act in case of non-compliance of GEI targets by obligated entities.

(e) : An international conference on carbon markets titled “PRAKRITI” was held in February, 2025 at New Delhi wherein industries, financial institutions and other stakeholders participated to deliberate various aspects of carbon market,

greenhouse gas (GHG) emission reduction measures, investments in clean technologies for possible adoption of suitable measure by them. Learnings from this conference would enable the obligated entities to opt for the optimum measures to achieve GHG emission reduction targets. Further, learnings from this conference would also enable the government optimize the policy framework of CCTS.

PIPED WATER SUPPLY IN WATER-STRESSED CITIES

5348. SHRIMATI SHAMBHAVI:

SHRI RAJESH VERMA:

SHRI RAVINDRA DATTARAM WAIKAR:

DR. SHRIKANT EKNATH SHINDE:

SHRI NARESH GANPAT MHASKE:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of the most water-stressed cities in the country along with the measures taken/being taken to address urban water shortages and improve water conservation;
- (b) the percentage of cities currently receiving 24x7 piped water supply along with the manner in which the Government is planning to expand this coverage, particularly in Maharashtra and other urban centres;
- (c) the steps taken/being taken by the Government to rejuvenate and conserve water bodies including lakes and reservoirs in highly urbanized regions to improve groundwater recharge;

(d) the status of desalination projects, wastewater recycling, and rainwater harvesting policies along with the way in which they are being implemented to meet future water demands; and

(e) the manner in which the Government is planning to address climate change-related water scarcity and the policies in place to prevent acute water crises in major metropolitan cities of the country?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) to (e): Drinking water is a State subject. The power to plan, design, approve and implement drinking water supply schemes/projects lies with State Government. Government of India supplements the efforts of the States by providing technical and financial assistance.

Towards this end, Government of India in partnership with States/UTs including Maharashtra, is implementing Jal Jeevan Mission (JJM) since August, 2019, to make provision of tap water supply in adequate quantity (minimum 55 lpcd), of prescribed quality (BIS:10500) and on regular and long-term basis, to every rural household in the country.

As informed by Ministry of Housing and Urban Affairs (MoHUA), several steps have been taken towards sustainable management of water in urban areas through issuance of various guidelines and implementation of National Missions

such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0.

Under AMRUT Mission in Maharashtra, 43 water supply projects worth ₹4,446.06 crore have been grounded. Under AMRUT Mission and in convergence with the State 11.73 lakh water tap connections (new/ serviced) have been provided and 445.7 MLD Water treatment capacity has been created in the State.

Under AMRUT and in convergence one desalination plant worth 985 crore (including Operation and Maintenance) has been commissioned/ completed in Tamil Nadu. For waste water treatment and recycling, 890 sewerage/septage management projects worth ₹34,505 crore have been taken up under AMRUT. 4,447 MLD sewage treatment plant capacity has been created and 1,437 MLD sewage treatment plant capacity has been developed for recycle/reuse.

Under AMRUT 2.0. State Water Action Plans submitted by States/UTs have been approved for 592 sewerage/septage management projects worth ₹67,607.67 crore covering total Sewage treatment capacity of 6,739 MLD and 2089 MLD sewage treatment capacity for recycle/reuse.

MoHUA has issued Urban and Regional Development Plan Formulation and Implementation (URDPFI) Guidelines, 2014 ([https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I\(2\).pdf](https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I(2).pdf)).

The Chapter - 6 "Sustainability Guidelines" of URDPFI guidelines 2014 deals with various aspects of rain water harvesting.

Ministry has also issued Model Building Bye-laws (MBBL) – 2016 (<https://mohua.gov.in/upload/uploadfiles/files/MBBL.pdf>), in which Chapter-9 deals with provisions of rainwater harvesting for adoption by the States.

**DELAY IN CONVEYANCE DEED IN "FIRST COME FIRST
SERVE HOUSING SCHEME"**

5349. SHRI CHAVAN RAVINDRA VASANTRAO:

SHRI DHAIRYASHEEL SAMBAJIRAO MANE:

SHRI SUDHEER GUPTA:

Will the Minister OF **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Delhi Development Authority (DDA) has launched a scheme namely "First Come First Serve Housing Scheme" Phase-IV in Dwarka Sector 19-B for MIG flats in June 2023;

(b) if so, the details of the total number of successful applicants who have applied for the Conveyance Deed of flats along with the number of cases pending till date;

(c) the reasons for the long and unnecessary delay in the Conveyance Deed process of the flats;

(d) whether the Government is aware that connivance between some DDA officials and touts is the main reason behind such delays in the Conveyance Deed process;

(e) if so, whether the Government has initiated any inquiry against the DDA officials involved in such delay and wrongdoing to protect the homebuyers, if so, the details thereof and if not, the reasons therefor; and

(f) the steps taken/being taken by the Government to speed up and ensure the time-bound disposal of various works related to DDA flats to facilitate the homebuyers?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Yes.

(b):As per available records on new AAWAAS portal of Delhi Development Authority (DDA), total number of applied cases of Conveyance Deed are 19 and number of of pending applications, as on date, is NIL.

(c):As on date, no application is pending for issuance of conveyance deed in respect of Flats allotted under the said scheme. However, conveyance deeds are issued only after the codal formalities are completed including process of documentation and NOC from Finance after payment to all dues.

(d):No such information is available with DDA.

(e):Does not arise, in view of (d) above.

(f):Since 2021, DDA has transitioned to a fully on line platform for all its housing Schemes. The entire process, including registration, booking of flats, issuance of demand-cum-allotment letters, possession letters, possession slips and conveyance deeds as well as payment of demands is conducted through the online portal. This digitized approach ensures time-bound disposal, enhances transparency and facilitates efficient monitoring of the process. This approach also helps in reducing human interface thereby bringing more objectivity to the system.

WOMEN PILOTS

5350. SHRIMATI POONAMBEN MAADAM:

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

(a) whether the Government has taken steps to increase the number of women pilots in the country and if so, the details thereof; and

(b) the details of the current percentage of women pilots in the country compared to global averages?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) and (b): In order to promote gender equality in aviation sector, DGCA has issued an advisory on "Gender Equality in Civil Aviation Sector" for industry stakeholders to increase the number of women in various positions to 25% by 2025 in India's aviation industry.;

Enhancing participation of women in aviation has been a priority of Ministry of Civil Aviation. The percentage of women pilots in India is between 13% to 18% across various airlines, which is more than 15% on average basis. DGCA has issued 294 Commercial Pilot Licenses (CPL) in 2023 to women, which is 18% of the total CPLs issued. Further, as per the International Civil Aviation Organisation (ICAO) release dated 27 April, 2023 on Global Aviation Gender Equality, the percentage of women pilots in service is 4.0% globally.

CENTRAL POWER RESEARCH INSTITUTE

5351. SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI SUDHEER GUPTA:

Will the Minister of **POWER** be pleased to state:

- (a) whether some foreign countries (overseas utilities) refused to accept the certification of electrical equipment made by the Central Power Research Institute (CPRI) in India;
- (b) if so, the details thereof and the reaction of the Government thereto;

(c) whether the Government has held any meeting with the concerned countries to resolve the issues;

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

(e) the details of the steps taken by the Government to capture the \$1503.21 billion global electrical equipment market of which China already accounts for \$ 500 billion?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) to (d): Central Power Research Institute (CPRI) is a globally recognized Testing and Certification Agency for the purpose of certification of rating and performance of the electrical equipment. With the state-of-art facility, the Institute offers testing services to Indian electrical equipment manufacturers as well as to Overseas manufacturers.

In the year 2023, the Indian Electrical and Electronics Manufacturing Association (IEEMA) had expressed concerns over non-acceptance of test certificates issued by CPRI by few overseas utilities. In this context, the Ministry of Power has taken up the matter with the Ministry of External Affairs and Department of Commerce to promote the acceptance of Central Power Research Institute (CPRI) Test Reports and Certificates internationally.

Meetings were held with Indian Missions in Thailand, Bangladesh, Abu Dhabi, Kuwait, Accra, Muscat, Sharjah, Bahrain, Ghana etc. Subsequent to the

above developments, currently, no challenges have been reported regarding non-acceptance of CPRI Test Reports from these countries. Further, overseas customers from various countries are availing services of CPRI on regular basis.

(e) :Some of the measures that have been taken by the Government under the 'Atmanirbhar Bharat' initiative to boost exports of the products in various sectors, including the electric equipment sector, are listed below:

i.Public Procurement (Preference to Make in India) Order on Industrial Steam Generators / Boilers has been issued to provide purchase preference of domestic manufactured goods.

ii.The government has introduced PLI schemes such as PLI for Large Scale Electronics Manufacturing, PLI Scheme 2.0 for IT Hardware and recently launched Electronics Component Manufacturing Scheme to incentivize companies to manufacture electronics and electrical equipment within India, aiming to reduce reliance on imports, especially from China.

iii.The Production Linked Incentive (PLI) Scheme by the Ministry of Steel in India aims to boost domestic production of specialty steel, a high-value material used in sectors like defense, automotive, and electrical industries. Launched initially in July 2021 and updated as PLI Scheme 1.1 in January 2025, it offers financial incentives to manufacturers, encouraging investment, job creation, and technological advancement. The scheme targets self-reliance by reducing imports, enhancing export potential, and strengthening India's steel ecosystem, aligning with the vision of Atmanirbhar Bharat. One of the five types of the

specialty steel covered under the scheme is CRGO steel which is exclusively used in power sector.

iv. PLI scheme for Advanced Chemistry Cell (PLI-ACC) with a budgetary outlay of Rs.18,100 Crore was launched by Ministry of Heavy Industries (MHI) to incentivize manufacturers of advanced chemistry cells. This scheme aims to build local manufacturing capacity of 50 GWh out of which 30 GWh has already been subscribed.

v. PLI Scheme for High Efficiency Solar PV Modules aims to promote manufacturing of high efficiency solar PV modules in India.

vi. Scheme for Promotion of Manufacturing of Electronic Components and Semiconductors (SPECES) was notified on April 01, 2020 to provide financial incentive of 25% on capital expenditure for the identified list of electronic goods that comprise downstream value chain of electronic products, i.e., electronic components, semiconductor / display fabrication units, ATMP units, specialized sub-assemblies and capital goods for manufacture of aforesaid goods.

vii. Electronics Manufacturing Clusters Scheme and Modified Electronics Manufacturing Clusters (EMC 2.0) Scheme were launched to provide support for creation of world-class infrastructure along with common facilities and amenities for attracting investment.

viii. As per extant Foreign Direct Investment (FDI) policy, FDI up-to 100% under the automatic route is permitted for electronics manufacturing (except from

countries sharing land border with India), subject to applicable laws / regulations; security and other conditions.

ix. Tariff structure has been rationalized to promote domestic manufacturing of electronic goods, including, inter-alia, Cellular mobile phones, Televisions, Electronic components, Set Top Boxes for TV, LED products and Medical electronics equipment.

x. Notified capital goods for manufacture of specified electronic goods are permitted for import at “NIL” Basic Customs Duty.

xi. Establishment of 65 Export Facilitation Centres (EFCs) across the country with an aim to provide requisite mentoring and handholding support to exporters especially MSMEs in exporting their products and services to foreign markets.

xii. Assistance being provided through several schemes to promote exports, namely, Trade Infrastructure for Export Scheme (TIES) and Market Access Initiatives (MAI) Scheme.

EXPANSION OF CNG AND PNG STATIONS IN TAMIL NADU

5352. SHRI C. N. ANNADURAI:

SHRI NAVASKANI K.:

SHRI G. SELVAM:

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

(a) the detailed road map for expanding CNG and PNG stations across the country, State/UT-wise and the regions prioritized for this expansion;

- (b) the number of CNG and PNG stations currently operational in the country including Tamil Nadu;
- (c) the targets set for expansion of CNG and PNG infrastructure in Tamil Nadu;
- (d) whether the Government is taking any steps to promote CNG and PNG usage as part of transition to clean energy;
- (e) if so, the details of the incentives provided for the establishment of CNG and PNG stations;
- (f) the steps taken/being taken by the Government to improve access to CNG and PNG in rural and semi-urban areas;
- (g) whether the Government provides any subsidies or incentives to encourage the adoption of CNG/PNG by the industries/households and if so, details thereof;
- (h) whether there are any plans to enhance such incentives and if so, the details thereof; and
- (i) the impact of these initiatives on the overall demand for CNG and PNG?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (i): Establishment of Compressed Natural Gas (CNG) stations and providing Piped Natural Gas (PNG) connections are parts of development of City Gas Distribution (CGD) Networks and the same is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per their Minimum Work Programme (MWP). After completion of 12/12A CGD bidding

round, in order to increase usage of Natural Gas, a cleaner fuel, PNGRB has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering almost 100% of the mainland area for the development of CGD network across the country including Tamil Nadu. As per MWP target, authorized entities have to establish 18,336 CNG stations and provide approx. 12.63 crore PNG domestic connections by 2034. As on 31.1.2025, the authorized entities have established

7,525 CNG stations and provided 1.42 crore PNG Domestic connections across the country. The GA wise details of CGD network expansion in the country, as on 31.1.2025, is at **Statement-I**.

PNGRB has authorized 18 GAs in state of Tamil Nadu (including 1 GA spread over Andhra Pradesh, Karnataka and Tamil Nadu and 1 GA spread over Puducherry and Tamil Nadu). As per MWP, authorized entities have to establish 2,825 CNG stations and 2.3 crore PNG connections in the state of Tamil Nadu by 2032. The progress of CGD in GAs comprising Tamil Nadu upto 31.01.2025 is 426 CNG stations and 78220 PNG connections. The GA wise CGD progress in the state of Tamil Nadu, as on 31.01.2025 is at **Statement-II**.

No subsidy/incentive is currently provided by Government for the installation of PNG connections. However the Government has taken various steps to ensure the availability of Natural Gas to CNG (Transport) and PNG (Domestic) sector which includes allocating domestic gas on priority basis to CNG (T)/PNG (D); diverting domestic gas from non-priority sectors to meet the

requirement for CNG (T)/PNG (D) sector, expansion of City Gas Distribution (CGD) network, expansion of National Gas Grid Pipeline, setting up of Liquefied Natural Gas (LNG) Terminals, Sustainable Alternative Towards Affordable Transportation (SATAT) initiatives to promote Bio-CNG, etc. Government has also notified that gas produced from discoveries in Deepwater, Ultra Deepwater and High Pressure-High Temperature areas, in any situation which may require proportionate distribution of the gas offered under the bidding process, the contractor shall offer gas to bidders belonging to CNG (T)/PNG (D) sector on priority.

STATEMENT-I**GA-wise details of City Gas Distribution (CGD) Networks in the Country as on 31.01.2025**

SI No.	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	Piped Natural Gas (PNG) Connections Domestic	CNG Stations
						MWP Target	MWP Target
1.	Dewas	Madhya Pradesh	GAIL Gas Limited	01-Jun-09	30-Jun-14	40000	2
2.	Kota	Rajasthan	Rajasthan State Gas Limited	01-Jun-09	30-Jun-14	100000	6
3.	Mathura	Uttar Pradesh	Torrent Gas Private Limited	11-Jun-09	30-Jun-14	65000	5
4.	Kakinada	Andhra Pradesh	Bhagyanagar Gas Limited	12-Jun-09	30-Jun-14	50000	9
5.	Sonipat	Haryana	GAIL Gas Limited	12-Jun-09	30-Jun-14	60000	3

6.	Meerut	Uttar Pradesh	GAIL Gas Limited	12-Jun-09	30-Jun-14	125000	5
7.	Chandigarh	Chandigarh (UT), Haryana, Punjab and Himachal Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	700000	NA
8.	Allahabad	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	225000	NA
9.	Jhansi	Uttar Pradesh	Central UP Gas Limited	26-Feb-14	31-Mar-19	23706	NA
10.	Jalandhar*	Punjab	Adani Total Gas Limited	06-Sep-13	30-Sep-18	187200	NA
11.	Bhavnagar	Gujarat	Gujarat Gas Limited	05-Mar-14	31-Mar-19	490000	NA
12.	Jamnagar	Gujarat	Gujarat Gas Limited	17-Jan-14	31-Mar-19	368000	NA
13.	Kutch (West)	Gujarat	Gujarat Gas Limited	19-Dec-14	31-Dec-19	166000	NA
14.	Kutch (East)*	Gujarat	Jay Madhok Energy Private Limited led Consortium	12-Mar-15	31-Mar-20	142000	NA

15.	Ludhiana*	Punjab	Jay Madhok Energy Private Limited led Consortium	25-Jul-15	30-Jun-20	298000	NA
16.	Bengaluru Rural and Urban Districts	Karnataka	GAIL Gas Limited	18-Feb-15	31-Mar-20	131156	NA
17.	Panipat District	Haryana	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar-22	11782	NA
18.	Palghar District and Thane Rural	Maharashtra	Gujarat Gas Limited	01-Apr-15	31-Mar-22	51452	NA
19.	Raigarh District (EAAA)	Maharashtra	Mahanagar Gas Limited	01-Apr-15	31-Mar-22	26476	NA
20.	UT of Dadra and Nagar Haveli	Dadra and Nagar Haveli (UT)	Gujarat Gas Limited	01-Apr-15	31-Mar-22	3823	NA
21.	UT of Daman	Daman and Diu (UT)	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar-22	2519	NA
22.	Amritsar District	Punjab	Gujarat Gas Limited	05-May-15	30-Jun-22	24445	NA
23.	Pune District (EAAA)	Maharashtra	Torrent Gas Pune Limited	18-May-15	30-Jun-22	52810	NA

24.	Ernakulam District	Kerala	Indian-Oil Adani Gas Private Limited	14-Oct-15	02-May-23	40701	NA
25.	Udham Singh Nagar District	Uttarakhand	Indian-Oil Adani Gas Private Limited	28-Jul-15	30-Sep-22	15429	NA
26.	Haridwar District	Uttarakhand	Haridwar Natural Gas Limited	27-Jul-15	30-Sep-22	16905	NA
27.	East Godavari District (EAAA)	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep-22	60934	NA
28.	West Godavari District	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep-22	54576	NA
29.	Tumkur District	Karnataka	Megha City Gas Distribution Private Limited	14-Aug-15	30-Sep-22	32004	NA
30.	Krishna District (EAAA)	Andhra Pradesh	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep-22	50837	NA
31.	Dharwad District	Karnataka	Indian-Oil Adani Gas Private Limited	14-Sep-15	30-Sep-22	19135	NA

32.	Belgaum District	Karnataka	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep-22	49193	NA
33.	Bhatinda District	Punjab	Gujarat Gas Limited	10-May-16	30-Jun-23	13695	NA
34.	Saharanpur District	Uttar Pradesh	Bharat Petroleum Corporation Limited	11-May-16	30-Jun-23	29883	NA
35.	Amreli District	Gujarat	Gujarat Gas Limited	27-May-16	30-Jun-23	14742	NA
36.	Patan District	Gujarat	Sabarmati Gas Limited	27-May-16	30-Jun-23	13382	NA
37.	Dahej Vagra Taluka	Gujarat	Gujarat Gas Limited	06-Jun-16	30-Jun-23	1080	NA
38.	Rupnagar District	Punjab	Bharat Petroleum Corporation Limited	10-Jun-16	30-Jun-23	6782	NA
39.	North Goa District	Goa	Goa Natural Gas Private Limited	24-Jun-16	30-Jun-23	9588	NA
40.	Dahod District	Gujarat	Gujarat Gas Limited	27-Jun-16	30-Jun-23	16714	NA
41.	Banaskantha District	Gujarat	IRM Energy Private Limited	01-Jul-16	30-Jun-23	28021	NA
42.	Anand District (EAAA)	Gujarat	Gujarat Gas Limited	04-Jul-16	30-Sep-23	12650	NA

43.	Panchmahal District	Gujarat	Gujarat Gas Limited	04-Jul-16	30-Sep-23	15191	NA
44.	Fatehgarh Sahib District	Punjab	IRM Energy Private Limited	05-Jul-16	30-Sep-23	5905	NA
45.	Yamunanagar District	Haryana	Bharat Petroleum Corporation Limited	22-Jul-16	30-Sep-23	11771	NA
46.	Ratnagiri District	Maharashtra	Unison Enviro Private Limited	09-Aug-16	30-Sep-23	19856	NA
47.	Rewari District	Haryana	Indraprastha Gas Limited	19-Aug-16	30-Sep-23	8902	NA
48.	Dhar District	Madhya Pradesh	Naveriya Gas Private Limited	07-Nov-16	31-Dec-23	1061	NA
49.	Rohtak District	Haryana	Bharat Petroleum Corporation Limited	09-Apr-18	30-Jun-25	10300	NA
50.	Ahmedabad District (EAAA)	Gujarat	Gujarat Gas Limited	22-06-2016 (New start date 01.04.2022)	31-Mar-27	13050	NA
51.	Solapur District	Maharashtra	IMC Limited	06-Mar-17	30-Jun-24	43658	NA

52.	South Goa District	Goa	Indian-Oil Adani Gas Private Limited	07-Feb-18	31-Mar-25	7592	NA
53.	Karnal District	Haryana	Indraprastha Gas Limited	08-Feb-18	31-Mar-25	14604	NA
54.	Ambala and Kurukshetra Districts	Haryana	HPOIL Gas Private Limited	22-Feb-18	31-Mar-25	20624	NA
55.	Kolhapur District	Maharashtra	HPOIL Gas Private Limited	06-Mar-18	31-May-25	38760	NA
56.	Bulandshahr (part) District	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	06-Mar-18	31-Mar-25	16026	NA
57.	Bagpat District	Uttar Pradesh	Bagpat Green Energy Private Limited	28-Mar-18	31-Mar-25	10496	NA
58.	Srikakulam, Visakhapatnam and Vizianagaram Districts	Andhra Pradesh	Indian Oil Corporation Limited	01-03-2019 (New start date 01.07.2021)	31-Mar-30	929842	211
59.	Cachar, Hailakandi and Karimganj Districts	Assam	PurbaBharati Gas Private Limited	27-09-2018 (New start date)	31-Mar-30	95001	21

				01.01.2022)			
60.	Kamrup and Kamrup Metropolitan Districts	Assam	PurbaBharati Gas Private Limited	26-Sep-18	30-Sep-28	321001	51
61.	Aurangabad, Kaimur and Rohtas Districts	Bihar	Indian Oil Corporation Limited	06-Sep-18	04-Feb-29	14271	12
62.	Begusarai District	Bihar	Think Gas Begusarai Private Limited	20-Sep-18	30-Sep-28	169787	25
63.	Gaya and Nalanda Districts	Bihar	Indian-Oil Adani Gas Private Limited	20-Sep-18	30-Sep-28	37591	46
64.	Diu and Gir Somnath Districts	Daman and Diu and Gujarat	IRM Energy Private Limited	25-Sep-18	30-Sep-28	91000	35
65.	Surendranagar District (EAAA) and Morbi District (EAAA)	Gujarat	Adani Total Gas Limited	17-Oct-18	31-Dec-28	87005	20
66.	Barwala and Ranpur Talukas	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	12098	4
67.	Navsari District (EAAA), Surat District (EAAA),	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	90191	25

	Tapi District (EAAA) and the Dangs District						
68.	Junagadh District	Gujarat	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	77400	45
69.	Kheda District (EAAA) and Mahisagar District	Gujarat	Adani Total Gas Limited	28-Sep-18	30-Sep-28	175007	30
70.	Narmada (Rajpipla) District	Gujarat	Gujarat Gas Limited	06-Sep-18	30-Sep-28	1750	4
71.	Porbandar District	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	60464	12
72.	Panchkula District (EAAA), Sirmaur, Shimla and Solan (EAAA) Districts	Haryana and Himachal Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep-30	32360	45
73.	Bhiwani, Charkhi Dadri and Mahendragarh Districts	Haryana	Adani Total Gas Limited	13-Sep-18	30-Sep-28	150464	60
74.	Hisar District	Haryana	HCG (KCE) Private	28-09-2018 (New start	31-Mar-30	251370	46

			Limited	date 01.01.2022)			
75.	Jhajjar District	Haryana	Haryana City Gas (KCE) Private Limited	07-03-2019 (New start date 01.01.2022)	31-Mar-30	138815	46
76.	Sonipat District (EAAA) and Jind District	Haryana	Hindustan Petroleum Corporation Limited	26-Sep-18	30-Sep-28	98000	38
77.	Nuh and Palwal Distircts	Haryana	Adani Total Gas Limited	13-Sep-18	30-Sep-28	181019	60
78.	Bilaspur, Hamirpur and Una Districts	Himachal Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep-30	28170	10
79.	Bokaro, Hazaribagh and Ramgarh Districts	Jharkhand	Indian Oil Corporation Limited	06-09-2018 (New start date 01.01.2022)	31-Mar-30	79052	99
80.	Giridih and Dhanbad Districts	Jharkhand	GAIL Gas Limited	06-09-2018 (New start date	31-Mar-30	50000	30

				01.04.2021)			
81.	Chitradurga and Davanagere Districts	Karnataka	Unison Enviro Private Limited	25-Sep-18	30-Sep-28	101000	42
82.	Udupi District	Karnataka	Adani Total Gas Limited	13-09-2018 (New start date 01.01.2021)	31-Mar-30	110099	11
83.	Ballari and Gadag Districts	Karnataka	Bharat Petroleum Corporation Limited	24-Sep-18	30-Sep-28	53850	24
84.	Bidar District	Karnataka	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep-28	6200	4
85.	Dakshina Kannada District*	Karnataka	GAIL Gas Limited	28-08-2018 (New start date 01.04.2022)	31-Mar-30	350000	100
86.	Ramanagara District	Karnataka	Maharashtra Natural Gas Limited	28-Sep-18	30-Sep-28	113115	37
87.	Kozhikode and	Kerala	Indian-Oil Adani Gas	14-09-2018 (New start	31-Mar-30	421277	142

	Wayanad Districts		Private Limited	date 01.01.2021)			
88.	Malappuram District	Kerala	Indian-Oil Adani Gas Private Limited	27-09-2018 (New start date 01.01.2021)	31-Mar-30	338518	130
89.	Kannur, Kasaragod and Mahe Districts	Kerala and Puducherry	Indian-Oil Adani Gas Private Limited	14-09-2018 (New start date 01.01.2021)	31-Mar-30	367176	125
90.	Palakkad and Thrissur Districts	Kerala	Indian-Oil Adani Gas Private Limited	26-09-2018 (New start date 01.01.2021)	31-Mar-30	600000	200
91.	Bhopal and Rajgarh Districts	Madhya Pradesh	Think Gas Bhopal Private Limited	24-Sep-18	30-Sep-28	550222	104
92.	Guna District	Madhya Pradesh	Indian Oil Corporation Limited	06-Sep-18	30-Sep-28	4900	7
93.	Rewa District	Madhya Pradesh	Indian Oil Corporation	06-Sep-18	30-Sep-28	7861	18

			Limited				
94.	Satna and Shandol Districts	Madhya Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep-28	15600	8
95.	Ahmednagar and Aurangabad Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Sep-28	708100	106
96.	Valsad (EAAA), Dhule and Nashik Districts	Maharashtra and Gujarat	Maharashtra Natural Gas Limited	28-Sep-18	30-Sep-28	937965	156
97.	Latur and Osmanabad Districts	Maharashtra	Unison Enviro Private Limited	25-Sep-18	30-Sep-28	9999	30
98.	Sangli and Satara Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Nov-28	376700	64
99.	Sindhudurg District	Maharashtra	Maharashtra Natural Gas Limited	06-Sep-18	30-Sep-28	25779	25
100.	Angul and Dhekanal Districts	Odisha	Bharat Petroleum Corporation Limited	10-08-2018 (New start date 01.01.2022)	31-Mar-30	22600	21
101.	Sundargarh and	Odisha	GAIL Gas Limited	06-09-2018	31-Mar-30	100000	20

	Jharsuguda Districts			(New start date 01.01.2022)			
102.	Balasore, Bhadrak and Mayurbhanj Districts	Odisha	Adani Total Gas Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	150464	20
103.	Bargarh, Debagarh and Sambalpur Districts	Odisha	Bharat Petroleum Corporation Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	13910	11
104.	Ganjam, Nayagarh and Puri Districts	Odisha	GAIL Gas Limited	06-09-2018 (New start date 01.01.2022)	31-Mar-30	51000	15
105.	Jagatsinghpur and Kendrapara Districts	Odisha	Bharat Petroleum Corporation Limited	26-09-2018 (New start date 01.01.2022)	31-Mar-30	12550	10

106.	Jajpur and Kendujhar Districts	Odisha	Bharat Petroleum Corporation Limited	26-09-2018 (New start date 01.01.2022)	31-Mar-30	18200	19
107.	Karaikal and Nagapattinam Districts	Puducherry and Tamil Nadu	Torrent Gas Private Limited	28-Sep-18	30-Sep-28	166644	27
108.	Puducherry District	Puducherry	East Coast Natural Gas Private Limited	25-09-2018 (New start date 01.04.2022)	31-Mar-30	275000	130
109.	SAS Nagar District (EAAA), Patiala and Sangrur Districts	Punjab	Torrent Gas Private Limited	26-Sep-18	30-Sep-28	520200	54
110.	Ludhiana District (EAAA), Barnala and Moga Districts	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec-28	451317	47
111.	Jalandhar District (EAAA), Kapurthala and SBS Nagar Districts	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec-28	386147	51

112.	Barmer, Jaisalmer and Jodhpur Districts	Rajasthan	AGP CGD India Private Limited	28-Sep-18	30-Sep-30	551111	80
113.	Alwar (Other than Bhiwadi) and Jaipur Districts	Rajasthan	Torrent Gas Jaipur Private Limited	27-08-2018 (New start date 01.04.2022)	31-Mar-30	1320000	132
114.	Kota District (EAAA), Baran and Chittorgarh (Only Rawatbhata Taluka) Districts	Rajasthan	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	60300	27
115.	Bhilwara and Bundi Districts	Rajasthan	Adani Total Gas Limited	14-Sep-18	30-Sep-28	270056	25
116.	Chittorgarh (Other than Rawatbhata Taluka) and Udaipur Districts	Rajasthan	Adani Total Gas Limited	13-Sep-18	30-Sep-28	400583	70
117.	Dholpur District	Rajasthan	Dholpur CGD Private Limited	28-Sep-18	30-Sep-28	18000	14
118.	Kanchipuram District	Tamil Nadu	AGP CGD India Private Limited	26-09-2018 (New start	31-Mar-30	1151111	111

				date 01.04.2022)			
119.	Chennai and Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018 (New start date 01.04.2020)	31-Mar-30	3300000	222
120.	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar-30	912783	273
121.	Cuddalore, Nagapattinam and Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	28-09-2018 (New start date 01.04.2022)	31-Mar-30	300089	40
122.	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep-28	41311	11
123.	Salem District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date	31-Mar-30	337062	158

				01.04.2022)			
124.	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.04.2022)	31-Mar-30	375005	75
125.	Bhadradi Kothagudem and Khamman Districts	Telangana	Megha City Gas Distribution Private Limited	20-Sep-18	30-Sep-28	99999	12
126.	Jagtial, Peddapalli, Karimnagar and Rajanna Sircilla Districts	Telangana	Indian Oil Corporation Limited	12-Sep-2018 (New date 01-Jan-2020)	31-Dec-29	5731	5
127.	Jangaon, Jayashankar Bhupalpally, Mahabubabad, Warangal Urban and Warangal Rural Districts	Telangana	Megha City Gas Distribution Private Limited	24-Sep-18	30-Sep-28	99999	12
128.	Medak, Siddipet and Sangareddy Districts	Telangana	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	310770	54
129.	Medchal-Malkajgiri,	Telangana	Megha City Gas	14-Nov-18	31-Dec-28	415000	110

	Ranga Reddy and Vikarabad Districts		Distribution Private Limited				
130.	Nalgonda Suryapet and Yadadri Bhuvanagiri Districts	Telangana	Megha City Gas Distribution Private Limited	13-Sep-18	30-Sep-28	350000	75
131.	Gomati District	Tripura	Tripura Natural Gas Company Limited	28-Sep-18	30-Sep-28	11514	6
132.	West Tripura (EAAA) District	Tripura	Tripura Natural Gas Company Limited	28-Sep-18	30-Sep-28	15800	6
133.	Bulandshahr District (EAAA), Aligarh and Hathras Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Sep-18	30-Sep-28	143404	46
134.	Allahabad District (EAAA), Bhadohi and Kaushambi Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep-28	58658	24
135.	Amethi, Pratapgarh and Raebareli Districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep-28	18169	20
136.	Auraiya, Kanpur Dehat	Uttar Pradesh	Torrent Gas Private	13-Sep-18	30-Sep-28	118800	27

	and Etawah Districts		Limited				
137.	Faizabad and Sultanpur Districts	Uttar Pradesh	Green Gas Limited	24-Sep-18	30-Sep-28	4000	4
138.	Gorakhpur, SantKabir Nagar and Kushinagar Districts	Uttar Pradesh	Torrent Gas Private Limited	13-09-2018 (New start date 01-10-2019)	30-Sep-29	178200	36
139.	Meerut District (EAAA), Muzaffarnagar and Shamli Districts	Uttar Pradesh	Indraprastha Gas Limited	13-Sep-18	30-Sep-28	105543	36
140.	Moradabad (EAAA) District	Uttar Pradesh	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	154800	27
141.	Unnao (EAAA) District	Uttar Pradesh	Green Gas Limited	24-Sep-18	30-Sep-28	3000	2
142.	Dehradun District	Uttarakhand	GAIL Gas Limited	12-09-2018 (New start date 01.01.2022)	31-Mar-30	300001	50
143.	Burdwan District	West Bengal	Indian-Oil Adani Gas	28-09-2018 (New start	31-Mar-30	247852	80

			Private Limited	date 01.01.2022)			
144.	Anantapur and YSR (Kadapa) Districts	Andhra Pradesh	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	1001101	134
145.	Sri PottiSriramulu Nellore District	Andhra Pradesh	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	852111	81
146.	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, Karnataka and Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New start date 01.04.2022)	31-Mar-30	2295933	251
147.	Araria, Purnia, Katihar and Kishanganj Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	305200	79
148.	Arwal, Jehanabad, Bhojpur and Buxar Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	80636	50
149.	Khagaria, Saharsa and Madhepura Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start	31-Mar-30	24730	9

				date 01.01.2022)			
150.	Lakhisarai, Munger and Bhagalpur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	54471	16
151.	Muzaffarpur, Vaishali, Saran and Samastipur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	1006975	222
152.	Nawada and Koderma Districts	Bihar and Jharkhand	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	13632	21
153.	Sheikhpura, Jamui and Deoghar Districts	Bihar and Jharkhand	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	37441	16
154.	Kaithal District	Haryana	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	99144	27
155.	Sirsa, Fatehabad and Mansa (Punjab) Districts	Haryana and Punjab	Gujarat Gas Limited	29-03-2019 (New start date 01.07.2021)	31-Mar-30	500001	54

156.	Chatra and Palamu Districts	Jharkhand	Bharat Petroleum Corporation Limited	29-Mar-19	31-Mar-29	10821	4
157.	Seraikela-Kharsawan District	Jharkhand	GAIL Gas Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	220001	41
158.	West Singhbhum District	Jharkhand	GAIL Gas Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	6028	5
159.	Bagalkot, Koppal and Raichur Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	586121	114
160.	Chikkamagaluru, Hassan and Kodagu Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	928651	121
161.	Kalaburagi and Vijayapura Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	526551	62
162.	Mysuru, Mandya and Chamarajanagar	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	1354714	171

	Districts						
163.	Uttara Kannada, Haveri and Shivamogga Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	899311	126
164.	Alapuzzha, Kollam and Thiruvananthapuram Districts	Kerala	AGP City Gas Private Limited	29-Mar-19	31-Mar-29	1851111	291
165.	Ashoknagar District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar-29	3885	9
166.	Gwalior (EAAA) District and Sheopur District	Madhya Pradesh	Rajasthan State Gas Limited	29-Mar-19	31-Mar-29	167756	26
167.	Morena District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar-29	8160	8
168.	Raisen, Shajapur and Sehore Districts	Madhya Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar-29	400001	65
169.	Shivpuri District	Madhya Pradesh	Think Gas Bhopal Private Limited	29-Mar-19	31-Mar-29	27229	11
170.	Sidhi and Singrauli	Madhya Pradesh	Bharat Petroleum	29-Mar-19	31-Mar-29	20800	11

	Districts		Corporation Limited				
171.	Ujjain (EAAA) District, Dewas (EAAA) District and Indore (EAAA) District	Madhya Pradesh	Gujarat Gas Limited	29-Mar-19	31-Mar-29	484500	42
172.	Anuppur, Bilaspur and Korba Districts	Madhya Pradesh and Chhattisgrah	Adani Total Gas Limited	29-Mar-19	31-Mar-29	77033	20
173.	Jhabua, Banswara, Ratlam and Dungarpur Districts	Madhya Pradesh and Rajasthan	Gujarat Gas Limited	29-Mar-19	31-Mar-29	450000	54
174.	Jhansi (EAAA) District, Bhind, Jalaun, Lalitpur and Datia Districts	Madhya Pradesh and Uttar Pradesh	Adani Total Gas Limited	29-Mar-19	31-Mar-29	110099	29
175.	Ferozepur, Faridkot and Sri Muktsar Sahib Districts	Punjab	Gujarat Gas Limited	29-03-2019 (New start date 01.07.2021)	31-Mar-30	350004	45
176.	Hoshiarpur and Gurdaspur Districts	Punjab	Gujarat Gas Limited	29-Mar-19	31-Mar-29	600123	81

177.	Ajmer, Pali and Rajsamand Districts	Rajasthan	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	1000944	198
178.	Jalore and Sirohi Districts	Rajasthan	Gujarat Gas Limited	29-Mar-19	31-Mar-29	400008	30
179.	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	30-Sep-29	100800	40
180.	Bareilly (EAAA) District, Pilibhit and Rampur Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	145000	140
181.	Basti and Ambedkarnagar Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	30-Sep-29	35100	18
182.	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	98000	75
183.	Gonda and Barabanki Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	31-Mar-29	111600	36
184.	Jaunpur and Ghazipur Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Apr-19	30-Jun-29	77033	38

185.	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	144000	45
186.	Mainpuri and Kannauj Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	60000	45
187.	Mirzapur, Chandauli and Sonbhadra Districts	Uttar Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar-29	151001	51
188.	Shahjahanpur and Budaun Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	125000	75
189.	Bijnor and Nainital Districts	Uttar Pradesh and Uttarakhand	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	300000	91
190.	Darjeeling, Jalpaiguri and Uttar Dinajpur Districts	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	690000	125
191.	Howrah (EAAA) District and Hoogly (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	575000	100

192.	Nadia (EAAA) District and North 24 Parganas (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	625000	110
193.	South 24 Parganas (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	300000	65
194.	Kurnool, Guntur, and Prakasam districts	Andhra Pradesh	Indian Oil Corporation Limited	15-Mar-22	31-Mar-30	4499311	301
195.	Nagaon, Morigaon, Hojai, KarbiAnglong, West KarbiAnglong and DimaHasao districts	Assam	Adani Total Gas Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	481962	78
196.	Lakhimpur, Dhemaji , Darrang, Udalgiri, Sonitpur and BiswanathChariali districts	Assam	Consortium of Assam Gas Company Limited and Oil India Limited	23-03-2022 (New Start date 01.10.2022)	31-Mar-30	346000	166
197.	Kokrajhar, Dhubri, South Salmara- Mankachar and	Assam	Adani Total Gas Limited	23-03-2022 (New Start date	30-Jun-31	311962	62

	Goalpara districts			01.07.2023)			
198.	Baksa, Barpeta, Bongaigaon, Chirang, Nalbari and Bajali districts	Assam	Adani Total Gas Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	481962	78
199.	Darbhanga, Madhubani, Supaul, Sitamarhi and Sheohar districts	Bihar	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	1010999	50
200.	Gopalganj, Siwan, West Champaran, East Champaran and Deoria districts	Bihar and Uttar Pradesh	Bharat Petroleum Corporation Limited	04-May-22	30-Jun-30	1010999	67
201.	Baloda Bazar, Gariyaband and Raipur districts	Chhattisgarh	HCG Raipur Private Limited	18-02-2022 (New Start date 01.10.2023)	30-Sep-31	1506000	606
202.	Kabirdham, Raj Nandgaon and Kanker districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date)	31-Mar-31	311962	78

				01.04.2023)			
203.	Mungeli, Bemetara, Durg, Balod and Dhamtari districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	1111962	178
204.	Jashpur, Raigarh, Janjgir-Champa and Mahasamund districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date 01.07.2023)	30-Jun-31	881162	162
205.	Mandi, Kullu, Kinnaur and Lahauland Spiti districts	Himachal Pradesh	Gasonet Services (HP) Limited	29-Mar-22	31-Mar-32	252000	45
206.	Kangra and Chamba districts	Himachal Pradesh	Consortium of THINK Gas Distribution Private Limited, Think Gas Investment Pte. Ltd. and Think Gas Investment Pte. II Ltd	15-Mar-22	31-Mar-32	300109	41
207.	Jammu, Udhampur, Reasi, Samba and	UT of Jammu and	Indian Oil Corporation	15-03-2022 (New Start	30-Sep-34	1452352	121

	Kathua districts	Kashmir	Limited	date 01.10.2024)			
208.	Gumla, Latehar, Lohardaga, Simdega, Garhwa and Khunti districts	Jharkhand	Adani Total Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	161978	62
209.	Chikkaballapur district	Karnataka	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	382500	81
210.	Idukki, Kottayam and Pattanamtitta districts	Kerala	Sholagasco Private Limited	15-Mar-22	31-Mar-30	1080928	325
211.	Agar Malwa, Neemuch, Mandsaur and Jhalawar districts	Madhya Pradesh and Rajasthan	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	540000	126
212.	Burhanpur, Khandwa, Khargone and Harda districts	Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar-30	511978	119
213.	Tikamgarh, Niwari, Chattarpur and Panna	Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar-30	191978	47

	districts						
214.	Betul, Chhindwara, Seoni and Balaghat districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	400500	171
215.	Damoh, Jabalpur, Katni, Mandla, Umaria and Dindori districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	1530000	171
216.	Hoshangabad, Narsinghpur, Sagar and Vidisha districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	663300	207
217.	Buldana, Nanded and Parbhani districts	Maharashtra	Maharashtra Natural Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	2007730	325
218.	Beed, Jalgaon and Jalna districts	Maharashtra	Indian Oil Corporation Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	2309973	151

				01.10.2023)			
219.	Akola, Hingoli and Washim districts	Maharashtra	Adani Total Gas Limited	09-03-2022 (New Start date 01.07.2023)	30-Jun-31	511962	101
220.	Amravati and Yavatmal districts	Maharashtra	Adani Total Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	901962	162
221.	Chandrapur and Wardha districts	Maharashtra	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	909000	117
222.	Nagpur district	Maharashtra	HCG Nagpur Private Limited	18-02-2022 (New Start date 01.07.2023)	30-Jun-31	1965000	756
223.	Bhandara, Gondiya and Garchiroli districts	Maharashtra	Adani Total Gas Limited	09-03-2022 (New Start date)	30-Sep-31	361962	78

				01.10.2023)			
224.	Alirajpur, Nandurbar and Barwani districts	Maharashtra and Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar-30	221962	62
225.	Koraput, Malkangiri, and Nabarangpur districts	Odisha	Adani Total Gas Limited	09-03-2022 (New Start date 01.01.2023)	31-Dec-30	151968	38
226.	Gajapati, Kandhamal, Boudh and Sonepur districts	Odisha	GAIL Gas Limited	28-Feb-22	31-Mar-30	30001	30
227.	Rayagada, Kalahandi, Bolangir and Nuapada districts	Odisha	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.01.2024)	31-Dec-31	303030	63
228.	Pathankot district	Punjab	Indian Oil Corporation Limited	29-03-2022 (New Start date 01.10.2025)	30-Sep-33	262740	51
229.	Tarn Taran district	Punjab	Megha City Gas	10-May-22	30-Jun-30	243000	72

			Distribution Private Limited				
230.	Fazilka (except area already authorized), Ganganagar and Hanumangarh districts	Punjab and Rajasthan	Bharat Petroleum Corporation Limited	04-May-22	30-Jun-30	752999	49
231.	Bikaner and Churudistricts	Rajasthan	Gasonet Services (RJ) Limited	15-Mar-22	31-Mar-30	900000	81
232.	Jhunjhunu, Sikar and Nagaur districts	Rajasthan	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.04.2023)	31-Mar-31	2087645	171
233.	Dausa, Karauli, SawaiMadhopur and Tonk districts	Rajasthan	Hindustan Petroleum Corporation Limited	15-Mar-22	31-Mar-30	707000	124
234.	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	1619227	201

235.	Tiruvannamalai, Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.04.2023)	31-Mar-31	1323000	99
236.	Ariyalur and Perambalur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	419400	63
237.	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private Limited	15-03-2022 (New Start date 01.04.2024)	31-Mar-32	1774000	290
238.	Pudukottai, Sivaganga and Thanjavur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	1400004	216
239.	Madurai, Theni and Virudhnagar districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2846696	201

240.	Kanyakumari, Thoothukudi, Tirunelveli Kattabo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2939842	251
241.	Dindigul and Karur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.01.2023)	31-Dec-30	1008000	135
242.	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	884777	201
243.	Nizamabad, Adilabad, Nirmal, Mancherla Kumuram Bheem Asifabad and Kamareddy districts	Telangana	Maharashtra Natural Gas Limited	15-03-2022 (New Start date 01.07.2023)	30-Jun-31	1286333	351
244.	Jogulamba Gadwal, Nagarkurnool, Mahabubnagar, Narayanpet, Wanaparthy and Yadgir	Telangana and Karnataka	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	1299996	270

	districts						
245.	South Tripura and Sepahijala district	Tripura	Consortium of Assam Gas Company Limited and Oil India Limited	15-Mar-22	31-Mar-30	96000	46
246.	Dhalai, North Tripura, Unakoti and Khowai	Tripura	Consortium of Assam Gas Company Limited and Oil India Limited	15-Mar-22	31-Mar-30	116000	66
247.	Amroha (except area already authorized) and Sambhal (except area already authorized) districts	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	657000	99
248.	Kasganj district	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	252000	45
249.	Purulia and Bankura districts	West Bengal	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	555999	27
250.	East Mednipore, West Mednipore and	West Bengal	Indian Oil Corporation Limited	23-03-2022 (New Start	30-Jun-31	3734901	131

	Jhargram districts			date 01.07.2023)			
251.	Alipurduar and Koch Bihar	West Bengal	Bharat Petroleum Corporation Limited	15-03-2022 (New Start date 01.10.2022)	30-Sep-31	251999	19
252.	Banda, Chitrakoot and Mahoba	Uttar Pradesh	Indraprastha Gas Limited	13-Apr-22	30-Jun-30	150006	102
253.	PauriGarhwal, Uttarkashi, Rudraprayag and TehriGarhwal districts	Uttarakhand	Gasonet Services (UK) Limited	27-May-22	30-Jun-32	351000	63
254.	Pithoragarh, Champawat, Almora, Chamoli and Bageshwar districts	Uttarakhand	Gasonet Services (UK) Limited	11-May-22	30-Jun-32	405000	72
255.	Faridabad-2	Haryana	Adani Total Gas Limited	25-Apr-23	30-Jun-28	403853	NA
256.	Patna District	Bihar	GAIL (India) Limited	07-Mar-18	31-Mar-25	50154	NA

257.	East Singhbhum District	Jharkand	GAIL (India) Limited	07-Mar-18	31-Mar-25	24278	NA
258.	Ranchi District	Jharkand	GAIL (India) Limited	07-Mar-18	31-Mar-25	29962	NA
259.	Khordha District	Odisha	GAIL (India) Limited	07-Mar-18	31-Mar-25	26900	NA
260.	Cuttack District	Odisha	GAIL (India) Limited	07-Mar-18	31-Mar-25	28959	NA
261.	Varanasi District	Uttar Pradesh	GAIL (India) Limited	07-Mar-18	31-Mar-25	40211	NA
262.	Khurja	Uttar Pradesh	Adani Total Gas Limited	04-Dec-12	31-Dec-17	25100	NA
263.	Surat, Bharuch, Ankleshwar	Gujarat	Gujarat Gas Limited	08-Nov-12	31-Dec-15	576000	NA
264.	Moradabad	Uttar Pradesh	Torrent Gas Private Limited	30-Nov-12	31-Dec-17	127000	NA
265.	Nadiad	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	129737	NA
266.	Navsari	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	115093	NA
267.	Rajkot	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	409105	NA
268.	Surendranagar	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	112728	NA
269.	Ahmedabad City and	Gujarat	Adani Total Gas	28-Nov-13	31-Dec-16	599698	NA

	Daskroi Area		Limited				
270.	Hazira	Gujarat	Gujarat Gas Limited	17-Jul-14	30-Sep-17	5481	NA
271.	Valsad	Gujarat	Gujarat Gas Limited	20-Jan-15	31-Mar-22	115095	NA
272.	Anand area including Kanjari and Vadtal Villages (in Kheda District)	Gujarat	Charotar Gas SahakariMandali Limited	12-May-15	NA	NA	NA
273.	Bhiwadi (in Alwar District)	Rajasthan	Haryana City Gas Distribution (Bhiwadi) Limited	01-Aug-18	30-Sep-25	27207	NA
274.	Gurugram-2	Haryana	Haryana City Gas Distribution Limited	25-Apr-23	30-Jun-28	317637	NA
275.	National Capital Territory of Delhi	National Capital Territory of Delhi (UT)	Indraprastha Gas Limited	09-Jan-09	31-Mar-12	237000	NA
276.	Mumbai and Greater Mumbai	Maharashtra	Mahanagar Gas Limited	21-Jan-09	31-Mar-12	406000	NA
277.	Bareilly	Uttar Pradesh	Central UP Gas	22-Apr-09	30-Jun-14	27500	NA

			Limited				
278.	Kanpur	Uttar Pradesh	Central UP Gas Limited	22-Apr-09	30-Jun-14	70035	NA
279.	Pune City including Pimpri - Chichwad and adjoining contiguous areas Hinjewadi, Chakan, Talegaon	Maharashtra	Maharashtra Natural Gas Limited	01-Jun-09	30-Jun-14	72000	NA
280.	Vijaywada	Andhra Pradesh	Bhagyanagar Gas Limited	28-Jul-09	30-Sep-14	97267	NA
281.	Thane urban and adjoining Municipalities	Maharashtra	Mahanagar Gas Limited	04-Aug-09	31-Mar-14	225000	NA
282.	Indore (including Ujjain City)	Madhya Pradesh	Aavantika Gas Limited	31-Aug-09	31-Mar-14	50000	NA
283.	Hyderabad	Telangana	Bhagyanagar Gas Limited	09-Oct-09	23-Sep-14	266000	NA
284.	Agra	Uttar Pradesh	Green Gas Limited	12-Nov-09	31-Mar-14	22000	NA
285.	Gandhinagar Mehsana	Gujarat	Sabarmati Gas Limited	16-Dec-09	31-Mar-14	99000	NA

	Sabarkantha						
286.	Gwalior	Madhya Pradesh	Aavantika Gas Limited	04-Jan-10	11-Dec-14	44000	NA
287.	Firozabad (Taj Trapezium Zone)	Uttar Pradesh and Rajasthan	GAIL Gas Limited	26-Sep-11	25-Aug-14	24000	NA
288.	Kolkata Municipal Corporation and Parts of Adjoining Districts	West Bengal	Bengal Gas Company Limited	02-02-2016 (New start date 01.01.2022)	31-Dec-26	1417959	NA
289.	Upper Assam	Assam	Assam Gas Company Limited	06-Feb-15	NA	NA	NA
290.	Agartala	Tripura	Tripura Natural Gas Company Limited	24-Feb-15	NA	NA	NA
291.	Lucknow	Uttar Pradesh	Green Gas Limited	15-Mar-16	31-Mar-23	494186	NA
292.	Vadodara	Gujarat	Vadodara Gas Limited	27-Oct-16	31-Dec-19	448495	NA
293.	Ghaziabad and Hapur Districts	Uttar Pradesh	Indraprastha Gas Limited	06-Sep-19	31-Dec-26	324792	NA
294.	Noida (including Greater	Uttar Pradesh	Indraprastha Gas	25-Apr-23	30-Jun-28	499144	NA

	Noida)		Limited				
295.	LakhimpurKheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar and Maharajganj districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	08-Jun-22	30-Jun-30	5069648	421
296.	Banka (Bihar), Dumka, Godda, Jamtara, Pakur and Sahibganj districts	Bihar and Jharkhand	Hindustan Petroleum Corporation Limited	14-Jun-22	30-Jun-30	1476189	99
297.	Birbhum, Murshidabad, Maldah and DakshinDinajpur districts	West Bengal	Hindustan Petroleum Corporation Limited	17-Jun-22	30-Jun-30	6210189	162
298.	Koriya, Surajpur, Balrampur and Surguja districts	Chhattisgarh	Bharat Petroleum Corporation Limited	14-Jun-22	30-Jun-30	259496	54
299.	Kondagaon, Bastar, Sukma, Narayanpur, Bijapur and Dantewada	Chhattisgarh	GAIL Gas Limited	13-Jun-22	30-Jun-30	70031	32

	districts						
300.	Yanam	Puducherry	HCG Yanam Private Limited	08-Aug-22	30-Sep-30	51000	51
301.	Mizoram State	Mizoram	Tripura Natural Gas Company Limited	19-Apr-24	30-Jun-32	291562	75
302.	Arunachal Pradesh State	Arunachal Pradesh	Consortium of BPCL and OIL India Ltd	19-Apr-24	30-Jun-32	19000	26
303.	Meghalaya State	Meghalaya	Consortium of HCG (KCE) Private Limited and Others	19-Apr-24	30-Jun-32	356000	314
304.	Manipur State	Manipur	Tripura Natural Gas Company Limited	22-Apr-24	30-Jun-32	100439	39
305.	Nagaland State	Nagaland	HPOIL Gas Private Limited	19-Apr-24	30-Jun-32	356589	63
306.	Sikkim State	Sikkim	Hindustan Petroleum Corporation Limited	19-Apr-24	30-Jun-32	177399	45
307.	Anantnag, Bandipora, Baramulla, Budgam,	Jammu and Kashmir, Ladakh	Bharat Petroleum Corporation Limited	19-Apr-24	30-Jun-32	30804	23

	Doda, Ganderbal, Kargil, Kishtwar, Kulgam, Kupwara, Leh, Poonch, Pulwama, Rajouri, Ramban, Shopian, Shrinagar							
Total - CGD Networks authorized by PNGRB							12,63,55,818	18,336

(Source – PNGRB)

STATEMENT-II**(The progress of CGD network in the state of Tamil Nadu as on 31.01.2025)**

Sl. No	Unique GA ID	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	Piped Natural Gas (Domestic)		CNG Stations (Transport)	
							MWP Target	Achievements	MWP Target	Achievements
1.	9.50	Karaikal and Nagapattinam Districts	Puducherry and Tamil Nadu	Torrent Gas Private Limited	28-Sep-18	30-Sep-28	166644	467	27	8
2.	9.61	Kanchipuram	Tamil Nadu	AGP CGD India Private	26-09-2018 (New start	31-Mar-	1151111	5033	111	46

		District		Limited	date 01.04.2022)	30				
3.	9.62	Chennai and Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018 (New start date 01.04.2020)	31-Mar- 30	3300000	537	222	69
4.	9.63	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar- 30	912783	36072	273	37
5.	9.64	Cuddalore, Nagapattinam and Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	28-09-2018 (New start date 01.04.2022)	31-Mar- 30	300089	0	40	23
6.	9.65	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep- 28	41311	4806	11	7
7.	9.66	Salem District	Tamil Nadu	Indian Oil Corporation	12-09-2018 (New start date	31-Mar- 30	337062	3869	158	24

				Limited	01.04.2022)					
8.	9.67	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.04.2022)	31-Mar-30	375005	496	75	34
9.	10.03	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, Karnataka and Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New start date 01.04.2022)	31-Mar-30	2295933	14838	251	47
10.	11.45	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	1619227	1133	201	17
11.	11.46	Tiruvannamalai, Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.04.2023)	31-Mar-31	1323000	0	99	7
12.	11.47	Ariyalur and Perambalur	Tamil Nadu	Megha City Gas	15-03-2022 (New Start	31-Mar-	419400	0	63	4

		districts		Distribution Private Limited	date 01.04.2023)	31				
13.	11.48	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private Limited	15-03-2022 (New Start date 01.04.2024)	31-Mar- 32	1774000	350	290	24
14.	11.49	Pudukottai, Sivaganga and Thanjavur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun- 31	1400004	0	216	4
15.	11.50	Madurai, Theni and Virudhnagar districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec- 30	2846696	1681	201	18
16.	11.51	Kanyakumari, Thoothukudi, TirunelveliKattabo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec- 30	2939842	1683	251	15

17.	11.52	Dindigul and Karur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.01.2023)	31-Dec- 30	1008000	0	135	3
18.	11.53	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar- 30	884777	7255	201	39
Total:							2,30,94,884	78,220	2,825	426

Source: PNGRB

वन धन केंद्र

5353. श्री मुरारी लाल मीना:

श्री एस. जगतरक्षकन:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत पांच वर्षों और चालू वर्ष के दौरान राज्यवार, विशेषकर दौसा जिले सहित राजस्थान में कुल कितने वन धन केन्द्र स्थापित किए गए हैं;

(ख) उक्त अवधि के दौरान जनजातीय उद्यमिता को बढ़ावा देने के लिए आबंटित और उपयोग की गई निधि का ब्यौरा क्या है;

(ग) क्या सरकार ने जनजातीय समुदायों की आजीविका और आर्थिक स्थितियों पर वन धन केन्द्रों की स्थापना के प्रभाव का कोई आकलन किया है, विशेषकर उन राज्यों में जहां शहद, औषधीय पौधे और अन्य वन आधारित उत्पाद आय के प्रमुख स्रोत हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या राजस्थान के दौसा जिले में वन धन केन्द्रों के माध्यम से कोई विशेष पहल की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है, और

(ङ) क्या राजस्थान के जनजातीय समुदायों, विशेषकर दौसा के जनजातीय क्षेत्रों को कोई प्रत्यक्ष लाभ प्राप्त हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) से (ङ): मंत्रालय प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम) और प्रधानमंत्री जनजाति आदिवासी न्याय महाअभियान (पीएम-जनमन) नामक योजनाओं को क्रियान्वित कर रहा है, जिनके अंतर्गत आजीविका के अवसर प्रदान करने और जनजातीय उद्यमिता को बढ़ावा देने के लिए राजस्थान सहित राज्य सरकारों को वन धन विकास केंद्रों (वीडीवीके) की स्थापना के लिए निधियां प्रदान की जाती हैं। आज की तिथि तक, पीएमजेवीएम के तहत 11.83 लाख लाभार्थियों को जोड़ने वाले 3959 वीडवीके और पीएम-जनमन के तहत 0.43 लाख लाभार्थियों को जोड़ने वाले 506

वीडीवीके स्वीकृत किए गए हैं। इन वीडियों ने आज की तिथि तक लगभग 109 करोड़ रुपये की बिक्री की है। राजस्थान सहित राज्य-वार और वर्ष-वार विवरण निम्नलिखित लिंक पर उपलब्ध

है: <https://trifed.tribal.gov.in/sites/default/files/2025-03/Status%20of%20VDVKs%20as%20on%2028.02.2025.pdf>

राजस्थान राज्य सरकार से दौसा जिले में वीडियों की स्थापना के लिए कोई प्रस्ताव प्राप्त नहीं हुए हैं।

RURAL ELECTRIFICATION CORPORATION LIMITED

5354. SHRI D. M. KATHIR ANAND:

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

Will the Minister of **POWER** be pleased to state:

(a) whether the Rural Electrification Corporation Limited (RECL) has been funding loans to Private Limited Companies for the power generation projects, power infrastructure development projects and other infrastructure projects and if so, the details thereof;

(b) the details of the complete list of Private Limited Companies provided loans by REC Limited during the last four years, year and company-wise;

(c) whether the REC Limited has provided refinance loans to many Private entities during the last three years and if so, the details thereof along with the total amount provided for refinancing the projects, entity-wise; and

(d) whether the REC Limited has provided any loans to the Private Limited Companies registered in Tamil Nadu and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) to (d) :Yes. The list of private sector projects funded by REC during last four years is placed at **Statement-I**. The list of private entities wherein REC Limited has provided refinance loan during last three years is placed at **Statement-II**. The list of Private Limited Companies registered in Tamil Nadu wherein REC Limited has provided loan is placed at **Statement-III**.

STATEMENT-I

List of private sector projects funded by REC during last four years

Sr. No.	Borrower	Details of the Project	Sanctioned Year (FY)
Power Generation Projects			
1.	Jindal Urban Waste Management Ahmedabad Ltd	15 MW Municipal Solid Waste to Energy Project in Ahmedabad, Gujarat	FY 22
2.	Sri Avantika	Additional loan of Rs 14.98 to 3X6 MW SHP of Sri Avantika	FY 22
3.	JSW Renew Energy Ltd.	540 MW wind project in Tuticorin, Tamil Nadu	FY 22
4.	JSW Renew Energy Ltd.	270 MW wind project in Tuticorin, Tamil Nadu	FY 22
5.	GMR Solar Energy Pvt. Ltd.	GMR 2MW Solar Project, IGI Airport Delhi	FY 23
6.	GMR Solar Energy Pvt. Ltd.	GMR 5 MW Solar Project, GMR MOPA Airport Goa	FY 23

7.	Kanak Renewables Limited	Refinancing of 110.40 MW Wind power project at Kushtagi and SREI Renew	FY 23
8.	Rajat Renewables Limited ⁶³	Refinancing of 21 MW Wind power project at Kushtagi Karnataka	FY 23
9.	ReNew Saur Urja Private Limited	Refinancing of 100 MW Solar PV project at Ittigi and Raichur	FY 23
10.	ReNew Wind Energy (Budh 3) Pvt Ltd	Refinancing of 60 MW Solar PV project at Wadgera, Nirna and Ladha Karnataka	FY 23
11.	ReNew Clean Energy Pvt Ltd	Refinancing of 51 MW Solar PV project at MP Solar Madhya Pradesh	FY 23
12.	Mahan Energen Limited Ph-II	2 X 800 MW Ultra Supercritical Coal Based Thermal Power Plant	FY 23
13.	ReNew Power Private Limited	Refinancing of 4 nos operational wind energy Projects	FY 23
14.	Greenko	Greenko MP01 Pvt Ltd 1440 MW Standalone Pumped Storage Project (PSP)	FY 23
15.	ReNew Wind Energy (Devgarh) Private Limited	Refinancing of 49.5 MW Wind power project at Vaspeta 4 Maharashtra	FY 23
16.	ReNew Wind Energy (Rajasthan 3) Private Limited	Refinancing of 100.80 MW Wind power project at Bhesada Rajasthan	FY 23
17.	SB11 (SBSR Power Cleantech Eleven Ltd.)	Cost Overrun - 300MW/ 450MWp Solar Project in Bikaner	FY 23
18.	M/s Acme Raisar Solar Energy Pvt. Ltd.	300 MW Solar M/s Acme Raisar Solar Energy Pvt. Ltd.	FY 23

19.	M/s Acme Dhaulpur Powertech Pvt. Ltd.	300 MW Solar M/s Acme Dhaulpur Powertech Pvt. Ltd.	FY 23
20.	ReNew Solar Energy (Telangana) Private Limited	Refinancing of 143 MW Solar PV project at Digipalli Telangana	FY 23
21.	Adani Renewable Energy Forty-Two Limited	500 MW/3165 MWH Standalone Chitravathi Pumped Storage Project (CPSP) at Peddakotla in Sri Sathya Sai District of Andhra Pradesh	FY 24
22.	Adani Green Energy Twenty-Six B Limited	167 MW Solar PV Project in Khavda Village, Kutch, Gujarat	FY 24
23.	Adani Green Energy Twenty-Four A Limited	500 MW Seci PPA + 400 MW Merchant Sale Solar Project in Khavda Village, Kutch, Gujarat	FY 24
24.	Greenko KA01 IREP Pvt. Ltd.	1600 MW Pump Storage Project in Karnataka	FY 24
25.	Serentica Renewables India 3 Pvt Ltd	560 MW (270 MW wind and 290 MW solar) Greenfield hybrid project of Serentica Renewables India 3 Pvt Ltd	FY 24
26.	Adani Solar Energy RJ Two Pvt Ltd	150 MW/205.5 MWdc Solar Power Plant of Adani Solar Energy RJ Two Pvt Ltd	FY 24
27.	Adani Solar Energy RJ Two Pvt Ltd	180 MW/246.6 MWdc Solar Power Plant of Adani Solar Energy RJ Two Pvt Ltd	FY 24
28.	Serentica Renewables India 9 Private Limited (SRI9PL)	600MW Greenfield Solar power project for captive consumption to	FY 24

		be set up at Fatehgarh district, Rajasthan	
29.	BluePine Energy Pvt. Ltd.	Refinancing of 11 operational projects 355MWac/403 MWp	FY 24
30.	Renew	RTL for refinancing of 13 operational projects of 11 SPVs of Renew group	FY 24
31.	Azure	Refinancing of 7 SPVs of 615 MW Solar Project at Multiple Locations	FY 24
32.	Clean Renewable Energy Hybrid 3 private Limited	120 MW FDRE Hero Project in Andhra Pradesh	FY 25
33.	Aarohi Solar Private Limited (ASPL)	50MW Aarohi Solar Private Limited (ASPL), Anantpur , AP	FY 25
34.	Acme Jaisalmer Solar Power Private Limited (AJSPPL)	20MW Acme Jaisalmer Solar Power Private Limited (AJSPPL) Anantpur , AP	FY 25
35.	Dayanidhi Solar Power Private Limited (DSPPL)	40MW Dayanidhi Solar Power Private Limited (DSPPL), Chittoor, AP	FY 25
36.	Niranjana Solar Energy Private Limited (NSEPL)	20MW Niranjana Solar Energy Private Limited (NSEPL) Kurnool, AP	FY 25
37.	Vishwatma Solar Energy Private Limited (VSEPL)	30MW Vishwatma Solar Energy Private Limited (VSEPL) Kurnool, AP	FY 25

38.	M/s Gentari Renewables India Castor One Private Limited (GRICOPL)	650 MW RTC Project comprising of Solar - 850 MW/ 1232 MWp, Wind - 1200 MW in Andhra Pradesh and Karnataka	FY 25
39.	ACME Nalanda Solar Power Private Limited (ANSPPL)	15 MW Solar Plant at Banka, Bihar	FY 25
40.	ACME Magadh Solar Power Pvt Ltd (AMSPPL)	10 MW Solar Plant at Banka, Bihar	FY 25
41.	ACME Raipur Solar Power Pvt Ltd (ARSPPL)	30 MW Solar Plant at Raipur, Chattisgarh	FY 25
42.	JSP GREEN WIND 1 PRIVATE LIMITED	1400 MW JGW1PL Wind	FY 25
43.	Adani Green Energy Twenty-Six B Limited	900 MW AGE26BL (Solar+ Hybrid)	FY 25
44.	ACME SURYA POWER PRIVATE LIMITED	250 MW ACME FDRE Hybrid	FY 25
45.	ACME Solar Technologies (Gujarat) Pvt Ltd (ASTPL)	15 MW Solar Plant at Anand, Gujarat	FY 25
46.	MEIL SOLAR ENERGY PRIVATE LIMITED	MEIL Solar Energy Private Limited	FY 25
47.	Rinnovabile Energy Private Limited	IRIS Phase 2 Rinnovabile	FY 25
48.	Iris Renewables Six Private Limited	IRIS Renewables 6 Phase 2	FY 25
49.	IRIS Renewables Six Pvt Ltd	99 MW Wind Project at Hatalgeri,	FY 25

	(IR6PL)	Gadag, Karnataka	
50.	GREENKO MP01 IREP PRIVATE LIMITED	Addl Loan Greenko 1920 MW PSP	FY 25
51.	ACME Solar Energy (Madhya Pradesh) Pvt Ltd (ASEMPPL)	25 MW Solar Plant at Rajgarh, Madhya Pradesh	FY 25
52.	MSKVY Fourth Solar SPV Limited	208 MW MSKVY Fourth Solar SPV	FY 25
53.	MSKVY Eighth Solar SPV Limited	MSKVY Eighth Solar SPV Limited	FY 25
54.	MSKVY Chaturdash Saur SPV Limited	MSKVY Chaturdash Saur SPV Limited	FY 25
55.	MSKVY Thirteenth Solar SPV Limited	MSKVY Thirteenth Solar SPV Limited	FY 25
56.	MSKVY Twelfth Solar SPV Limited	MSKVY Twelfth Solar SPV Limited	FY 25
57.	MSKVY Saptam Saur SPV Limited	MSKVY Saptam Saur SPV Limited	FY 25
58.	MSKVY Sixth Solar SPV Limited	MSKVY Sixth Solar SPV Limited	FY 25
59.	MSKVY Second Solar SPV Limited	MSKVY Second Solar SPV Limited	FY 25
60.	MSKVY Third Solar SPV Limited	170 MW MSKVY Third Solar SPV	FY 25

61.	Maharashtra State Power Generation Company Ltd	MSPGCL 1071 MWac Solar Power Projects under PM-KUSUM	FY 25
62.	ACME Odisha Solar Power Pvt Ltd (AOSPPL)	25 MW Solar Plant at Bolangir, Odisha	FY 25
63.	ACME Solar Rooftop Systems Pvt. Ltd. (ASRSPL)	30MW ACME Solar Rooftop Systems Pvt. Ltd. (ASRSPL) Bhatinda (Nangla), Punjab (Plant-1) and Mansa (Jhunir), Punjab (Plant-2)	FY 25
64.	Acme Heergarh Powertech Private Limited	Addl loan 300 MW AHPPL	FY 25
65.	XL Xergi Power Private Limited	400 MW Solar XL Xergi PPL	FY 25
66.	SUNBREEZE RENEWABLES NINE PRIVATE LIMITED	1400 MW SRNPL Solar	FY 25
67.	Acme Sun power private Limited	Acme 320MW FDRE at Rajasthanand Gujarat	FY 25
68.	ACME Jodhpur Solar Power Pvt Ltd (AJSPPL)	100 MW Solar Plant at Jodhpur, Rajasthan	FY 25
69.	ACME Rewa Solar Energy Pvt Ltd (ARSEPL)	100 MW Solar Plant at Rewa, Rajasthan	FY 25
70.	Energizent Power Private Limited (EPPL)	355.6 MW EPPL Greenfield Hybrid Project at Jaisalmer, Rajasthan and Anantapur, Andhra Pradesh	FY 25

71.	Teq Green Power XVIII Private Limited (Teq XVIII)	325.7 MW Teq XVIII Greenfield Hybrid Project at Jaisalmer, Rajasthan and Anantapur, Andhra Pradesh	FY 25
72.	JSW RENEW ENERGY LIMITED	Addl loan 540 MW wind JSW	FY 25
73.	JSW RENEW ENERGY LIMITED	Addl loan 270 MW wind JSW	FY 25
74.	ACME Mahbubnagar Solar Energy Pvt Ltd (AMSEPL)	30 MW Solar Plant at Mahbubnagar, Telengana	FY 25
75.	ACME Yamunanagar Solar Power Pvt Ltd (AYSPPL)	30 MW Solar Plant at Yamunanagar, Telengana	FY 25
76.	Nirosha Power Pvt Ltd (NPPL)	30 MW Solar Plant at Nirosha, Uttar Pradesh	FY 25
77.	ACME PV Powertech Pvt Ltd (APPPL)	50 MW Solar Plant at Sangareddy, Telengana	FY 25
Power Infrastructure Development Projects			
78.	M/s Mundra solar Energy Ltd (MSEL)	2000 MWp Solar module and cell manufacturing	FY 22
79.	Suzlon	Refinancing of existing debt against Suzlon WTG manufacturing, EPC Business and Oand M Services Future	FY 22

		Cash Flow	
80.	Avaada Clean Sustainable Energy Pvt Ltd	50 MWac (70 MWdc) Solar PV project at village Jamua, district Banka, Bihar of Avaada Clean Sustainable Energy Pvt Ltd	FY 24
81.	Khavda Bhuj Transmission Limited	InSTS Transmission Line in Gujarat	FY 24
82.	MSPVL	Upgradation of existing manufacturing Facility of MSPVL	FY 24
83.	Anvil Cables Pvt Ltd - STL	Implementation of Advanced Metering Infrastructure in Jand K	FY 24
84.	R S Infra projects Pvt Ltd	Transmission Line in Ladakh under PMDP-15 scheme	FY 24
85.	Suzlon Energy Limited	Wind (Corporate Loan for Manufacturing Purposes)	FY 24
86.	Suzlon Energy Limited	PSF of Rs. 695 Cr to Suzlon for 180.6 MW Wind Project in	FY 24

		Karnataka	
87.	MP Power Package-I	InSTS Transmission Line in Madhya Pradesh	FY 24
88.	MP Power Transmission Package-II Limited	InSTS Transmission Line in Madhya Pradesh	FY 24
89.	Beawar Transmission Ltd	ISTS Transmission Line in Rajasthan	FY 24
90.	Nsure Reliable Power Solutions Private Limited	1 GWh Lithium Ion Cell Manufacturing Facility at Malur, Karnataka	FY 25
Non-Power Infrastructure Projects			
91.	GMR Vishakhapatnam International Airport Limited (GVIAL)	Part financing of Development and Construction of Phase-I of Greenfield Airport at Bhogapuram, Andhra Pradesh	FY 23
92.	Thriveni Sainik Mining Pvt Ltd	Mining and Delivery of Coal from Pakri Barwadih West Coal Blocks as Mine Developer and Operator (MDO) to NTPC Ltd	FY 23

93.	Evey Trans (BLR) Pvt. Ltd.	Financing of 50 E-buses in Karnataka	FY 23
94.	XEMX Projects Private Limited (XPPL)	3 nos of Compressed Biogas (CBG) production plants of XEMX Projects Private Limited aggregating to capacity of 15 TPD in the state of Maharashtra.	FY 23
95.	Evey Trans	Financing of 2100 E-buses in Mumbai	FY 23
96.	Evey Trans (MHS) Pvt. Ltd.	Financing of 100 E-buses in Maharashtra	FY 23
97.	KSRPL	Six laning of Kagal Satara section of NH-48 (Old NH-4) package-II from km 658.000 to Km 725.000 in the state of Maharashtra	FY 23
98.	JSOL	6 MTPA Integrated Steel Plant at Angul, Odisha	FY 23

99.	MEIL Hanamkonda Roadways Private Limited	Financing of construction of the 4-Lane GFH section on NH-163G from Oorugonda village in Hanamkonda District to Venkatapur village in Warangal District on HAM (Package-I)	FY 23
100.	MEIL Remidicherla Roadways Private Limited	Financial Assistance for construction of the 4-Lane GFH section on NH-163G from Brahmanapalli(K) village to Remidicherla village on HAM (Package-II)	FY 23
101.	MEIL Jakkampudi Roadways Private Limited	Financial Assistance for construction of the 4-Lane GFH on NH-163G (Warangal-Khammam) from Remidicherla Village to Jakkampudi Village (on NH-16) HAM (Package-III)	FY 23
102.	Vishvam City Bus Operations Private	Financing of 100 E-Buses in Rajkot, Gujarat	FY 24

	Limited		
103.	Gopinathpur	Mining of Coal from Gopinathpur Coal Block as Mine Developer and Operator (MDO) to Eastern Coalfields Ltd (ECL)	FY 24
104.	Evey Trans (MSR) Private Limited (ETMPL)	5150 E-Buses under the contract awarded by Maharashtra State Road Transport Corporation (MSRTC)	FY 24
105.	Evey Trans (TEL) Pvt Ltd	Financing of 500 E-Buses in Hyderabad awarded by TSRTC	FY 24
106.	Mundra Petrochem Ltd	Setting up of 1MMTPA Poly Vinyl Chloride (PVC) Plant at Mundra	FY 25

STATEMENT-II

List of private entities wherein REC Limited has provided refinance loan during last three years

Sr. No.	Borrower	Details of the Project	Sanctioned amount (In Rs Cr)	Disbursed amount (In Rs Cr)
1	Thriveni Sainik Mining Pvt Ltd	Mining and Delivery of Coal from Pakri Barwadih West Coal Blocks as Mine Developer and Operator (MDO) to NTPC Ltd	336	180.09
2	Kanak Renewables Limited	Refinancing of 110.40 MW Wind power project at Kushtagi and SREI Renew	463.27	458.64
3	Rajat Renewables Limited ⁶³	Refinancing of 21 MW Wind power project at Kushtagi Karnataka	113.71	112.57
4	ReNew Saur Urja Private Limited	Refinancing of 100 MW Solar PV project at Ittigi and Raichur	532.8	520.4
5	ReNew Wind Energy (Budh 3) Pvt Ltd	Refinancing of 60 MW Solar PV project at Wadgera, Nirna and Ladha Karnataka	326.71	322.63
6	ReNew Clean Energy Pvt Ltd	Refinancing of 51 MW Solar PV project at MP Solar Madhya Pradesh	266.49	261.16
7	ReNew Wind Energy (Devgarh)	Refinancing of 49.5 MW Wind power project at Vaspeta 4 Maharashtra	256.94	251.8

	Private Limited			
8	ReNew Wind Energy (Rajasthan) Private Limited	Refinancing of 100.80 MW Wind power project at Bhesada Rajasthan	620.22	613.09
9	ReNew Solar Energy (Telangana) Private Limited	Refinancing of 143 MW Solar PV project at Digipalli Telangana	899.86	889.96
10	Blue Pine Energy Pvt. Ltd.	Refinancing of 11 operational projects 355MWac/403 MWp	1540.82	Nil
11	Azure	Refinancing of 7 SPVs of 615 MW Solar Project at Multiple Locations	2500	2370

STATEMENT-III

The list of Private Limited Companies registered in Tamil Nadu wherein REC Limited has provided loan

Sr. No.	Borrower	Details of Project
1	Gemini Geoss Energy Pvt Ltd	1MW SPV in Tamil Nadu
2	M/s Shalivahana Wind Energy Ltd	6.8MW Wind Project in Distt Tirupur, Tamil Nadu
3	M/s SEPC Power pvt. Ltd (SEPCPPL)	1 X 525 MW Coal based Thermal Power Plant

4	M/s Aura Power Pvt Ltd	5 MW solar pV project in Tamil Nadu
5	M/s Palvai Green Power Pvt Ltd	5 MW Solar Project in Kurundamdham, Virundanagar Distt., Tamil Nadu
6	M/s Mytrah Vayu (Sabarmati) Pvt. Ltd	252 MW Wind Energy Project in Maniyachi, Thoothukkudi District, Tamil Nadu.
7	Solitaire BTN Solar Pvt Ltd.	100 MW Solar PV Project in Dindigul district of Tamil Nadu
8	Sprng Renewable Energy PVt Ltd	300 MW Wind Project in Tirpur District, Tamil Nadu
9	Vivid Solaire Energy Pvt. Ltd.	252 MW Wind project in Tuticorin, Tamil Nadu
10	JSW Renew Energy Ltd.	540 MW wind project in Tuticorin, Tamil Nadu
11	JSW Renew Energy Ltd.	270 MW wind project in Tuticorin, Tamil Nadu
12	JSP GREEN WIND 1 PRIVATE LIMITED	1400 MW JGW1PL Wind

नई हवाई पट्टियों का निर्माण

5355. श्री अशोक कुमार रावत:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार छोटे जिलों में हवाई यात्रा को सुगम बनाने के लिए नई हवाई पट्टियों के निर्माण में तेजी लाने और नए विमान खरीदने की किसी योजना पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) भारत को वर्ष 2030 तक विश्व का सबसे बड़ा एविएशन हब बनाने के लिए सरकार द्वारा किए जा रहे प्रयासों का ब्यौरा क्या है;

(ग) क्या सरकार ने देश के विभिन्न भागों में आवश्यक विमानों की संख्या के संबंध में कोई आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) उक्त विमानों की आवश्यकता को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) से (घ): हवाईअड्डों पर अवसंरचना का विस्तार और विकास एक सतत प्रक्रिया है और इसे भारतीय विमानपत्तन प्राधिकरण (एएआई) एवं अन्य हवाईअड्डा प्रचालकों द्वारा भूमि की उपलब्धता, वाणिज्यिक व्यवहार्यता, सामाजिक-आर्थिक कारकों, यातायात की माँग और एयरलाइनों की ऐसे हवाईअड्डों से/हवाईअड्डों के लिए परिचालन करने की इच्छा के आधार पर समय-समय पर किया जाता है। हवाईअड्डे की परियोजनाओं का पूरा होना कई कारकों पर निर्भर होता है जैसे भूमि अधिग्रहण, अनिवार्य मंजूरीयों की उपलब्धता, वित्तीय समापन आदि।

सरकार ने टियर-2 और टियर-3 शहरों में असेवित और अल्पसेवित हवाईअड्डों का पुनरुद्धार करके क्षेत्रीय हवाई संपर्क को सुविधाजनक बनाने के लिए आरसीएस-‘उड़ान’ योजना शुरू की है। सरकार ने अगले 10 वर्षों में 120 नए गंतव्यों तक क्षेत्रीय संपर्क बढ़ाने और 4 करोड़ यात्रियों की यात्रा को सुलभ बनाने के लिए संशोधित ‘उड़ान’ योजना शुरू करने की भी योजना बनाई है।

भारत की योजना, स्थापित हबों के साथ प्रतिस्पर्धा करते हुए वर्ष 2030 तक भारतीय यात्रियों के लिए पसंदीदा विमानन केंद्र और वर्ष 2047 तक वैश्विक विमानन केंद्र बनने की है। इस रणनीति में भारत के भौगोलिक गुणों का लाभ उठाया गया है और इसमें घरेलू वाहकों को सशक्त करते हुए विदेशी वाहकों को सीमित करना शामिल है, जिसके परिणामस्वरूप भारतीय वाहकों की अंतर्राष्ट्रीय यातायात हिस्सेदारी में वृद्धि के साथ-साथ अंतर्राष्ट्रीय से अंतर्राष्ट्रीय यातायात में भी वृद्धि होगी।

हवाई परिवहन की बढ़ती माँग को पूरा करने के लिए एयरलाइन प्रचालक अपने बेड़े में नए विमान शामिल कर रहे हैं। प्रमुख एयरलाइनों द्वारा दिए गए ऑर्डर का ब्यौरा **विवरण** में उपलब्ध है।

विवरण

प्रमुख एयरलाइनों द्वारा दिए गए विमान ऑर्डर

(एयरलाइनों से प्राप्त जानकारी के अनुसार)

क्र. सं.	प्रचालक का नाम	विमान का प्रकार	ऑर्डर किए गए विमानों की संख्या	वर्ष
1	एअर इंडिया समूह	ए320/ए321	210	2023
		ए350	40	2023
		बी787	20	2023
		बी777	10	2023
		बी737-8	190	2023
2	इंटरग्लोब एविएशन लिमिटेड (इंडिगो)	A320 परिवार	400	2015
		A320 परिवार	300	2019
		A320 परिवार	500	2023
		एटीआर 72-212ए (600 संस्करण)	50	2017
3	एसएनवी एविएशन प्रा. लिमिटेड (अकासा एअर)	बी737-8	76	2021
		बी737-8	150	2024
4	स्पाइसजेट लिमिटेड	बी737-8	155	2016

	(स्पाइसजेट)			
		कुल	2101	

टिप्पणी:

1. एयरलाइन प्रचालकों द्वारा पट्टा अवधियों की समाप्ति के अनुसार अपने मौजूदा विमानों की पुनः सुपुर्दगी/निर्यात सहित विमानों को बेड़े में शामिल किया जाता है। इसलिए विमानों को शामिल करने से एयरलाइन बेड़े में वृद्धि के साथ ही समय के साथ मौजूदा बेड़े को बदलने की आवश्यकता भी पूरी होगी।
2. एयरलाइन प्रचालक वाणिज्यिक कारकों के आधार पर समय के साथ अपने बेड़े की योजना बनाएंगे/अनुकूलन करेंगे।

BILATERAL AIR SERVICE AGREEMENTS FOR RAJASTHAN

5356. SHRI DUSHYANT SINGH:

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

- (a) the details of new bilateral air service agreements signed by the Government that include Rajasthan as a key destination along with the international airlines that have shown interest in expanding operations in the State;
 - (b) whether the Government has received any specific requests from foreign airlines including Singapore to increase flight frequencies to and from Rajasthan and if so, the details thereof along with the factors being considered in reviewing the said requests;
 - (c) the details of the expected economic benefits of expanded bilateral air service agreements for Rajasthan, particularly in terms of tourism, trade and investment;
- and

(d) whether any special provisions or incentives are being considered by the Union Government or the State Government to attract more international airlines to operate in Rajasthan and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d): The international operations of airlines are governed by the bilateral Air Services Agreement (ASA) between India and the respective country. In accordance with ASA, Indian designated carriers are free to mount operations to/from any international airport including airports in Rajasthan to foreign destinations as per mutually agreed capacity limits, while any designated foreign airline can operate to/from a point in India if it is designated as a point of call (PoC) in the ASA.

At present, the Government of India promotes more international operations by Indian carriers from non-metro points either directly or through their own domestic operations. Accordingly, new non-metro points including points in Rajasthan are not being granted as PoC in the ASA to any foreign country.

Jaipur in Rajasthan is available as a PoC for certain countries including Singapore. The government has provided an enabling environment for growth of civil aviation sector but, it does not interfere in the operational plans of the airlines.

Airlines are free to select whatever markets and network they wish to service and operate within the ambit of bilateral agreements. The airlines provide air services to specific places depending upon the passenger demand, availability of slots, economic viability of the route and other associated factors.

PROMOTION OF SELF EMPLOYMENT UNDER PMEGP

5357. SHRI VISHNU DATT SHARMA:

SHRI VINOD LAKHAMSHI CHAVDA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government is implementing the Prime Minister's Employment Generation Programme (PMEGP) to promote self-employment opportunities especially in the States of Madhya Pradesh and Gujarat?

(b) if so, whether the Government has identified and supported beneficiaries in the districts of Katni, Panna and the city of Khajuraho in the Khajuraho Lok Sabha constituency and districts of Bhuj, Abdasa, Gandhidham, Rapar, Mandvi and Anjar of Kachchh Lok Sabha Constituency;

(c) if so, the details thereof and the measures taken to ensure the success of the scheme; and

(d) if not, the reasons therefor and the steps being taken to address the issue?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d):Ministry of MSME, through Khadi and Village Industries Commission (KVIC), is implementing Prime Minister's Employment Generation Programme (PMEGP) across the country including the states of Madhya Pradesh and Gujarat for assisting entrepreneurs in setting up of new enterprises in the non-farm sector. PMEGP performance in districts of Katni and Panna and the city of Khajuraho in the KhajurahoLok Sabha constituency and of Bhuj, Abdasa, Gandhidham, Rapar, Mandvi and Anjar of Kachchh Lok Sabha Constituency in last 3 years i.e. FY 2022-23 to FY 2024-25 is given below:

Sl. No.	District Name/Assembly constituency	2022-23 to 2024-25		
		No. of Project	MM (Rs. in Lakh)	Employment
Madhya Pradesh				
1	Katni	136	533.07	1088
2	Panna	123	244.58	984
3	Khajuraho	5	13.18	40
Gujarat				
1	Kachchh	459	2864.82	3672

2	Bhuj	284	1707.06	2272
3	Abdasa	2	15.33	16
4	Gandhidham	29	210.06	232
5	Rapar	4	28.75	32
6	Mandvi	8	49.81	64
7	Anjar	58	483.91	464

The measures taken by Government to enhance accessibility and strengthen the implementation of PMEGP include the following:

- i.Enhancement of maximum project cost from Rs. 25 lakh to Rs. 50 lakh for manufacturing sector and from Rs. 10 lakh to Rs. 20 lakh for service sector.
- ii.Inclusion of applicants from Aspirational districts and Transgenders under Special Category eligible for higher subsidy.
- iii.Awareness programmes in all the States/UTs including backward and under-performing areas, Aspirational districts, North Eastern Region, etc.
- iv.Exclusion of COVID years i.e., FY2020-21 and FY2021-22 while considering profitability of existing PMEGP/ MUDRA units applying for 2nd loan tranche.
- v.Conduct of two-days free online Entrepreneurship Development Programme (EDP) for prospective entrepreneurs.
- vi.Acceptance of PMEGP applications in offline mode from prospective beneficiaries in 11 regional languages since January 2024.

झारखंड में पीएम गति शक्ति

5358. श्री चन्द्र प्रकाश चौधरी:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

क्या सरकार ने देश के विभिन्न राज्यों और संघ राज्यक्षेत्रों विशेषकर झारखंड राज्य में पीएम गति शक्ति परियोजनाओं के अंतर्गत कनेक्टिविटी की वर्तमान स्थिति के बारे में कोई विचार किया है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए उत्तरदायी है। सभी एनएच विकास परियोजनाओं की योजना पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान (एनएमपी) के सिद्धांतों के अनुरूप बनाई गई है। वर्तमान में, देश में 31,187 किलोमीटर लंबाई में 8.11 लाख करोड़ रुपये की लागत वाली 1,310 एनएच परियोजनाएं निर्माणाधीन हैं, जिनमें से 17,104 किलोमीटर लंबाई निर्मित हो चुकी है। ये परियोजनाएं निर्माण के विभिन्न चरणों में हैं और इन्हें वित्त वर्ष 2028-29 तक चरणबद्ध तरीके से पूरा किया जाएगा।

उपर्युक्त परियोजनाओं में से झारखंड राज्य में 838 किलोमीटर लंबाई की 29 राष्ट्रीय राजमार्ग परियोजनाएं निर्माणाधीन हैं, जिनकी लागत ₹19,439 करोड़ है, जिनमें से 482 किलोमीटर लंबाई निर्मित हो चुकी है। ये परियोजनाएं निर्माण के विभिन्न चरणों में हैं और इनका वित्त वर्ष 2026-27 तक चरणबद्ध तरीके से निर्धारित समापन किया जाएगा।

IMPLEMENTATION OF HAR GHAR JAL SCHEME IN MAU DISTRICT OF UTTAR PRADESH

5359. SHRI RAJEEV RAI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of piped water connections provided under the Har Ghar Jal Scheme in households of Mau district of Uttar Pradesh, separately for rural and urban areas;
- (b) whether all households in Mau district have been covered under the Scheme and provided with piped water connections and if not, the reasons therefor;
- (c) whether the Government has undertaken any assessment of the quality of work being done by the contracting agencies in implementing the Scheme and if so, the details thereof;
- (d) whether the infrastructural damage due to excavation of drains, roads, sewer lines, etc., for laying pipelines under the Scheme has been restored in the localities of Mau district where the Har Ghar Jal Scheme has been implemented; and
- (e) if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a): Government of India is committed to make provision for safe and potable tap water supply in adequate quantity, of prescribed quality and on a regular and long-term basis to all rural households in the country. Towards this end, the Government of India launched the Jal Jeevan Mission (JJM), being implemented in partnership with States, since August 2019. The Government of India supports the States by providing technical and financial assistance.

The details of piped water connections provided under Har Ghar Jal Scheme in households of Mau district of Uttar Pradesh for rural areas are available on JJM IMIS Dashboard at

<https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx>.

Under AMRUT, 170 water supply projects worth Rs. 4,267.71 crore taken up in Uttar Pradesh State out of which works worth Rs. 4,145.62 crore have been physically completed. 9.29 lakh water tap connection (new/serviced) have been provided under AMRUT and Convergence

Under AMRUT 2.0 so far, 420 water supply projects worth ₹21,209.76 crore have been approved by MoHUA in Uttar Pradesh. Approved projects cover 63.22 lakh new/service tap connections.

Under AMRUT, 3 water supply projects worth ₹26.37 crore taken up in Mau district. All 3 projects have been completed. 7,943 water tap connections (new/serviced) have been provided under AMRUT and Convergence.

Under AMRUT 2.0 so far, 4 water supply projects worth ₹377.88 crore have been approved by MoHUA in Mau district. Approved projects cover 92,303 new/service tap connections.

(b): As per JJM IMIS Dashboard, 28,230 Households in Mau district are still to be provided with FHTC as on 01.04.2025. As informed by the state government, the main reasons for delay are Covid-19 Pandemic, clearance from Different Departments (Like Railways, NH, PWD and expressway) for crossing of pipeline

or drain/road cutting, delay in acquiring Land for the project, non-availability of material (Like D.I. Pipe etc.) on time.

(c): To ensure the quality of the work under the operational guideline for the implementation of the JJM, third party inspection and certification before payment is mandatory. For the purpose, States have been empowered to empanel third party inspection agencies (TPIA) to check the quality of work executed by the agencies, quality of materials used for construction and quality of machinery installed in each of the scheme. The criteria for selection and Terms of References (ToR) of TPIAs to be empaneled by the States, is laid down in JJM Operational Guidelines. The details of quality checks done by TPIAs are maintained at State Level.

(d) and (e): As reported by the State of Uttar Pradesh, 7499 Km of pipeline has been laid in Mau district till 27.03.2025. It has also been informed by the state government that 2142 Km of different type of road was dismantled during the work; out of which 2106 Km has already been restored.

ADVANCEMENT UNDER SBM-U IN TAMIL NADU

5360. SHRI THARANIVENTHAN M. S.:

Will the Minister for **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the current status of the implementation of the Swachh Bharat Mission – Urban (SBM-U) along with the percentage of urban areas covered under the said mission across the country, State-wise, particularly in Tamil Nadu;

- (b) the details of the advancements made under SBM-U in terms of infrastructure development such as the construction of toilets, solid waste management systems and sanitation facilities in Tamil Nadu including Arani district;
- (c) the manner in which SBM-U has contributed in improving public health, hygiene and environmental conditions in Tamil Nadu, particularly in Arani district;
- (d) the initiatives taken/being taken by the Government to ensure sustainability and proper maintenance of sanitation facilities in Tamil Nadu under SBM-U; and
- (e) the manner in which the Government has engaged local communities, particularly women and marginalized groups in the implementation and monitoring of the said mission in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Swachh Bharat Mission – Urban (SBM-U) is being implemented uniformly in urban areas of all States/UTs including Arani district of Tamil Nadu to attain 100% scientific processing of municipal solid waste by promoting source segregation of waste, capacity building initiatives, IEC and behavioural change campaigns and creating necessary infrastructure for filling gaps in waste processing capacities.

Government of India launched the Swachh Bharat Mission-Urban (SBM-U) on October 2, 2014 with the objective Open Defecation Free (ODF) and for scientific processing of Municipal Solid Waste (MSW) generated in the urban

areas of the country. To carry forward the progress made, Swachh Bharat Mission (SBM-U) 2.0 has been launched on October 1, 2021 for a period of five years with a vision of achieving Garbage Free Status for all cities through 100% source segregation, door to door collection and scientific management of all fractions of waste.

So far 63.75 lakh IHHLs have been constructed which is more than mission target of 58.99 lakh (108.06%) and 6.36 lakh Community Toilet/Public Toilet (CT/PT) seats have been constructed against the mission target of 5.07 lakh (125.44%). Further, 100% door to door collection is practiced in 97.69% of the wards i.e. 93,981 out of the total 96,194 wards and source segregation is being practiced in 90.39% of the wards i.e. 86,955 out of total 96,194 wards. Against the 16% in 2014, processing of municipal solid waste is 80.49% of the total waste generated per day i.e. waste process is 1,29,708 ton per day (TPD) out of total 1,61,157 TPD of waste generated. State-wise details of the advancements made under SBM-U in terms of infrastructure development such as the construction of toilets are enclosed as **Statement**. State-wise waste processing facilities are available on prescribed portal of SBM-U, MoHUA at <https://sbmurban.org/swachh-bharat-mission-progress>.

(c): Ministry of Housing and Urban Affairs, Government of India, through the Swachh Bharat Mission-Urban (SBM-U) has significantly contributed to public health, hygiene, and environmental conditions in India through various initiatives

such as (i), launched the 'Safai Apnao, Bimaari Bhagao' (SABB) campaign on 20th June, 2024 aligning with the Ministry of Health and Family Welfare's 'STOP Diarrhoea Campaign'- 'Diarrhoea ki Roktham, Safai aur ORS se rakhen apna dhyaan' to prevent water-borne and vector-borne diseases.; (ii) Initiatives like 'Swachhata Hi Seva' have encouraged citizen participation, fostering a culture of cleanliness; (iii) SBM-U focuses on providing clean and functional toilets to all the citizens especially girls/women, ensuring better hygiene; (iv) SBM-U focuses on proper sewage treatment and waste management through waste segregation, recycling, and composting has lead to cleaner urban areas and reduced landfill dependency.

(d) : Sanitation is a State subject under 7th schedule of the constitution and by the 74th amendment of the Constitution of India the devolution of power has been made to the Urban Local Bodies (ULBs) for water and sanitation services. It is the responsibility of State/ULBs to plan, design, execute and operate sanitation projects in the urban areas of the country.

To support the States/ULBs including Arani District of Tamil Nadu, Ministry of Housing and Urban Affairs (MoHUA) provide policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories and Guidelines time to time for choosing appropriate technologies to manage solid waste. The selection of treatment technologies is open to ULBs/State Governments.

Further under SBM-U, Central Share of funds are released to the States/UTs on the basis of demand made by States/UTs in the form of complete proposals duly approved by State Level Technical Committee (SLTC) for setting up of Solid Waste Management plants, Used Water management plants, construction of toilets, capacity building initiatives creating necessary infrastructure to fill the gaps in waste processing capacities.

(e) : Under SBM-U 2.0 Operational Guidelines, provisions have been made for women empowerment and to bring “Equity and Inclusion” by bringing citizens, including women and homemakers, to the centre of the Mission, by actively engaging them and promoting women leadership in various phases of sanitation and waste management, from implementation to monitoring.

STATEMENT

Individual Household Latrines (IHHL)

S. No.	States	Individual Household Toilets, Nos.	
		Mission Target	Completed
1	Andhra Pradesh	1,93,426	2,43,764
2	Andaman and Nicobar	336	336
3	Arunachal Pradesh	12,252	11,606
4	Assam	75,720	78,788
5	Bihar	3,83,079	4,04,444

S. No.	States	Individual Household Toilets, Nos.	
		Mission Target	Completed
6	Chandigarh	4,282	6,117
7	Chhattisgarh	3,00,000	3,26,435
8	Dadra Nagar Haveli and Daman Diu UT	1,878	2,378
9	Delhi	5,000	776
10	Goa	8,020	3,801
11	Gujarat	4,06,388	5,60,046
12	Haryana	71,000	66,751
13	Himachal Pradesh	11,266	6,743
14	Jammu and Kashmir	59,600	51,246
15	Jharkhand	1,61,713	2,18,700
16	Karnataka	3,50,000	3,93,278
17	Kerala	29,578	37,207
18	Ladakh	400	434
19	Madhya Pradesh	5,12,380	5,79,642
20	Maharashtra	6,29,819	7,22,915
21	Manipur	43,644	40,707
22	Meghalaya	5,066	1,604
23	Mizoram	16,441	15,495
24	Nagaland	23,427	21,471

S. No.	States	Individual Household Toilets, Nos.	
		Mission Target	Completed
25	Odisha	1,32,509	1,65,925
26	Puducherry	5,681	5,189
27	Punjab	1,02,000	1,03,683
28	Rajasthan	3,61,753	3,68,515
29	Sikkim	1,587	1,559
30	Tamil Nadu	4,37,543	5,43,742
31	Telangana	1,63,508	1,57,165
32	Tripura	19,464	23,574
33	Uttar Pradesh	8,28,237	9,00,407
34	Uttarakhand	27,640	28,012
35	West Bengal	5,15,000	2,82,542
	Total	58,99,637	63,74,997

Community and Public Toilets

S. No.	States	Total Community and Public toilets (No. of seats)	
		Mission Target	Completed
1	Andhra Pradesh	21,464	17,799
2	Andaman and Nicobar	126	609

S. No.	States	Total Community and Public toilets (No. of seats)	
		Mission Target	Completed
3	Arunachal Pradesh	387	89
4	Assam	3,554	3,356
5	Bihar	26,439	28,677
6	Chandigarh	976	2,512
7	Chhattisgarh	17,796	18,832
8	Dadra Nagar Haveli and Daman Diu UT	219	615
9	Delhi	11,138	28,256
10	Goa	507	1,270
11	Gujarat	31,010	24,149
12	Haryana	10,393	11,374
13	Himachal Pradesh	876	1,700
14	Jammu and Kashmir	3,585	3,451
15	Jharkhand	12,366	9,643
16	Karnataka	34,839	36,556
17	Kerala	4,801	2,872
18	Ladakh	194	194
19	Madhya Pradesh	40,230	29,867
20	Maharashtra	59,706	1,66,465

S. No.	States	Total Community and Public toilets (No. of seats)	
		Mission Target	Completed
21	Manipur	620	581
22	Meghalaya	362	152
23	Mizoram	491	1,324
24	Nagaland	478	238
25	Odisha	17,800	12,211
26	Puducherry	1,204	836
27	Punjab	10,924	11,522
28	Rajasthan	26,364	31,300
29	Sikkim	142	268
30	Tamil Nadu	59,921	92,744
31	Telangana	15,543	15,465
32	Tripura	586	1,089
33	Uttar Pradesh	63,451	70,370
34	Uttarakhand	2,611	4,694
35	West Bengal	26,484	5,746
	Total	5,07,587	6,36,826

PROGRESS OF AFFORDABLE RENTAL HOUSING COMPLEXES SCHEME**5361. SHRI AMRINDER SINGH RAJA WARRING:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the current status of the Affordable Rental Housing Complexes (ARHC) Scheme including key achievements and challenges;
- (b) whether the scheme has effectively addressed the housing needs of migrant workers in urban areas and if so, the details thereof;
- (c) the total number of ARHCs sanctioned in Punjab since 2020, year-wise;
- (d) the number of ARHCs currently operational in Punjab; and
- (e) whether the Government is considering for extending the scheme to further support affordable housing for migrants and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) to (e): Ministry of Housing and Urban Affairs (MoHUA) launched Affordable Rental Housing Complexes (ARHCs) in 2020 as a sub-scheme of Pradhan Mantri Awas Yojana - Urban (PMAY-U) to provide dignified living to urban migrants/poor near their workplace. This scheme is implemented through two models:
 - i. Model-1: Utilizing existing Government funded vacant houses constructed under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Rajiv Awas Yojana (RAY) to convert into ARHCs through Public Private Partnership (PPP) or by Public Agencies,

ii. Model-2: Construction, Operation and Maintenance of ARHCs by Public/Private Entities on their own available vacant land.

Beneficiaries of ARHCs are urban migrants/poor from Economically Weaker Section (EWS)/Low Income Group (LIG).

Under Model-1, so far, 5,648 existing Government funded vacant houses have been converted into ARHCs in different States/Union Territories (UTs). Under Model-2, MoHUA has approved proposals for construction of 82,273 new ARHC units in 7 States, of which 35,425 have been completed and remaining are under different stages of initiation/construction. These ARHCs provide dignified living with all civic amenities to the eligible beneficiaries at an affordable rate. No proposal under ARHCs sub-scheme has been received from the State Government of Punjab so far.

Further, based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country to construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

ARH vertical of PMAY-U 2.0 aims to promote creation of rental housing for EWS/LIG beneficiaries including migrant workers and other poor who do not want

to own a house but require housing for short term basis. The scheme guidelines of PMAY-U 2.0 may be accessed at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

ELECTRIFIED HOUSES UNDER SAUBHAGYA IN KERALA

5362. SHRI RAJMOHAN UNNITHAN:

Will the Minister of **POWER** be pleased to state:

- (a) the details of the total number of houses electrified under the Pradhan Mantri Sahaj Bijli Har Ghar Yojana SAUBHAGYA in the country and the total number and percentage of the households electrified through the installation of solar energy systems under the said scheme;
- (b) the details of the number of households electrified under SAUBHAGYA Scheme in the State of Kerala through installation of solar power systems, district-wise; and
- (c) the details of the funds allocated/released and utilized in the State under SAUBHAGYA Scheme during the last five years and the current year, year and district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

- (a) and (b) : Government of India (GoI) launched the Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) in October, 2017 with the objective of providing

electricity connections to all willing un-electrified households in rural areas and all willing poor households in urban areas in the country. All works sanctioned under SAUBHAGYA have been successfully completed and the scheme stands closed as on 31.03.2022. As reported by the States, around 2.86 Cr. households were electrified during the SAUBHAGYA period at the National level, out of which 4,70,415 households i.e. 1.64% of total households, were electrified through installation of Solar energy systems.

As reported by Kerala State Electricity Board Limited (KSEBL), there were no household in the State of Kerala that were electrified under SAUBHAGYA through installation of solar power systems.

(c) : Funds under the SAUBHAGYA scheme were sanctioned at DISCOM level and accordingly the funds were released to them. The details of funds released and utilized in the State of Kerala under SAUBHAGYA in the last five years and during the current financial year are as follows:

(Rs. in Cr.)

Financial Year	Central Govt. Grant released	Central Govt. Grant expended
2019-20	26.12	26.12
2020-21	13.27	13.27
2021-22	11.75	11.75
2022-23	-	-
2023-24	-	-
2024-25	-	-

JOBS CREATED IN FPI**5363. SHRI BAIJAYANT PANDA:**

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

- (a) the details of the jobs created in the food processing industry during the last five years and the current year; and
- (b) the details of the beneficiaries of food processing PLI schemes including those belonging to agro-food processing during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure through its Central Sector “Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme”, Central Sector “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” and Centrally sponsored “PM Formalization of Micro Food Processing Enterprises (PMFME)” Scheme across the country. These schemes are not region specific but demand driven.

So far, MoFPI has sanctioned 1608 projects under corresponding component schemes of PMKSY across the country till 28th February, 2025, out of which a total of 1103 projects has been operational which generated direct/ indirect employment opportunities of 4.25 Lakhs.

A total of 1,27,758 micro food processing enterprises have been approved for assistance under PMFME in the country till 28th February, 2025, with estimated generation of direct/ indirect employment opportunities of 3.83 Lakhs.

So far, 171 proposals from 133 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in the country till 28th February, 2025, which generated direct/ indirect employment opportunities 2.89 Lakhs.

(b): MoFPI is implementing PLISFPI scheme to support creation of global food manufacturing champions commensurate with India's natural resource endowment and support Indian brands of food products in the international markets with an outlay of ₹ 10,900 crores, to be implemented from 2021-22 to 2026-27. A total of 171 proposals from 133 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in the country. Incentives to the tune of ₹1155.296 crore has been disbursed under PLISFPI as on 28.02.2025. The details of approved beneficiaries under PLISFPI scheme in the country is placed at **Statement**.

STATEMENT

Details of approved projects under PLSFPI Scheme

S. No.	Scheme	Segment	No of approvals
		Readt To Eat / Ready To Cook	12

1.	Category –I of PLISFPI	Fruits and Vegetables	27
		Marine	10
		Mozzerella Cheese	4
2	Category –II of PLISFPI	Innovative	2
		Organic	14
3	Category –III of PLISFPI	Branding and Marketing	73
4	Production Linked Incentive Scheme for Millet-Based Products (PLISMBP)	Large Entities	8
	PLISMBP	MSME	21

List of approved 133 food processing companies under PLISFPI Scheme

S.No	Name of the Companies
1	A Innovative Food Products LLP
2	Aachi Masalafoods Pvt Ltd
3	Aadvik Foods And Products Private Limited
4	Achal Cashews Private Limited
5	ADF Foods Limited
6	Akay Natural Ingredients Private Limited
7	Almond House Private Limited
8	Anmol Industries Ltd

9	Aryan Naturals Private Limited
10	Asvini Fisheries Pvt Ltd
11	Austin Foods And Beverages Pvt Ltd
12	Avanti Frozen Foods Pvt Ltd
13	Bagrrys India Private Limited
14	Balaji Wafers Pvt Ltd
15	Bergwerff Organic India Private Limited
16	Bikaji Foods International Ltd
17	Bikanervala Foods Pvt Ltd
18	Britannia Industries Ltd
19	BTW India Private Limited
20	Candor Foods Pvt. Ltd.
21	Choice Trading Corporation Pvt Ltd
22	Chordia Food Products Limited
23	Christy Super Foods Private Limited
24	Coastal Foods
25	Coral Exports
26	Dabur India Ltd
27	Desai Foods Pvt Ltd
28	Devi Fisheries Ltd

29	Devi Sea Foods Ltd
30	Dhariwal Foods (Unit of R M Dhariwal HUF)
31	Drums Food International Private Limited
32	DS Spiceco Pvt Ltd
33	Early Foods Private Limited
34	Elite Green Private Limited
35	Everest Food Products Pvt Ltd
36	Exotic Fruits Pvt Ltd
37	Fazlani Exports Private Limited
38	Fieldfresh Foods Pvt Ltd
39	Foods And Inns Ltd
40	Fratelli Wines Private Limited
41	G.D. Foods Manufacturing (India) Pvt Ltd
42	Gadre Marine Export Pvt Ltd
43	Ganesh Grains Limited
44	Ghanta Foods Private Limited
45	Gopal Snacks Private Limited
46	GRB Dairy Foods Private Limited
47	Gujarat Co-Operative Milk Marketing Federation Ltd
48	Gujarat Tea Processors And Packers Limited

49	Haldiram Bhujawala Limited
50	Haldiram Foods International Pvt Limited
51	Haldiram Snacks Pvt Ltd
52	Harsh Bakers
53	Hatsun Agro Product Limited
54	Hindustan Unilever Ltd
55	HRPL Restaurants Private Limited
56	HSM Foods International Private Limited
57	HW Wellness Solutions
58	Indapur Dairy And Milk Products Ltd
59	Indira Food Private Limited
60	Intergrow Brands Private Limited
61	Iscon Balaji Foods Pvt Ltd
62	ITC Ltd
63	Jude Foods India Private Limited
64	Kancor Ingredients Ltd
65	Keventer Agro Ltd
66	KLA Foods (India) Limited
67	KRBL Limited
68	LRM Spices Private Limited

69	LT Foods Limited
70	Manjilas Food Tech Private Limited
71	Marico Limited
72	Mehrotra Consumer Products Pvt Ltd
73	Minocha Industries
74	Moon Beverages Ltd
75	Mrs Bectors Food Specialities Limited
76	MTR Foods Pvt Ltd
77	N B Laboratories Private Limited
78	Nagshetiya Industries
79	National Foods
80	Nekkanti Sea Foods Ltd
81	Nestle India Ltd.
82	NTM Vegiorganic Products Pvt Ltd
83	Om Oil and Flour Mills Ltd
84	Organic India Private Limited
85	Pagariya Food Products Private Limited
86	Pahal Foods Private Limited
87	Parag Milk Foods Ltd
88	Parle Agro Pvt Ltd

89	Parle Biscuits Pvt Ltd
90	Parvata Foods Private Limited
91	Patidar Exports Private Limited
92	Phalada Agro Research Fondations Pvt Ltd
93	Plant Lipids Pvt Ltd
94	Prataap Snacks Ltd
95	Pravin Masalewale
96	Rasna Private Limited
97	Ravi Foods Pvt Ltd
98	Rebala Nutri Foodie Private Limited
99	Regal Kitchen Foods Limited
100	Royal Dry Fruits Private Limited
101	Sahyadri Farmers Producer Company Ltd
102	Sami-Sabinsa Group Limited
103	Sandhya Aqua
104	Sandhya Marines Ltd
105	Sankalp Recreation Pvt Ltd
106	Sanna Enterprises
107	Satvam Nutrifooods Limited
108	Shanti Agro Industries

109	Shree Bhagwati Flour and Foods Private Limited
110	Sleepy Owl Coffee Private Limited
111	Sproutlife Foods Private Limited
112	Sresta Natural Bioproducts Private Limited
113	Sri Velavan Agro
114	Sunfresh Agro Industries Pvt Ltd
115	Sunshine Tea House Private Limited
116	Supreme Nutri Grain Private Limited
117	Suruchi Spices Pvt Ltd
118	SWG Industries Limited
119	Synthite Industries P Ltd
120	Tasty Bite Eatables Ltd
121	Tata Consumer Products Ltd
122	Treta Agro Pvt. Ltd.
123	Vadilal Industries Limited
124	Varun Beverages Ltd.
125	Vezlay Foods Private Limited
126	Vidya Herbs Pvt Ltd
127	Weikfield Foods Private Limited
128	Western India Cashew Company Private Limited

129	Wholsum Foods Private Limited
130	Wow Momo Foods Private Limited
131	Yasheel Foods LLP
132	Zea Maize Private Limited
133	Zydus Wellness Limited

RING ROAD ON NH 161AA

5364. SHRI SURESH KUMAR SHETKAR:

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

- (a) whether the State Government of Telangana has sent proposals requesting to expedite the northern part of the Regional Ring Road from Choutuppal to Sangareddy in the State comprising one hundred fifty-nine kilometers, which is declared as NH-161AA and included in Bharatmala Phase-I;
- (b) if so, the details thereof and the action taken thereon along with the funds sanctioned/ spent till now; and
- (c) the reasons for delaying the project?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) to (c): For the development Regional Ring Road (RRR) of Hyderabad, the work for consultancy services for preparation of Detailed Project Report (DPR)

has been awarded. The alignment for Northern part of Regional Ring Road has been finalised.

Development of National Highways is a continuous process. Government keeps on receiving proposals from various State Governments including from the State of Telangana for declaration/ upgradation/development of National Highways. Decision for project implementation and investment is taken based on the outcome of DPR, requirement of connectivity, inter-se priority and synergy with PM Gati Shakti National Master Plan.

IMPACT OF ROAD TRANSPORT ON ENVIRONMENT

5365. SHRIMATI RACHNA BANERJEE:

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

(a) the steps being taken by the Government to reduce the environmental impact of road transport especially in terms of carbon emissions and air pollution from vehicles;

(b) the policies that are being implemented to reduce the noise pollution caused by road traffic, particularly in residential and sensitive areas;

(c) the manner in which the Government plan to integrate green corridors and eco-friendly materials in highway and road construction projects; and

(d) the measures being taken to preserve natural habitats and ecosystems during the construction of highways, especially in ecologically sensitive areas?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) :1. Government in the Ministry of Road Transport and Highways has taken the following key initiatives :

(i) Notified Bharat Stage (BS) VI Emission limits including use of alternative fuels vide G.S.R 889 dated 16.09.2016 to reduce pollutants from motor vehicles.

(ii) Notified E20 as a Mono fuel vide G.S.R 27 (E), dated 5th January, 2024 for all category of vehicles.

(iii) Notified Hydrogen as a fuel vide GSR 885(E) dated 16th December 2022 for ICE BS-IV vehicles.

(iv) Notified the Vehicle Scrapping Policy vide G.S.R 720 dated 5th October 2021 to phase out older, unfit polluting vehicles under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989.

(v) Mandated the fitment of FASTAG to all M and N category vehicles vide G.S.R 1361 dated 2nd November 2017 to reduce idling time at toll plazas, cutting fuel consumption and emissions.

2. Government has taken following initiatives to promote adoption of Electric Vehicles (EVs) in the country:

(i) Notification issued vide S.O. 5333(E) dated the 18th October, 2018 to grant exemption from the requirements of the permit to the battery operated transport vehicles.

(ii) Notification issued vide G.S.R. 525(E) dated the 2nd August, 2021 to grant exemption of Battery Operated Vehicles from payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

(iii) Notification issued vide G.S.R. 302(E) dated the 18th April, 2023 to grant All India Tourist Permit for battery-operated vehicles without payment of permit fee.

(iv) Notification issued vide G.S.R. 167(E) dated the 1st March, 2019 to facilitate retro-fitment of hybrid electric system or electric kit to vehicles.

(v) Notification issued vide G.S.R. 749(E) dated the 7th August 2018 enabling registration mark of Battery Operated Vehicles in Yellow colour on Green background for the transport vehicles and for all other cases, in White colour on Green background.

(vi) Further, an advisory dated 12th August 2020 has been issued to all States and UTs regarding sale and registration of two-wheeled Electric Vehicles without batteries.

3.The Government in the Ministry of Heavy Industries has formulated the following Schemes to incentivise and promote adaptation of Electric Vehicles:

(i) PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme: PM E-DRIVE Scheme has been notified on 29th September 2024 for promotion of electric mobility and to reduce dependence of fossil fuels in the country. The scheme has an outlay of ₹10,900 Crore over a period of two years from 01.04.2024 to 31.03.2026. The Electric Mobility Promotion Scheme (EMPS) 2024 implemented for the period of 06 months, from 01.04.2024 to 30.09.2024, is subsumed in the PM E-DRIVE scheme. This scheme aims to incentivise sale of e-2W, e-3W, e-Trucks, e-Ambulances, and e-buses. The scheme also supports development of charging infrastructure and upgradation of vehicle testing agencies.

(ii) Production Linked Incentive Scheme for Automobile and Auto Component Industry (PLI-Auto): Government on 15th September 2021 approved PLI-Auto Scheme, for enhancing manufacturing capabilities for Advanced Automotive Technology (AAT) products with a budgetary outlay of ₹25,938 Crore.

(iii) Production Linked Incentive (PLI) Scheme for manufacturing Advanced Chemistry Cells (ACC): Government on 12th May, 2021 approved PLI-ACC in order to promote manufacturing of ACC in the country with a budgetary outlay of ₹18,100 Crore. The scheme envisages to establish a cumulative ACC battery manufacturing capacity of 50 GWh.

(iv) Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) scheme Phase-II (FAME-II): FAME-II was implemented for a period of 5 years with effect from 01st April, 2019 with a total budgetary support of ₹11,500 Crore.

Under FAME-II, Phased Manufacturing Programme (PMP) was introduced with the objective of domestic manufacturing of electric vehicles, its assemblies/ sub-assemblies and parts/sub-parts thereby increasing the domestic value addition.

(v) PM e-Bus Sewa-Payment Security Mechanism (PSM) Scheme: This Scheme notified on 28th October 2024, has an outlay of ₹3,435.33 Crore and aims to support deployment of more than 38,000 electric buses. The objective of scheme is to provide payment security to ebus operators in case of default by Public Transport Authorities (PTAs).

(vi) Scheme for Promotion of Manufacturing of Electric Passenger Cars in India (SPMEPCI): This scheme was notified on 15th March 2024 to promote the manufacturing of electric cars in the country. This scheme requires applicants to invest a minimum of ₹4150 Crore and to achieve a minimum Domestic Value Addition (DVA) of 25% at the end of the third year and DVA of 50% at the end of the fifth year.

4. Government in the Ministry of Petroleum and Natural Gas has been promoting the blending of ethanol in petrol under the Ethanol Blended Petrol (EBP) Programme with multiple objectives. As a green fuel, ethanol supports the environmental sustainability efforts of the government. It reduces import dependence on crude oil, saves foreign exchange and promotes the domestic agriculture sector.

Interventions by the Government have led to an increase in ethanol blending with petrol from 38 crore litres in Ethanol Supply Year (ESY) 2013-14 to

707 crore litres in ESY 2023-24, with a corresponding increase in blending percentage from 1.53 % to 14.60 %. The EBP programme has resulted in a net CO₂ reduction of about 626 lakh metric tonnes from ESY 2014-15 upto January 2025.

5. Government through Central Pollution Control Board (CPCB) has taken the following measures:

i. Government has launched National Clean Air Programme (NCAP) in 2019 as a national level strategy to reduce air pollution levels across the country. NCAP targets to achieve reduction in Particulate Matter level up to 40% or achievement of national standards ($60 \mu\text{g}/\text{m}^3$) by 2025-26.

ii. Central Pollution Control Board (CPCB) has identified 130 million plus and non-attainment cities (cities exceeding National Ambient Air Quality Standards (NAAQS), consecutively for five years). City Specific Clean Air Action Plans have been prepared and rolled out for implementation in these 130 non-attainment/million plus cities to improve the air quality.

iii. These city specific clean air action plans target city specific air polluting sources like Soil and Road Dust, Vehicles, Domestic Fuel, Municipal Solid Waste (MSW) Burning, Construction Material and Industries with short-term priority action as well as those to be implemented in a medium to longer time frame along with the responsible agencies.

(b): The policies that are implemented to reduce the noise pollution caused by road traffic, particularly in residential and sensitive areas are as follows:

(i) The Government is installing noise barrier for the stretches passing through residential, educational, hospitals and sensitive areas as per IRC:SP:130-2022 - Guidelines on Design and Installation of Noise Barriers for roads and also provide vegetative barrier wherever land available for avenue plantation as per IRC SP 21 2009.

Further, there is provision of noise barrier on underpasses, elevated corridor, viaduct,etc and their slopes for the stretches passing through National Park, Sanctuary and Conservation Reserve,Animal Corridor,etc.

Further the Government has mandated noise limits for all categories of motor vehicles under Rule 120 of the Central Motor Vehicles Rules, 1989.

(ii) Government in Ministry of Environment,Forest and Climate Change has notified Noise Pollution (Regulation and Control) Rules, 2000.

As per rule 3(3) of Noise Pollution (Regulation and Control) Rules, 2000, the State Government shall take measures for abatement of noise including noise emanating from vehicular movements, [blowing of horns, bursting of sound emitting fire crackers, use of loud speakers or public address system and sound producing instruments] and ensure that the existing noise levels do not exceed the ambient air quality standards specified under these rules.

As per rule 3(4) of Noise Pollution (Regulation and Control) Rules, 2000, all development authorities, local bodies and other concerned authorities while planning developmental activity or carrying out functions relating to town and country planning shall take into consideration all aspects of noise pollution as a

parameter of quality of life to avoid noise menace and to achieve the objective of maintaining the ambient air quality standards in respect of noise.

(c) :Based on international best practices and outcome of indigenous research, new standards/guidelines are framed by Indian Roads Congress (IRC) and existing standards/guidelines of IRC are amended from time to time to facilitate use of such materials and technology. Government in Ministry of Road Transport and Highways have also issued policy guidelines on use of such eco-friendly materials/processes. National Highway (NH) Projects are generally implemented on EPC/HAM/BOT mode where contractor/concessionaire prepare their own design in accordance with applicable standards/guidelines/codes, etc.,which are reviewed/ approved by Authority's Engineer/Independent Engineer (AE/IE) before its actual use in a NH project.

Various kinds of eco-friendly green and sustainable materials such as fly ash, slag, construction and demolition waste, waste plastic, crumb rubber modified bitumen, geosynthetics including jute and coir, ground granulated blast furnace slag, etc. are used in different NH projects depending upon availability and feasibility of use.

(d): The Government aims for adherence to sustainable principles for projects that are located in or around the protected areas. The site and species specific mitigation measures are adopted for the safe passage of animals and for conservation of habitat and ecology. The Government builds structures like underpasses, eco-duct, viaduct, elevated corridor, tunnel, cut-and -cover, guard

wall, noise and light barrier, fencing,etc in consultation with State Government within Right of Way (RoW). Further, funds are provided for implementation of site mitigation measures like building of watch tower, rescue van, solar pump, ponds, soil and water conservation measures (away from RoW) in various corridors passing through protected areas or its Eco-Sensitive Zone as per topography, landscape, species, population etc.

USER DEVELOPMENT FEE

5366. SHRI DEEPAK ADHIKARI (DEV) :

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

(a) the details of the agency/authority who collects the User Development Fee; and

(b) the details of the total amount collected on account of User Development Fee during the last five years, year and fee collector-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) : Government of India has set up an Independent Economic Regulator namely, Airports Economic Regulatory Authority of India (AERA) under the AERA Act, 2008. AERA determines aeronautical charges of all the major airports such as landing, parking and User Development Fee (UDF) inter-alia considering the

factors such as Return on Investment for aeronautical assets, Operating expenditure, Depreciation, Tax, etc. For non-major airports, UDF is approved by Ministry of Civil Aviation.;

The UDF is collected by Airlines on behalf of Airport Operators and the same is credited to the Airport Operator by the Airlines.;

(b): Details of UDF in respect of Major Airports where UDF was collected during last five years is at **Statement**.

STATEMENT

Details of UDF in respect of Major Airports where UDF was collected during last five years

(Rs. In Crores)

Sr. No.	Name of Airports	Airport Operator	2019-20	2020-21	2021-22	2022-23	2023-24
1	DELHI	DIAL	243.23	75.57	201.37	357.08	410.66
2	MUMBAI	MIAL	151.26	16.60	22.64	93.81	117.25
3	BENGALURU	BIAL	399.67	82.93	151.28	615.61	905.51
4	HYDERABAD	HIAL	637.23	80.70	163.80	482.20	834.40
5	CHENNAI	AAI	10.60	14.42	33.03	212.84	398.32
6	KOLKATA	AAI	606.22	200.52	330.56	704.04	859.30
7	AHMEDABAD	AIAL	44.83	13.90	23.36	70.53	212.90
8	COCHIN	CIAL	-	-	-	121.20	191.40

9	PUNE	AAI	158.28	41.21	72.16	156.34	183.83
10	GOA, DABOLIM	AAI	125.20	42.27	80.41	115.61	176.97
11	LUCKNOW	LIAL	52.93	20.83	32.55	59.51	209.18
12	GUWAHATI	GIAL	107.63	44.22	65.37	101.18	116.00
13	JAIPUR	JIAL	116.08	36.37	64.00	109.92	120.73
14	BHUBANESWA R	AAI	68.54	31.66	40.03	70.65	131.15
15	MOPA, GOA	GIAL	-	-	-	15.07	201.52
16	TRIVANDRUM	TKIAL	171.16	34.02	77.59	177.37	213.61
17	SRINAGAR	AAI	53.87	35.18	62.39	87.10	137.33
18	CHANDIGARH	CHIAL	66.05	37.88	47.38	75.42	83.24
19	INDORE	AAI	42.20	12.56	23.81	40.58	52.32
20	PATNA	AAI	14.08	27.15	28.57	37.50	37.51
21	CALICUT	AAI	66.83	15.47	30.74	71.10	107.00
22	AMRITSAR	AAI	58.28	1.77	49.88	92.63	116.22
23	VARANASI	AAI	32.05	11.29	34.30	55.30	66.31
24	COIMBATORE	AAI	50.06	14.47	23.49	46.44	51.89
25	RAIPUR	AAI	-	5.71	48.22	57.86	66.48
26	MANGALURU	MaIAL	27.83	9.07	18.23	38.03	109.34
27	TRICHY	AAI	-	14.97	47.58	57.49	63.95
28	KANNUR	KIAL	51.24	14.67	29.46	52.94	68.32

29	SHIRDI	MADC	-	-	1.09	5.11	17.34

Note:

1. Data for FY 2019-20 and 20-21 are actual figures for all the Major Airports. In case of Delhi and Mumbai Airport, actual figures have been given for all the FYs.
2. Data for FYs 21-22, 22-23, 23-24 includes projections also, wherever actual figure not available/yet to be reported by the Airport operator.
3. Mopa, Goa was operationalised in January, 2023 and Shirdi Airport declared Major Airport in November, 2021

SPECIAL CENTRAL ASSISTANCE TO TRIBAL SUB-SCHEME

5367. SHRI BASTIPATI NAGARAJU:

SHRI B. K. PARTHASARATHI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) the total number of proposals received and approved under the Special Central Assistance to Tribal Sub-Scheme (SCA to TSS) during the last five years, year and State-wise;
- (b) the details of the funds demanded and approved under the said scheme during the said period, year and State-wise;
- (c) the details of funds sanctioned and disbursed for the approved projects during the said period, year and State-wise including district-wise for Andhra Pradesh; and
- (d) the details of the physical progress of the approved projects along with the number of beneficiaries and the physical targets achieved in this regard in Andhra Pradesh, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c): During 2021-22, the Government had revamped the earlier 'SCA to TSS' scheme and launched 'Pradhan Mantri Adi Adarsh Gram Yojna (PMAAGY)'. The details of state wise funds approved and released under the scheme of Special Central Assistance to Tribal Sub-Scheme (SCA to TSS) during the year 2020-21 is at **Statement-I**. The scheme of PMAAGY which was implemented during 2021-22 to 2025-26, aimed at integrated development of 36,428 villages with at least 50% tribal population and this included 517 tribal villages of Andhra Pradesh. The details of the funds released to the states during 2021-22 to 2024-25 under the scheme of PMAAGY' is at **Statement-II**, However as Andhra Pradesh did not submit the Village Development Plans (VDPs) under the scheme and hence funds could not be released. The scheme guidelines prescribed for the monitoring of physical progress by the state governments concerned and submit utilization certificates to the central government.

(d) :As per the Scheme guidelines, the State Tribal Department being the nodal department co-ordinate the progress of various schemes / programmes and make monitoring with well-defined indicators, covering fund allocation, release and expenditure, service delivery standards as well as outcomes. Further the details of the approved projects along with the number of beneficiaries in Andhra Pradesh under the scheme of SCA to TSS during the year 2020-21 is at **Statement-III**.

STATEMENT-I

Statement showing fund approved and released to State Governments during 2020-21 under SCA to TSS

(Rs. in lakh)

S.No.	States	Funds approved by PAC	Total Released
1	Andhra Pradesh	4954.96	4954.96
2	Arunachal Pradesh	7015.50	7015.50
3	Assam	4578.76	4578.76
4	Bihar	2121.00	994.00
5	Chhatisgarh	8769.06	8769.06
6	Goa	724.26	724.26
7	Gujarat	10843.85	10786.40
8	Himachal Pradesh	1367.00	1367.00
9	J and K	-	0.00
10	Jharkhand	8712.00	7049.64
11	Karnataka	3826.15	0.00
12	Kerala	800.00	459.15
13	Madhya Pradesh	15216.03	0.00
14	Maharashtra	5034.22	0.00
15	Manipur	1426.00	0.00
16	Meghalaya	2604.00	328.25
17	Mizoram	1236.22	1236.22

18	Nagaland	1944.64	2846.14
19	Odisha	9962.00	9010.42
20	Rajasthan	8662.66	8662.66
21	Sikkim	800.00	0.00
22	Tamilnadu	503.80	377.47
23	Telangana	4191.00	4191.00
24	Tripura	1173.3	1173.30
25	Uttarakhand	800.00	757.80
26	Uttar Pradesh	751.47	508.83
27	West Bengal	3746.00	3746.00
	TOTAL	104970.73	79536.82

STATEMENT-II

State-wise details of the villages covered under the scheme of PMAAGY, Village Development Plan (VDPs) approved and funds released during 2021-22 to 2024-25 to States including Andhra Pradesh

(Rs. in lakh)

S.No	Name of State	Total Villages under PMAAGY	PAC Approved Amount	2021-22	2022-23	2023-24	2024-25	Total Release
				Fund released	Fund released	Fund released	Fund released	(2021-22 to 2024-25)
1	Andhra Pradesh	517	0	0	0	0	0	0
2	Arunachal	141	0	733.68	0	0	0	733.68

	Pradesh							
3	Assam	1700	34646	8743.02	11538.22	7182.38	5186.19	32649.81
4	Bihar	184	0	774.44	0	0	0	774.44
5	Chhattisgarh	4029	31181.4	15595.8	23021.82	0	0	38617.62
6	DNDD	55	0	0	173.23	0	0	173.23
7	Goa	21	0	0	0	0	0	0
8	Gujarat	3764	57125.14	15916.78	19401.76	0	0	35318.54
9	Himachal Pradesh	90	1528.5	377.03	288.09	0	0	665.12
10	J and K	302	5950.5	0	932.39	0	0	932.39
11	Ladakh	132	1019	0	470.525	0	0	470.525
12	Jharkhand	3891	8145.52	6531.79	6915.28	0	0	13447.07
13	Karnataka	507	7443.7	2139.9	937.48	0	0	3077.38
14	Kerala	6	122.38	0	0	61.19	30	91.19
15	Madhya Pradesh	7307	80674.67	12268.76	27694.54	0	0	39963.3
16	Maharashtra	3605	31425.96	0	13485.5	0	0	13485.5
17	Manipur	254	896.72	427.98	295.47	0	0	723.45
18	Meghalaya	836	3586.88	0	3342.3	0	0	3342.3
19	Mizoram	344	6847.47	580.83	1818.605	1112.009	1468	4979.44375
20	Nagaland	530	10801.4	886.53	2233.97	0	3827.44	6947.94
21	Odisha	1653	15950.6	2771.68	1001.24	3044.423	0	6817.3425
22	Rajasthan	4302	30471.94	7224.71	15269.66	0	0	22494.37

23	Sikkim	62	917.73	0	0	0	0	0
24	Tamil Nadu	167	3220.04	285.32	285.62	855.805	461.37	1888.115
25	Telangana	533	8722.64	2262.18	1681.035	0	1646	5589.215
26	Tripura	375	7010.72	631.78	904.48	2737.23	0	4273.49
27	Uttarakhand	64	0	0	0	0	0	0
28	Uttar Pradesh	183	0	0	0	0	0	0
29	West Bengal	874	0	0	3495.2	0	0	3495.2
	Total	36428	347689	78499.2	135436	14993	12619	241547.66

STATEMENT-III

Details of the approved projects along with the number of beneficiaries in Andhra Pradesh under the scheme of SCA to TSS during the year 2020-21

(Rs.in lakh)

S.No	Activities	Location	Beneficiaries	PAC Approved Amount
1.	Fish farming in Small and Seasonal Water Bodies(inAcs) Purpose : The activities involve bringing all the water bodies mostly seasonal water-bodies of less than 1acre and 1-5 acre on the potentiality and local conditions into scientific fish production using natural methods,	State	1305.99	721.19

	enhancing productivity and incomes.			
2.	Millet promotion through ZBNF in Paderu ITDA area Purpose : Promotion and Expansion of Millets Total cost of project is Rs 324.21 lakhs Cost sharing is between Gol and beneficiaries	Visakhapatnam	324.21	302.32
3.	Demonstration – promotion of millets Cost sharing is between Gol and beneficiaries	Nellore		2.25
4.	Area expansion of cashew Cost sharing is between Gol and beneficiaries	Vizianagram		47.25
5.	Cashew rejuvenation	Vizianagram		90
6.	Strengthening of FPO for the processing and marketing of organic coffee project, Chithapally	Vishakhapatnam		234.61
7.	Setting Up of Pregnant Women Hostels. Total (42) Hostels-[4 running successfully, 18 proposed in GoAP and 15 proposed in Gol] including Non-Recurring@ Rs.11.5 lakhs and Recurring Cost@ Rs.50.00 lakhs/year per each hostel. Project to be shared between Gol and GoAP	Tribal Areas, State		172.50
8.	Custard apple plantation (160 plants /acre). Bund plantation Cost sharing with beneficiaries	East Godavari		9.72
9.	Farm equipments (secateurs and rechargeable hand sprayers)	East Godavari		11.25

	Cost sharing with beneficiaries					
10.	Ambulances for Emergency transportation of Patients- Total Unit : 5 units Unit Cost: @ Rs. 10.00 lakhs each Tribal people are facing severe difficulties in reaching medical emergency. There is a need for more ambulances in tribal areas because of scattered area and geographical difficulties. Hence, proposed for ambulances for emergency transportation of patients.			Tribal Areas, State		45.00
11.	Procurement of (6,000) Bunker Beds to TW Ashram Schools and Post matric Hostels and (2250) Dual Desks to TW Ashram Schools. Gol has already sanctioned Rs.16.35 Cr in 2016-17 and Rs.9.92 Cr during 2018-19 and 2019-20.			State		571.91
12.	Pineapple expansion with Mauritius variety			Srikakulam		1398
13.	Comprehensive Turmeric Development Project					
14.	Improvement of Coffee farmers income			Vishakapatnam		265
15.	Pineapple area expansion					
16.	Establishment of Cashew Processing Unit in ITDA, RC Varam					570.00
	S. No.	Particulars	Indicative Cost			

		(Rs. in lakh)			
	1	Land Development	12.00		
	2	Building Civil Structure for processing/drying/packing	60.00		
	3	Godown for Storage of Raw Cashew	78.00		
	4	Plant, Machinery, Electrical and Installation	60.00		
	5	Procurement of Raw cashew nut-200 MT	160.00		
	6	Labour for loading. unloading of raw materials and finished products, drying of raw material. processing and packing of cashew kernel (approximately 50 members for 200 days)	30.00		
	7	Post roasting and Packing equipment	40.00		
	8	Vehicles for internal transportation (4 vehicles X Rs.15.00 lakhs each)	60.00		
	9	Equipment to VDVks to process and to shift part of material to Cashew Processing	50.00		

		Unit. (25 VDVks)				
	10	Recurring expenditure for running the unit	20.00			
		Total project cost	570.00			
Total						4954.96

EASE OF DOING BUSINESS FOR MSMEs

5368. SHRI S. JAGATHRATCHAKAN:

SHRIMATI KANIMOZHI KARUNANIDHI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government is aware of the findings in the report published by ASSOCHAM-EGROW which highlight that 30 percent of MSMEs struggle with accessing finance, 34 percent face complex Goods and Services Tax (GST) compliance issues, severely impacting their growth and sustainability;

(b) if so, the specific steps taken by the Government to streamline MSME support schemes and ensure that information about these schemes reaches entrepreneurs, particularly in rural and semi-urban areas;

(c) whether the Government is considering reforms in GST compliance to reduce the regulatory burden on MSMEs, including a tiered penalty structure and state-specific GST registration simplifications; and

(d) the details of steps taken by the Government to address regulatory hurdles and improve ease of doing business for MSMEs in the country?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c): The Government of India has taken a number of initiatives and measures to provide support to Micro, Small and Medium Enterprises (MSMEs) in accessing finance across the country, including in rural and semi-urban areas. The measures inter-alia include schemes and programmes such as Prime Minister's Employment Generation Programme, Special Credit Linked Capital Subsidy Scheme, Credit Guarantee Scheme for Micro and Small Enterprises, PM Vishwakarma, Pradhan Mantri Mudra Yojana, Stand Up India, Self Reliant India, Fund of Funds for Startups, etc.

As informed by GST Council, a Group of Ministers to identify measures necessary for creating a conducive environment for MSMEs was constituted and based on the recommendations, various measures for MSME Sector have been taken to promote ease of doing business and reduce the regulatory burden on MSMEs.

(i) Based on turnover, certain enterprises are not required to obtain GST registration and the details are as given below:

- If aggregate turnover in a financial year does not exceed 40 Lakh for supply of goods
- If aggregate turnover in a financial year does not exceed 20 Lakh for supply of services

(ii) Composition levy scheme in GST is an alternative method of levy of tax for MSME taxpayers having turnover upto a prescribed limit.

(iii) To simplify GST filing for MSMEs, special return filing provisions for MSME Sector has been introduced. The Government has notified that all eligible registered persons having annual turnover up to Rs. 5 crore, in the preceding financial year, may opt for filing of quarterly returns with monthly payment of tax.

Awareness programmes are regularly conducted by the Ministry of MSME / field offices of Ministry of MSME, in coordination with MSME/ Industry Departments of States/UTs concerned and other stakeholders Ministries, Organization, etc. to ensure that information about these schemes reaches entrepreneurs, particularly in rural and semi-urban areas.

(d): A number of steps have been taken to address regulatory hurdles and improve ease of doing business for MSMEs by the Government as given below:

(i) Udyam Registration Portal was launched on 01.07.2020 to facilitate ease of registration for MSMEs. The process of registration on Udyam is fully online, paperless and based on self-declaration. The Ministry in association with Small Industries Development Bank of India launched Udyam Assist Platform on

11.01.2023, for bringing Informal Micro Enterprises (IMEs) into the formal ambit. This has helped the registered IMEs to avail the benefits of Priority Sector Lending.

(ii) The Ministry of MSME reduced the Compliance Burden on business as well as on citizens related to Public Procurement Policy for Micro and Small Enterprises Order, 2012 vide Notification No. S.O. 3237(E) dated 11.08.2021 as identified by the Department for Promotion of Industry and Internal Trade (DPIIT).

(iii) As informed by DPIIT, National Single Window System has been developed, which integrates the existing clearance/regulatory systems of various Ministries/ Departments of Government of India and State Governments. A total of 278 Central Government approvals and 2,977 State Government approvals can be applied through this facility.

PROJECT FOR WATER SUPPLY IN MACHILIPATNAM CITY

5369. SHRI BALASHOWRY VALLABHANENI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the date of the proposal of the project to provide water supply to Machilipatnam city in Krishna district of Andhra Pradesh with an estimated cost of Rupees thirty crores;

(b) whether it is true that the project is still ongoing;

(c) if so, the reasons for its delay along with the time by which the said project is likely to be completed; and

(d) whether there is any cost and time overrun of the project and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d): As reported by the State of Andhra Pradesh State, one water supply project worth ₹30.41 crore has been taken up in Machilipatnam city under **Atal Mission for Rejuvenation and Urban Transformation (AMRUT)**. The Project was approved by the Apex Committee of Ministry of Housing and Urban Affairs (MoHUA) on 21.10.2015. The State Government has informed that the project was initially scheduled for completion in September, 2019 but was completed in October 2024. The delay was due to Covid-19 pandemic, non-availability of construction materials, etc. There was no cost overrun of the Project.

CAUSES OF TECHNICAL GLITCHES

5370. SHRI ARUN BHARTI :

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

(a) whether the number of technical glitches reported by airlines has decreased during the last three years across the country and if so, the details thereof;

(b) the details of the primary causes identified for these technical glitches along with the measures implemented to address the said causes; and

(c) the steps taken by the Directorate General of Civil Aviation (DGCA) to monitor and ensure compliance with safety standards by airlines?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a): There is a decrease in technical glitches reported by airlines during the last three years across the country. Detail report is attached as **Statement**.

(b): Technical snags in an aircraft may be caused due to malfunctioning of components/ equipment fitted on the aircraft which require rectification action by the airlines for continued safe, efficient and reliable air transport service. The snag is rectified as per the procedure in the Aircraft Maintenance Manual (AMM) and may involve replacement of components, testing, servicing etc. Upon satisfactory rectification, the aircraft is released for service and an entry to this effect is made in the Flight Report Book.;

(c): DGCA has laid down regulations under Civil Aviation Requirement (CAR) which requires that the aircraft is maintained in accordance with the manufacturer and DGCA guidelines and all technical issues reported on the aircraft are rectified before the aircraft is released for flight.;

DGCA has a laid down mechanism of conducting surveillance, spot checks, night surveillance etc. of the airlines/ organizations and personnel to ensure all

regulatory requirements are complied with to ensure safety of passenger and aircraft and the observations/ findings are provided to the airline for taking corrective action.;

The action taken to correct the observation are reviewed to enforce corrective and preventive action. In case of violations, DGCA takes enforcement action in accordance with laid down procedures which may consist of warning, suspension, cancellation including imposition of financial penalty to the personnel involved/ airline.

STATEMENT

**No. of instances of technical fault/occurrences vs number of flight operated
by the airlines (year-wise) 2022 -2024**

S/N	AIRLINES	2022		2023		2024	
		No. of technical fault	Total number of flight	No. of technical fault	Total number of flight	No. of technical fault	Total number of flight
1.	M/s Interglobe Aviation Ltd (Indigo)	472	548,421	115	678,313	130	718,493
2.	M/s Spicejet Ltd	143	101,749	150	71,131	34	51,844

3.	M/s Air India Ltd	64	121,870	62	146,579	94	269038
4.	M/s Vistara	03	86,844	14	102,938	-- (Merge with AI)	--
5.	M/s AirIndia Express Ltd	23	29,699	23	36,248	47	135063
6.	M/s Air Asia Ltd	08	54,347	16	69,962	--- (Merge with AIXL)	----
7.	M/s Akasa Air	01	5,484	-	39,773	07	81,914
8.	M/s Alliance Air Aviation Ltd (Alliance Air)	03	37,301	06	38,670	11	29,160
Total Defect /Total Flight		717	985715	386	1183614	323	1285512

FLOOD MANAGEMENT AND ANTI-EROSION WORK IN ANDHRA PRADESH

5371. SHRI G. M. HARISH BALAYOGI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is providing financial, technical and other support including grant-in-aid to States/UTs for flood management and anti-erosion works, especially for Konaseema district in Andhra Pradesh;
- (b) if so, the details thereof including the schemes under which the funds are allocated;
- (c) the details of the anti-erosion works undertaken in the Konaseema district during the last three years;
- (d) the details of the number of proposals received and approved for flood control and management during the last five years, State-wise, especially in the Godavari basin;
- (e) the details of the funds sanctioned, released and utilized along with the number of works undertaken for the same during the last three years, year and State-wise, particularly in Konaseema district of Andhra Pradesh; and
- (f) the steps taken/being taken by the Government to improve river basin management and increase the flood-bearing capacity of the Godavari River, especially in the delta region?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (f): Flood management and anti-erosion schemes are formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and promotional, financial assistance for management of floods in

critical areas. To strengthen the structural measures of flood management, Ministry had implemented Flood Management Programme (FMP) during XI and XII Plan for providing Central Assistance to States for works related to river management, flood control, anti-erosion, drainage development, anti-sea erosion, etc. which subsequently continued as a component of "Flood Management and Border Areas Programme" (FMBAP) for the period from 2017-18 to 2020-21 and further extended up to March, 2026.

No flood management projects of Andhra Pradesh have been received for inclusion under FMBAP Scheme.

There are no works undertaken for anti-erosion in Konaseema district during the last three years.

The Government of Andhra Pradesh have allocated funds under the Action plan of Oand M Works. Statement regarding list of proposals received and approved for Flood Materials, over the last five years in the jurisdiction of Chief Engineer, Godavari Delta System, Dowlaiswaram is annexed at **Statement-I**.

Statement showing the details of the funds sanctioned, released and utilized along with the number of works under taken for Flood Materials during the last three years in Konaseema district in the jurisdiction of Chief Engineer, Godavari Delta System, Dowlaiswaram is annexed at **Statement-II**.

The Government of Andhra Pradesh have accorded Administrative Approval of Rs. 548.32 Crores for “Raising and widening of Godavari Flood Banks to 1986 standards along with repairs to structures, construction of new structures, formation of ramps and groynes” and the works have been completed.

STATEMENT-I

List of proposals received and approved for Flood Materials, over the last five years in the jurisdiction of Chief Engineer, Godavari Delta System, Dowlaiswaram.

S. No	Year	Action Plan Proposed/received		Action Plan Approved	
		No. of works	Amount (in Lakhs)	No. of works	Amount (in Lakhs)
1	2	3	4	5	6
1	2024-25	11	205.85	11	205.85
2	2023-24	19	390.92	11	216.70
3	2022-23	20	749.25	9	379.95
4	2021-22	13	261.51	6	181.54
5	2020-21	30	429.36	27	482.37

STATEMENT -II

The details of the funds sanctioned, released and utilized along with the number of works under taken for Flood Materials during the last three years in Konaseema district in the jurisdiction of Chief Engineer, Godavari Delta System, Dowlaiswaram.

S. No	Year	No. of works sanctioned , released and utilized	Amount (in Lakhs)
1	2	3	4
1	2024-25	5	97.33
2	2023-24	7	142
3	2022-23	9	379.95

DELAY IN COMPLETION OF NH PROJECTS

5372. SHRI TANUJ PUNIA:

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

(a) the number of National Highways (NHs) projects that failed to be completed on schedule since 2014 in the country, State-wise including Barabanki district of Uttar Pradesh;

(b) the reasons for severe delays in construction of NHs and other related projects in the country;

(c) whether there is any cost escalation due to such delays, if so, the details thereof; and

(d) the amount of loans availed by National Highways Authority of India (NHAI) for various projects since 2015, year-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): There are 683 ongoing projects started since 1st April, 2014, that have spilled beyond their original completion schedule, without attaining any of the various stages of project completion. The State/Union Territory-wise details are at **Statement-I.**

(b): The primary reasons for delay in NH projects are issues / bottlenecks relating to land acquisition, statutory clearances / permissions, utility shifting, encroachment removal, law and order, financial crunch of Concessionaire / Contractor, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides/avalanches etc.

(c) :All delayed projects do not face cost escalation. If delay is not attributable to the Contractor, price escalation is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion of project and final settlement of bills. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.

(d): The Year-wise details of loans raised by National Highways Authority of India (NHAI) in the form of Internal and Extra Budgetary Resources (IEBR) since April 2015 is at **Statement-II.**

STATEMENT-I

State/UT wise details of projects spilled beyond their original completion schedule without attaining any of the various stages of project completion

Sr. No.	State/UT's	No of Projects
1	Andaman and Nicobar	3
2	Andhra Pradesh	41
3	Arunachal Pradesh	9
4	Assam	16
5	Bihar	37
6	Chhattisgarh	22
7	Dadra and Nagar Haveli And Daman and Diu	1
8	Delhi	3
9	Goa	10
10	Gujarat	20
11	Haryana	7
12	Himachal Pradesh	17
13	Jammu and Kashmir	28
14	Jharkhand	14
15	Karnataka	40
16	Kerala	15

Sr. No.	State/UT's	No of Projects
17	Madhya Pradesh	21
18	Maharashtra	76
19	Manipur	23
20	Meghalaya	6
21	Mizoram	14
22	Nagaland	6
23	Odisha	30
24	Punjab	20
25	Rajasthan	27
26	Sikkim	12
27	Tamil Nadu	29
28	Telangana	37
29	Tripura	6
30	UT Ladakh	5
31	Uttar Pradesh	42
32	Uttarakhand	32
33	West Bengal	14

STATEMENT-II

Year-wise details of loans raised by NHAI in the form of Internal and Extra Budgetary Resources (IEBR) since April 2015

Year	IEBR (Rs. in crores)
2015-16	23,281
2016-17	33,118
2017-18	50,533
2018-19	61,217
2019-20	74,988
2020-21	65,036
2021-22	65,150
2022-23	798
2023-24	Nil
2024-25	Nil

PROMOTION OF TRIBAL HANDICRAFTS

5373. DR. M. P. ABDUSSAMAD SAMADANI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) whether the Government is taking special initiatives to promote the commercial viability of tribal handicrafts in the country;

- (b) if so, the details thereof along with the financial assistance, skill development programmes and marketing support extended to tribal artisans;
- (c) whether the Government has collaborated with e-commerce platforms and international markets to enhance the reach of tribal handicrafts and if so, the details thereof;
- (d) the total funds allocated and utilized for promotion of tribal handicrafts during the last five years; and
- (e) the steps taken to ensure that middlemen do not exploit tribal artisans and they receive fair prices for their products?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (e): Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED) is implementing “Pradhan Mantri Janjatiya Vikas Mission” (PMJVM) scheme of Ministry of Tribal Affairs for socio-economic development of tribal communities across the country. Under PMJVM, empanelment of tribal artisans and procurement of various tribal products from them is the core initiative for generating livelihood opportunities.

As part of achieving the above core initiative, TRIFED undertakes retail marketing of tribal products through TRIBES India Outlets, E-Commerce and Exhibitions. TRIFED has integrated its in-house brand, Tribes India, into the Open Network for Digital Commerce (ONDC) and through buyer apps of ONDC, the

tribal products are available for purchase by consumers. Besides, for expanding market reach of these products TRIFED plans to list these products on online marketplaces.

Additionally, under the scheme of PMJVM, financial assistance up to Rs. 15 lakhs is provided to State Implementing Agencies for training, value addition of MFP, farm, and non-farm products and produces. This equips tribal communities associated with VDVks with the necessary skills to engage in value-addition activities and generate sales, supporting their livelihood and fostering self-reliance.

ESTABLISHMENT OF MEGA FOOD PARKS IN KARNATAKA

5374. CAPTAIN BRIJESH CHOWTA:

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

- (a) whether the Government has any plans for the establishment of new Mega Food Parks in Karnataka and if so, the details thereof;
- (b) whether the seafood and coconut processing industries in Dakshina Kannada and Karnataka are eligible for special incentives to promote their growth and if so, the details thereof;
- (c) whether the Government is considering for setting up of cold storage and food export infrastructure projects in coastal Karnataka to support the region's agro-based industries and if so, the details thereof; and

(d) the steps taken/being taken by the Government to integrate Farmer Producer Organizations (FPOs) with the food processing sector in Karnataka to enhance value addition and market linkages?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): The Ministry of Food Processing Industries has been implementing Mega Food Park scheme (MFPS), a component scheme of Pradhan Mantri Kisan Sampada Yojana (PMSKY) for creating modern infrastructure for the food processing sector along the value chain from farm to market. As the Ministry does not set up such projects on its own, it invites Proposals from interested entities/organizations through Expression of Interest (Eoi) floated from time to time, in accordance with scheme guidelines. State wise allocation has not been made under Mega Food Parks Schemes. Under Mega Food Park scheme, the Ministry has already approved 2 MFPs in the state of Karnataka. The details along with status of Mega Food parks approved in the state of Karnataka is at **Statement**. There is no plan to approve new Mega Food Parks in Karnataka state as the Mega Food Park scheme has been discontinued by the Government w.e.f. 01.04.2021 with provision for committed liabilities during 15th Finance Commission cycle.

(b) to (d): The Ministry of Food Processing Industries (MoFPI) has been implementing a central sector umbrella scheme called “Pradhan Mantri Kisan Sampada Yojana (PMKSY)” since 2017-18 across the country. The basic objective of the scheme is to ensure overall development of food processing sector in the country. The scheme aims to achieve the objective by providing incentives for creation of food processing and preservation infrastructure in the country. The PMKSY has 5 on-going component schemes such as Agro Processing Clusters (APC), Integrated Cold Chain and Value Addition Infrastructure (ICC), Creation / Expansion of Food Processing and Preservation Capacities (CEFPPC), Operation Greens (OG) and Setting up/ Up gradation of Food Testing Laboratories (FTL Scheme) to provide financial assistance for setting up of food processing infrastructure in the country. Under the component schemes namely Cold Chain, APC, CEFPPC and OG, following concessions are provided for proposals received from difficult areas such as Integrated Tribal Development Project (ITDP), North Eastern Region, Hilly States etc.:-

- The combined net worth of the applicant should be equal to the grants-in-aid sought in identified difficult areas against 1.5 times in General areas.
- Term loan from the Bank for an amount not less than 10% of the total project cost against 20% in general areas.
- Infusion of equity of at least 10% of the total project cost against 20% in general areas.

- Minimum eligible project cost of Rs.1.00 (one) crore against Rs. 3.00 crore in general areas.
- Grants-in-aid @50% of eligible project cost against @ 35% of the eligible project cost in general areas, subject to a maximum amount of Rs. 5.00 crore in case of CEFPPC scheme, Rs. 10.00 crore in case of APC and Cold Chain schemes and Rs.15.00 crore in case of OG scheme.

All component schemes under PMKSY are demand driven in nature and the proposals under the scheme are invited online through Expression of Interest (EOI) . The scheme is not state/region specific or product specific. Proposals are invited from time to time across the country including remote or underdeveloped areas by floating Expression of Interests (Eois) in the Ministry's website. Individuals including small farmers as well as entities/ organizations such as FPOs/ FPCs/NGOs/PSUs/Firms/Companies, etc. are eligible to avail benefits under the scheme. Under the scheme of Promotional Activities of MoFPI, Ministry has provided financial assistance to various eligible organizations for organizing events such as seminars, workshops, conferences, exhibitions etc. across the country throughout the year to create awareness among stakeholders including small farmers and Farmers Producers Organizations (FPOs) on various schemes of the Ministry.

STATEMENT

The details along with status of Mega Food parks approved in the state of Karnataka

SPV/IA Name	State/ UT Name	District Name	Date of Final Approval	Total Project Cost (INR in Cr)	Grant Approved (INR in Cr)	Grant Released (INR in Cr)	Status
Integrated Food Park Ltd	Karnataka	Tumkur	29-Mar-2011	144.33	48.72	48.72	Operational
Favorich Infra Pvt Ltd	Karnataka	Mandya	19-Dec-2017	113.83	50	37.57	Under Implementation

IMPLEMENTATION OF PMKSY**5375. SHRI HARIBHAI PATEL:**

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

(a) whether the Government is implementing the Pradhan Mantri Kisan Sampada Yojana (PMKSY) scheme to create post-harvest infrastructure and reduce losses in the food processing sector and if so, the details thereof;

(b) the financial assistance provided under the said scheme for setting up of food processing and preservation infrastructure including cold storages and refrigerated vehicles;

(c) the mandatory environmental compliance requirements for the Cold Chain projects under PMKSY including Non-ODS (Ozone Depleting Substances) and low Global Warming Potential (GWP) refrigerants;

(d) whether the Government has introduced additional measures to ensure sustainable and energy-efficient cooling systems in food processing industries and if so, details thereof; and

(e) the steps taken to ensure State-level compliance with pollution control norms for the release of grants-in-aid under PMKSY?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): The Ministry of Food Processing Industries (MoFPI) has been implementing a Central Sector Umbrella Scheme “Pradhan Mantri Kisan Sampada Yojna” (PMKSY) to create post-harvest infrastructure and processing facilities to boost the overall development of the food processing sector and reduction in post-harvest losses. The component schemes under PMKSY provide financial assistance in the form of grants-in-aid to entrepreneurs for setting up of food processing and preservation infrastructure which, inter-alia, includes cold storages for captive use and refrigerated vehicles to minimize post-harvest losses.

(b): The financial assistance provided under PMKSY for setting up of food processing and preservation infrastructure including cold storages and refrigerated vehicles is at **Statement**.

(c) and (d): As per the provisions of PMKSY component scheme guidelines, Project Implementation Agency (PIA) must comply with the requirements of Cold Chain infrastructure as per the directions of Ministry of Environment, Forest and Climate change, Government of India. These requirements focus on the adoption of energy-efficient cooling systems that utilize Non-ODS (Non- Ozone depleting Substances) and low GWP (Low Global Warming Potential) refrigerants with low environmental impact.

Further, under PMKSY component schemes including Cold Chain scheme, assistance can be availed for creation of Renewable/alternate energy technologies (solar, bio-mass, wind, etc.) for the project (Max. eligible permissible cost is Rs. 35 Lakh per project). Solar/bio-mass powered cooling systems ensure sustainability and energy-efficiency. This initiative aims to reduce reliance on conventional energy sources and promote environmental sustainability. Eligible entities from across the country may apply and avail the benefits

(e): Under the Pradhan Mantri Kisan Sampada Yojana (PMKSY), the Ministry of Food Processing Industries (MoFPI) has implemented specific measures to ensure that state-level projects comply with pollution control norms before releasing grants-in-aid. A key requirement is that project proponents must obtain a "Consent to Operate" (CTO) from the respective State Pollution Control Board

or Agency, addressing both water and air quality standards. This CTO serves as a mandatory prerequisite for release of instalment of Grant-In-Aid/Subsidy to the approved projects.

STATEMENT

Pattern of assistance under PMKSY Scheme:

- i. **Integrated Cold Chain and Value Addition Infrastructure:** Grant-in-aid will be @ 35% of eligible project cost for project in general area and @ 50% of eligible project cost for difficult area as well as for projects of SC/ST. FPOs and SHGs, subject to maximum of Rs. 10 crore per project. Approved grants-in-aid released in three equal instalments.
- ii. **Creation of Infrastructure for Agro Processing Clusters:** Scheme envisages grants-in-aid @35% of eligible project cost in general areas and @50% of eligible project cost in difficult areas, SC/ST, FPOs and SHGs subject to maximum of Rs.10.00 Crores. Approved grants-in-aid released in three equal instalments.
- iii. **Creation/ Expansion of Food Processing and Preservation Capacities:** Scheme envisages grants-in-aid @35% of eligible project cost in general areas and @50% of eligible project cost in difficult areas, SC/ST, FPOs and SHGs subject to maximum of Rs.5.00 Crores. Approved grants-in-aid released in two equal instalments.
- iv. **Scheme for Food Safety and Quality Assurance Infrastructure:** For Government Organizations, the grant is 100% and for private organizations 50% for general areas and 70% for difficult areas and SC/ST applicants.

v. **Scheme for Operation Greens:** Grants-in-aid will be @35% of eligible project cost for projects in general areas and @50% of eligible project cost for projects in difficult areas as well as for projects of SC/ST, FPOs and SHGs. For Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.

vi. **Scheme for Research and Development in Processed Food Sector:** For Govt. organisation, the grant is 100% of eligible project cost and for Private organisation, it is 50% of eligible project cost in General areas and 70% of eligible project cost in difficult areas.

MULTI MODAL LOGISTIC PARKS

5376. SHRI BASAVARAJ BOMMAI:

SHRI ANURAG SINGH THAKUR:

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

- (a) whether the Government has developed/proposes to develop large number of Multi Modal Logistic Parks (MMLPs) in the country;
- (b) if so, the details thereof, State-wise along with the estimated cost therein of each of the Parks;
- (c) the estimated volume of cargo likely to be handled in each of the MMLPs; and
- (d) the extent to which MMLPs would help in modernizing country's logistics infrastructure and allow businesses to enhance global trade?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The Government has approved the construction of 35 Multi Modal Logistic Parks (MMLPs) at various locations across the country.

(b): The State-wise details along with the estimated cost of each of the five MMLPs being developed by the Government is given at **Statement-I**.

(c): The estimated volume of cargo likely to be handled in each of the five approved MMLPs is given at **Statement-II**.

(d): MMLPs are planned with a view to integrating multi-modal connectivity for cargo aggregation/ disaggregation, providing modern logistic facilities, enhancing logistics efficiency and reducing overall logistics cost.

STATEMENT-I

The State-wise details along with the estimated cost of each of the five MMLPs being developed by the Government

SI No.	State	MMLP's Locations	Project Estimated Cost		
			Concessionaire Cost	Authority Cost	Total Cost (Authority +Concessionaire)
1	Tamil Nadu	Chennai	Rs.782.58 Cr	Rs.640.92 Cr	Rs1423.50 Cr.

2	Karnataka	Bengaluru	Concessionaire Cost	Authority Cost	Total Cost (Authority +Concessionaire)
			Rs.935.90 Cr	Rs.833.80 Cr	Rs.1769.70 Cr.
3	Madhya Pradesh	Indore	Concessionaire Cost	Authority Cost	Total Cost (Authority +Concessionaire)
			Rs.758.10 Cr	Rs.352.59 Cr	Rs.1110.69 Cr.
4	Maharashtra	Nagpur	Concessionaire Cost	Authority Cost	Total Cost (Authority +Concessionaire)
			Rs.352.97 Cr	Rs.320.15 Cr	Rs.673.12 Cr.
5	Assam	Jogighopa	Sanctioned Amount		
			693.97		

STATEMENT-II

The estimated volume of cargo likely to be handled in each of the five approved MMLPs

Sr. No.	State	MMLP's Locations	Likely Volume of Cargo handled in these MMLP's in Million Metric Tonnes per Annum(MMTA)
1.	Tamil Nadu	Chennai	7.17 MMTA
2.	Karnataka	Bengaluru	29.46 MMTA
3.	Madhya Pradesh	Indore	12.79 MMTA
4.	Maharashtra	Nagpur	11.26 MMTA
5.	Assam	Jogighopa	13.32 MMTA

REGIONAL AIR CONNECTIVITY UNDER UDAN SCHEME

5377. SHRIMATI JYOTSNA CHARANDAS MAHANT:

DR. AMAR SINGH:

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

- (a) the number of new regional airports and air routes operationalised under the UDAN scheme in 2024-25;
- (b) the financial assistance provided to airlines and airport operators for improving regional air connectivity; and

(c) the challenges faced by the Government in ensuring the long-term financial viability of UDAN routes and the steps being taken to address them?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (c): 04 airports, 02 heliports and 66 RCS routes have been operationalised during the year 2024-25 under the Regional Connectivity Scheme-Ude Desh ka Aam Nagrik (RCS-UDAN).;

Regional air connectivity is envisioned under UDAN by supporting Selected Airline Operators (SAOs) through concessions by the Central Government, State Governments/UTs and airport operators to reduce the cost of operations on regional routes and providing financial (Viability Gap Funding or VGF) support to meet the gap.

The challenges being faced in implementing the UDAN routes are demand fluctuations, high operational costs, weather disruptions, airport slot constraints, low passenger demand and airline consolidation. In order to improve long term sustainability of the routes and to address these issues, the government provides viability gap funding (VGF) to airlines, supports the upgrading of regional airports, and encourages operational flexibility. Further, eligible routes that were discontinued in the past rounds due to various reasons such as airline failure, have also been re-bid, awarded and operationalised in the subsequent rounds.

JAL JEEVAN MISSION IN ASSAM**5378. SHRI PRADYUT BORDOLOI:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the audit ordered by the State Government of Assam on the Jal Jeevan Mission (JJM) has concluded and if so, the details and findings thereof along with the action taken thereon;
- (b) if not, the time by which an action is likely to be taken;
- (c) whether Assam has accomplished hundred per cent coverage of households with tap water supply by the 2024 deadline and if not, the reasons therefor along with the expected timeline for achieving universal coverage;
- (d) the number of households in Assam provided with tap water connections along with the number of these taps that are currently non-functional; and
- (e) the details of the funds that Assam owes to contractors under JJM that have not yet been released along with the timeline fixed for their release?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) and (b): As reported by Government of Assam, the audit ordered by the State Government of Assam on the Jal Jeevan Mission has been conducted by the Centre for Urbanization, Buildings and Environment (CUBE), IIT Madras. The Government of Assam will take action after submission of final report by CUBE IIT Madras.

(c): As on date, the coverage of households under JJM in Assam is 81.48% which is higher than the national average. In some difficult and hilly area, works under JJM in Assam could not be completed within 2024 due to various reasons, some of which are restriction of works in rainy season and floods.

During Union Budget speech 2025, Hon'ble Finance Minister has announced the extension of JJM upto 2028 with enhanced outlay. Government of Assam has committed to complete all the pending works within that period.

(d): As reported by Government of Assam on JJM IMIS, a total of 58.87 Lakhs functional household tap connections have been provided in the State, till 28th March, 2025.

(e); The details of amount of fund that Government of Assam owes to Contractors under JJM, is not maintained at Central level.

हरियाणा में पीएम-ई-बस सेवा योजना

5379. श्री सतपाल ब्रह्मचारी:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या हरियाणा के शहरी क्षेत्रों, विशेषकर सोनीपत और जींद जैसे शहरों में पीएम-ई-बस सेवा योजना के अंतर्गत बसें उपलब्ध कराई गई हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ख) इन शहरों में कुल कितनी इलेक्ट्रिक बसें स्वीकृत हैं, खरीदी गई हैं और संचालित हैं;

(ग) पीएम-ई-बस सेवा योजना के अंतर्गत हरियाणा के लिए अब तक उपयोग की गई निधि के प्रतिशत के साथ-साथ आवंटित निधि का जिलावार ब्यौरा क्या है; और

(घ) इन शहरों में इलेक्ट्रिक बसों के संचालन में सहायता के लिए स्थापित किए गए चार्जिंग स्टेशनों की संख्या कितनी है और अगले वर्ष तक कितने अतिरिक्त स्टेशन स्थापित किए जाने का प्रस्ताव है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख) : पीएम-ई-बस सेवा योजना के तहत, 2011 की जनगणना के अनुसार 3 लाख से कम आबादी वाले राजधानी शहरों सहित 3 लाख से 40 लाख की आबादी वाले शहर भाग लेने के पात्र हैं। हरियाणा राज्य में इस योजना के तहत सात शहर अर्थात् फरीदाबाद, गुरुग्राम, हिसार, करनाल, पानीपत, रोहतक और यमुनानगर पात्र हैं। पीएम-ई-बस सेवा योजना के तहत हरियाणा के सात पात्र शहरों के लिए कुल 450 इलेक्ट्रिक बसें स्वीकृत की गई हैं। बसों की पात्रता और स्वीकृत बसों की संख्या का शहर-वार ब्यौरा निम्नानुसार है:

शहर का नाम	बसों की संख्या की पात्रता	स्वीकृत बसों की संख्या
फरीदाबाद	100	100
गुरुग्राम	100	100
हिसार	50	50
करनाल	50	50
पानीपत	50	50
रोहतक	50	50
यमुनानगर	50	50
कुल	450	450

निविदा शर्तों के अनुसार, शहर द्वारा रियायत समझौते पर हस्ताक्षर करने की तारीख से नौ महीने बाद बसों की तैनाती और संचालन शुरू होता है।

(ग) और (घ): हरियाणा राज्य के दो शहरों के लिए पीएम-ईबस सेवा योजना के तहत बिहाइंड-द-मीटर (बीटीएम) पावर और सिविल डिपो संबंधी इन्फ्रास्ट्रक्चर के लिए अब तक कुल 22.13 करोड़ रुपये की

स्वीकृति दी गई हैं। इस योजना के तहत, चार्जिंग स्टेशन को सकल लागत विवरण (जीसीसी) ऑपरेटर के अंतर्गत शामिल किया गया है। हरियाणा राज्य को स्वीकृत राशि का शहर-वार ब्यौरा निम्नानुसार है:

शहर का नाम	स्वीकृत राशि (करोड़ रुपये में)
फरीदाबाद	16.41
गुरुग्राम	5.72
कुल	22.13

ZERO DEFECT ZERO EFFECT

5380. DR. BYREDDY SHABARI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to State:

(a) the number of Micro, Small and Medium Enterprises (MSMEs) that have received Zero Defect Zero Effect (ZED) certification during the last five years, State and year-wise;

(b) the number of MSMEs in Andhra Pradesh that have obtained Bronze, Silver, Gold, Diamond and Platinum Certification, district wise;

(c) the total funds allocated, sanctioned and utilized for promoting ZED certification across States, year-wise;

(d) the number of MSMEs that have applied for ZED certification but are pending for approval, State-wise and district-wise for Andhra Pradesh; and

(e) whether the Government has conducted any assessment on the impact of ZED certification on MSME competitiveness, exports and sustainability and if so, the key findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a):The MSME Sustainable (ZED) Certification Scheme was launched on 28.04.2022. The number of Micro, Small and Medium Enterprises (MSMEs) that have obtained Zero Defect Zero Effect (ZED) certification since its launch are 2,83,515 as on 28.03.2025. State-wise and year-wise details are at **Statement-I**.

(b):The revised ZED Scheme i.e., the MSME Sustainable (ZED) Certification Scheme has only three levels of Certification i.e., Bronze, Silver and Gold. The district wise details of MSMEs certified in the State of Andhra Pradesh are at **Statement-II**.

(c) : MSME Sustainable (ZED) Certification Scheme is a Central Sector Scheme. The total year wise funds allocated, sanctioned and utilized for MSME Sustainable (ZED) Certification Scheme under MSME Champions Scheme and MSME Champions RAMP (Raising and Accelerating MSME Performance)-EAP is tabulated below:

Financial Year	Funds Allocated/Sanctioned (Cr.)	Expenditure (Cr.)
2022-23	27.30	27.30

2023-24	192.79	192.79
2024-25	241.24	241.24

(d) :The number of MSMEs that have applied for ZED certification but are pending for approval is Zero.

(e):The ZED Certification Scheme promotes Zero Defect Zero Effect (ZED) practices, encouraging MSMEs to adopt quality manufacturing with minimal environmental impact. The Government has not conducted any third-party impact assessment on the ZED Certification Scheme. However, internal evaluations indicate that the ZED Certification Scheme has been able to improve awareness on quality, environment, safety, cleanliness and hygiene, and has also contributed to reduction in defects and rejections.

STATEMENT-I

Zero Defect Zero Effect (ZED) certification

S. No.	State/UT	ZED Certifications (2022-23)	ZED Certifications (2023-24)	ZED Certifications (2024-25)
1	Andaman and Nicobar Islands	2	0	0
2	Andhra Pradesh	19	5680	4280
3	Arunachal Pradesh	0	0	1
4	Assam	11	1675	1059
5	Bihar	54	16017	4733

6	Chandigarh	0	682	22
7	Chhattisgarh	10	1924	785
8	Delhi	35	867	452
9	Goa	7	10	4
10	Gujarat	125	38383	18342
11	Haryana	135	11207	3467
12	Himachal Pradesh	96	914	844
13	Jammu and Kashmir	8	771	1944
14	Jharkhand	26	1670	196
15	Karnataka	434	33869	12936
16	Kerala	52	2419	990
17	Ladakh	2	4	2
18	Lakshadweep	0	0	0
19	Madhya Pradesh	26	7359	4484
20	Maharashtra	328	10278	9494
21	Manipur	2	1	1
22	Meghalaya	0	1	1
23	Mizoram	0	0	0
24	Nagaland	2	0	31
25	Odisha	62	847	183
26	Puducherry	10	170	46

27	Punjab	597	9414	5688
28	Rajasthan	94	8299	8594
29	Sikkim	0	1	0
30	Tamil Nadu	794	7559	2469
31	Telangana	30	2435	2466
32	The Dadra and Nagar Haveli And Daman and Diu	13	13	173
33	Tripura	0	229	37
34	Uttar Pradesh	89	9817	18136
35	Uttarakhand	17	516	292
36	West Bengal	80	3286	1886
	Grand Total	3,160	1,76,317	104038

STATEMENT-II

District wise details of MSMEs certified in the State of Andhra Pradesh since launch i.e. 28.04.2022 as on 28th March, 2025:

S. No.	District	Bronze	Silver	Gold	Total Certification
1	Alluri Sitharama Raju	36	-	-	36
2	Anakapalli	1389	-	-	1389
3	Ananthapur	623	-	-	623

4	Annamayya	33	-	-	33
5	Bapatla	146	-	-	146
6	Chittoor	148	-	-	148
7	East Godavari	1018	-	-	1018
8	Eluru	116	-	-	116
9	Guntur	544	-	-	544
10	Kakinada	901	-	-	901
11	Konaseema	304	-	-	304
12	Krishna	168	1	-	169
13	Kurnool	547	-	-	547
14	Nandyal	95	-	-	95
15	Ntr	152	-	-	152
16	Palnadu	105	-	-	105
17	Prakasam	465	-	-	465
18	Spsr Nellore	149	-	1	150
19	Sri Sathya Sai	54	-	-	54
20	Srikakulam	272	-	-	272
21	Tirupati	190	-	-	190
22	Visakhapatnam	1946	2	-	1948
23	Vizianagaram	337	-	-	337
24	West Godavari	167	-	-	167

25	Y.S.R	69	1	-	70
	Grand Total	9974	4	1	9979

ROBUST ROAD INFRASTRUCTURE

5381. SHRI ZIA UR REHMAN:

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

(a) whether the Government realizes that the country needs robust road infrastructure for attracting capital investment from both domestic and foreign sources; and

(b) if so, the details of the steps proposed to be taken by the Government in this regard?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): Infrastructure sector is the prime mover of the economy and contributes to the faster economic growth and development. The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). NH network length in the country has increased from 91,287 km in March, 2014 to 1,46,204 km at present.

Budgetary allocation has increased from about ₹31,130 crore in 2013-14 to ₹3,00,019 crore in 2024-25. Capital expenditure on NHs has been significantly increased from about ₹51,000 crore in 2013-14 to ₹3.01 Lakh crore in 2023-24.

With increased budgetary allocation over the years, quality of roads has improved substantially. Length of 4 lane and above NH network has increased by 2.5 times from about 18,371 km in 2014 to about 48,430 km. Also, proportion of less than 2-lane NHs has decreased from 30% to 9% of the total NH network. National High Speed Corridors (HSCs) / Expressways in about 2,474 km length have already been operationalized. The above developments have increased the connectivity and accessibility to the NHs across the country and also increased the logistics efficiency.

Key strategies adopted/employed by the Government to achieve growth and improvement of NH network in the country are as under:-

- i. Government resolved the inherited stalled projects (till 2013-14) by close monitoring at the highest level and also by suitable policy interventions like one time fund infusion, substitution, termination and repackaging etc.
- ii. Promotion of Contractor's Ecosystem by rationalising the projects and contract documents
- iii. All project planning including preparation of Detailed Project Report (DPR) mandated under PM Gati Shakti National Master Plan (NMP) Portal
- iv. Award projects after adequate preparation in terms of land acquisition and preconstruction activities
- v. Simplified procedure for approval of GAD (General Arrangement Drawing) by Railways
- vi. Streamlining land acquisition process

- vii. Adoption of new technologies and continuously upgrading the standards and specifications
- viii. Raising resources from innovative financing models etc.
- ix. Relaxations in contract provisions under "Atmanirbhar Bharat" to improve liquidity of funds
- x. Revamped dispute resolution mechanism
- xi. Portal based project monitoring leading to early resolution of issues
- xii. Periodic reviews of projects at various levels

NH CONSTRUCTION IN ANDHRA PRADESH

5382. DR. C. M. RAMESH:

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

(a) whether the Government has set a target to construct ten thousand four hundred kilometers of National Highways (NHs) during the current financial year, if so, the status of achieving the target, State-wise,

(b) whether 32 National Highway projects are proposed to be completed in Andhra Pradesh by the end of the financial year 2024-25;

(c) if so, the details of each of the 32 projects, including cost, project distance and districts covered,

(d) whether the Government is facing issues related to land acquisition for 14 projects, if so, the details of each project facing land acquisition issues;

(e) the manner in which the Government is coordinating with the State Government of Andhra Pradesh to resolve land acquisition issues; and

(f) the timeline for the completion of all these 32 projects?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The Government in the Ministry of Roads Transport and Highways had set a target of construction of National Highways (NHs) for about 10,400 km during the previous Financial Year 2024-25. The State/UT wise details of length of NHs constructed during 2024-25 (till February, 2025) is at **Statement-I**.

(b) and (c): During the financial year 2024-25, 20 NH projects have been completed in the State of Andhra Pradesh, including those which are provisionally or physically completed. The project details are at **Statement-II**.

(d) to (f) :Currently, there are 17 NH projects in the State of Andhra Pradesh, for which construction phase has spilled beyond the original construction period specified in the contract agreement, without achieving any of the various stages of completion, mainly due to issues of land acquisition. These projects are now targeted to be completed by March, 2026. The project details are at **Statement-III**.

The Government is actively coordinating with the State Government of Andhra Pradesh and holding regular meetings at various levels to resolve land acquisition issues.

STATEMENT-I

The State/UT wise details of length of NHs constructed during the financial year 2024-25 (till February, 2025)

Sl. No.	State/UT	Achievement (km)
1	Andaman and Nicobar Islands	1
2	Andhra Pradesh	652
3	Arunachal Pradesh	120
4	Assam	225
5	Bihar	343
6	Chhattisgarh	282
7	Dadra and Nagar Haveli And Daman and Diu	0
8	Delhi	7
9	Goa	20
10	Gujarat	393
11	Haryana	193
12	Himachal Pradesh	137

13	Jammu and Kashmir	181
14	Jharkhand	165
15	Karnataka	435
16	Kerala	107
17	Ladakh	50
18	Madhya Pradesh	654
19	Maharashtra	982
20	Manipur	136
21	Meghalaya	89
22	Mizoram	88
23	Nagaland	169
24	Odisha	274
25	Punjab	171
26	Rajasthan	761
27	Sikkim	33
28	Tamil Nadu	399
29	Telangana	316
30	Tripura	26
31	Uttar Pradesh	703
32	Uttarakhand	116

33	West Bengal	102
34	Chandigarh	0
35	Puducherry	0

STATEMENT-II

The details of NH projects completed in the state of Andhra Pradesh during the financial year 2024-25, including those which are provisionally or physically completed

Sl. No.	Name of Work	Length (Km)	TPC/ TCC (Rs. in Cr.)	District
1	4 lane with paved shoulder from design chainage Km 96+300 (Bathalapalli) to Km 129+300 (Mudigubba) of NH 42 including Bathalapalli bypass	33	535.99	Anantpur
2	4-Lane ROBand its approaches in lien of existing level crossing No. 48E/C @ Km 96.80(Railway Chainage 74.431) on NH 205	2.12	68.83	Anantpur
3	Bypassed reaches of Punganur town limits on NH-42	10.035	41.1	Chittoor

Sl. No.	Name of Work	Length (Km)	TPC/ TCC (Rs. in Cr.)	District
4	One time improvement of Bypassed stretches of NH 214A (New NH 216) from Km37/700 to Km38/120(Lakshmipuram realignment), Km 57.700 to 63.441(bantumilli bypass), Km 64.500 to Km 65.100(Arthamuru Bypass), Km 65.800 to Km 66.600(Munjuluru bypass) and Km 78.400 to Km 81.500 (Pedana bypass)	11.913	12.38	Krishna
5	One Time Improvement to Bypassed/Realigned stretches from KM140/575 to KM140/765 (Seetharampuram Realignment), KM149/530 to 153/350 (Mogalturu Bypass), KM161/400 to 161/990 (Kalipatnam Realignment), KM165/415 to 166/575 (Daritippa Realignment) and KM169/190 to KM169/550 (Dongapindi Realignment) of NH-216 (old NH214A)	6.08	9.37	West Godavari
6	Widening from two lane to four lane with service roads from km 1.050 to km 3.470 of existing Link road connecting NH-67 to NH-16 in Kovur Town	2.42	62.72	Sri Potti Sriramulu Nellore
7	One Time Improvement to Bypassed stretches of NH216 (Old NH214A from KM195/800 to 200/900 (Eepurupalem	25.2	24.23	Krishna,Bapatla

Sl. No.	Name of Work	Length (Km)	TPC/ TCC (Rs. in Cr.)	District
	Bypass – 5.10KM), from KM211/520 to 215/920 (Pandillapalli bypass – 4.4KM), from 216/700 to 225/100 (Kadavakuduru to Chinganjam Bypass – 8.4KM), from KM232/700 to 235/700 (Uppugunduru Bypass – 3.00KM), from KM247/700 to 249/200 (Maddiralapadu Bypass – 1.5KM) and from KM251/700 to 254/500 (Throvagunta bypass – 2.8KM) (Total Length – 25.200KMs)			
8	Rehabilitation and upgradation from 2 lane to 2 lane with paved shoulders of Mulakalacheruvu to Madanapalle section of NH-42 from Km 202/050 to Km 245/640 (Excluding Retained Stretch from Km 208/270 to Km 209/970 and Km 220/190 to Km 221/620) (Length of 40.460 Km)	40.46	480.1	Chittoor
9	Formation of bypass to Mudigubba on NH 42 from Km 130/400 to Km 137/500 (Total length 7.749 Km)	7.75	116.81	Anantpur
10	Bowdara - Vizianagaram section of NH 516E	26.93	159.1	Vizianagaram
11	Repalle to Eeppurpalem section from Km 129/927 to Km 195/000 of NH-216	62	686.13	Guntur
12	NH-167B from km.143/320 (Malakonda) to	45.73	369.81	Prakasam

Sl. No.	Name of Work	Length (Km)	TPC/ TCC (Rs. in Cr.)	District
	189/050 (Singarayakonda) (on NH 16) to 2L+PS			
13	One time improvement of bypassed stretches of NH-216 (Repalle Bypass), (Kanagala Bypass) and (Chandole Bypass)	23.794	20.51	Bapatla
14	CS Puram Malakonda NH 167B	44.217	277.31	Prakasam
15	Construction of Proposed 4-Lane ROB and its approaches in lien of existing level crossing No. 45 C @ Km 93.40 (Railway Chainage 70/903) on NH 205	1.23	71.15	Sri Sathya Sai
16	Widening to two lane with paved shoulder including strengthening of existing 2L+PS and 4 lane stretches of bypassed stretches of NH 544E of Hindupur and Parigi towns Chainage 21 / 640 to Km 41 / 699 under one time improvement in the state of Andhra Pradesh under NH (O) for the year 2021-22 on EPC mode	20.04	98.16	Anantpur
17	Development of six lane Jakuvva - Korlam-section of NH-130CD (Pkg-II)	24.3	825.53	Vizianagaram
18	Six laning of Chilakaluripet Bypass Section of NH-16	16.384	1074.76	Palnadu
19	Development of Six lane Kantakapalle –	19.562	1002.27	Vizianagaram

Sl. No.	Name of Work	Length (Km)	TPC/ TCC (Rs. in Cr.)	District
	Sabbavaram Section of NH – 130CD (Pkg-IV)			and Anakapalli
20	Development of 4-Lane road connectivity from existing East Break Waters up to Convent Junction	3.488	49.48	Visakhapatnam

STATEMENT-III

The details of NH projects in the State of Andhra Pradesh for which the construction phase has spilled beyond the original construction period specified in the contract agreement without achieving any of the various stages of completion, mainly due to issues of land acquisition

Sl. No	Project Name	Length (in km)	TPC/ TCC (in Cr)
1	6L of Pondavakkam to Kannigaipair from km 96.040 to km 116.100 of NH 716B (Pkg-IV)	20.1	818.7
2	6L of Veera Kaveri Raja Puram to Pondavakkam from km 61.380 to km 96.040 of NH 716B (Pkg-III)	34.7	1102.6
3	6L of Varadharajula to Kumarajapet from km 0.000 to km 43.800 of NH-716B (Pkg-I)	43.8	1484.8

Sl. No	Project Name	Length (in km)	TPC/ TCC (in Cr)
4	Khammam-Devarapalle Pkg V [4L Access Controlled (Greenfield) from Gurvaygudem village to Devarapalle village (Design Chainage 132+664 to 162+126)	29.5	711.9
5	Rehabilitation and Up-gradation of Pasarlapudi to Dhindi section from Km 105/170 to Km 126/510 of NH -214 (New NH -216) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV	20.8	263.5
6	Approaches to 2L ROB of LC No. RV324 @ KM436/12-13 on NH43 (Manapuram)	1.0	37.2
7	Two laning with paved shoulders of Paderu to GundigudaSection of NH 516E	25.1	222.6
8	Two laning with paved shoulders of Gondiguda to Araku (uptoBhallaguda) section of NH 516E	24.3	296.7
9	Widening and Strengthening of 2/4 lane to 4 lane carriageway from Km 6/0 to 15/0 of Kurnool Guntur road(NH-340C) in Kurnool District in the State of Andhra Pradesh through EPC mode	9.0	96.2
10	Construction of Two-Lane Major Bridge across Penna river at Km. 739.234 of NH-67 including approaches parallel to existing 2 lane bridge in SPS Nellore District in the State of Andhra Pradesh through EPC contract.	2.7	99.5
11	Rehabilitation and Upgradation to 2-lane with paved shoulders configuration of Koyyuru to Chaprathipalem section (Km 120+000 to Km 165+500) of NH-516E in the State of Andhra Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance	45.5	349.3

Sl. No	Project Name	Length (in km)	TPC/ TCC (in Cr)
	of World Bank on EPC mode		
12	Rehabilitation and Upgradation to 2-lane with paved shoulders Sir, configuration of Chaprathipalem to Lambasingi section (Km 165+500 to Km 205+000) of NH-516E in the State of Andhra Pradesh under Green National Highways Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode	39.5	311.2
13	Rehabilitation and Up-gradation of existin of road from 2-lane to 2-lane with paved shoulders from km. 0.00 to km 53.590 (total length-53.590 km) of Raychoti to Vempalli section of NH-440 in the State of Andhra Pradesh on EPC mode.	53.6	439.8
14	2-lane ROB and its approaches in Lieu of existing LC No.120 is at K.M. 56.700 of NH-18 (New NH-40) under Setu Bharatam	1.4	60.0
15	Construction of 4 - lane ROB at Km.74/8-9 between Kaikaluru and Pallevada Railway Stations on Gudivada Bhimavaram Section at N.H. Km. 46+651 on Pamarru and Digamarru Road of N.H.214 Bypass (New NH 165_) in Krishna district, in the state of Andhra Pradesh	1.5	129.7
16	Widening of Existing Road to Two lane with paved shoulder from Km. 0+000 to Km. 32+000 (Mudigubba to Puttaparthi) of NH-342 in the State of Andhra Pradesh on EPC mode job No. 740	32.0	401.7
17	Rehabilitation and Upgradation from Km 58+635 to Km 99+409 of Kadapa/Nellore Border to CS Puram (via) Seetharampuram section of NH-167B to 2 Lane with paved shoulder configuration in the State of Andhra Pradesh. Job 736	40.8	285.5

राजा भोज विमानपत्तन से अंतर्राष्ट्रीय उड़ानें तथा सिंगरौली में विमानपत्तन का निर्माण

5383. डॉ. राजेश मिश्रा:

श्री आलोक शर्मा:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का भोपाल के राजा भोज विमानपत्तन से अंतर्राष्ट्रीय उड़ानें, विशेषकर दुबई और सिंगापुर के लिए, शुरू करने का विचार है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का सिंगरौली में वाणिज्यिक विमानपत्तन के निर्माण का कोई प्रस्ताव है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) और (ख): एयरलाइनों का अंतर्राष्ट्रीय परिचालन भारत और संबंधित देश के बीच द्विपक्षीय हवाई सेवा समझौते (एएसए) द्वारा नियंत्रित होता है। एएसए के अनुसार, भारतीय नामित वाहक परस्पर सहमत क्षमता सीमा के अनुसार विदेशी गंतव्यों के लिए भारत में किसी भी स्थान के लिए/स्थान से परिचालन करने के लिए स्वतंत्र हैं, जबकि कोई भी नामित विदेशी एयरलाइन भारत में किसी स्थान के लिए/स्थान से परिचालन कर सकती है, यदि उसे एएसए में प्वाइंट ऑफ कॉल के रूप में नामित किया गया हो।

भारत में किसी भी स्थान से सीधी अंतरराष्ट्रीय उड़ानें आरंभ करना पूर्ण रूप से यात्री मांग, स्लॉट की उपलब्धता, मार्ग की आर्थिक व्यवहार्यता और अन्य संबंधित कारकों के आधार पर अनुसूचित एयरलाइनों का वाणिज्यिक निर्णय है। सरकार एयरलाइनों की परिचालन योजनाओं में हस्तक्षेप नहीं करती है।

(ग) और (घ): भारत सरकार ने दो चरणीय अनुमोदन प्रक्रिया, अर्थात् 'साइट क्लीयरेंस' और तत्पश्चात् 'सैद्धांतिक' अनुमोदन के माध्यम से देश में नए ग्रीनफील्ड हवाईअड्डों के विकास के लिए ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 तैयार की है। भारत सरकार ने मध्य प्रदेश के सिंगरौली में ग्रीनफील्ड हवाईअड्डे के विकास के लिए एमडी रोड डेवलपमेंट कॉरपोरेशन लिमिटेड को 'साइट क्लीयरेंस' प्रदान की है।

इसके अतिरिक्त, नागर विमानन मंत्रालय ने दिनांक 21 अक्टूबर, 2016 को क्षेत्रीय संपर्क योजना (आरसीएस) - उड़ान (उड़े देश का आम नागरिक) आरंभ की है, जिसका उद्देश्य आम जनता के लिए हवाई यात्रा को किफायती बनाकर देश के छोटे शहरों और दूरस्थ क्षेत्रों में हवाई सेवाओं के विस्तार हेतु असेवित और अल्पसेवित हवाईअड्डों से क्षेत्रीय हवाई संपर्क को प्रोत्साहित करना है। 'उड़ान' बाजार-संचालित सतत योजना है, जिसके तहत अधिक गंतव्यों/स्टेशनों और मार्गों को कवर करने के लिए समय-समय पर बोली प्रक्रिया के दौर आयोजित किए जाते हैं।

सिंगरौली में एक हवाईपट्टी है, जो आरसीएस-उड़ान के अंतर्गत असेवित हवाईअड्डों की सूची में उपलब्ध है। तथापि, अभी तक किसी भी एयरलाइन बोलीदाता ने सिंगरौली हवाईपट्टी से आरसीएस उड़ानों के परिचालन के लिए प्रस्ताव प्रस्तुत नहीं किया है।

मुंबई-गोवा राजमार्ग

5384. श्री नारायण तातू राणे:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने मुंबई-गोवा राजमार्ग पर चल रहे कार्यों का संज्ञान लिया है और यदि हां, तो इस मार्ग पर कार्य की धीमी प्रगति के क्या कारण हैं;

(ख) क्या सरकार ने चिपलून, लांजा और पाली में फ्लाईओवर के अधूरे निर्माण कार्य का भी संज्ञान लिया है और यदि हां, तो फ्लाईओवर के अधूरे निर्माण कार्य के क्या कारण हैं और सरकार द्वारा उक्त कार्य पर शीघ्र कार्रवाई करने के लिए क्या कदम उठाए गए हैं;

(ग) अरावली से तलेकांटे के मार्ग तक अब तक पूरे किए गए कार्यों का ब्यौरा क्या है और अधूरे पड़े कार्यों का ब्यौरा क्या है;

(घ) उक्त अधूरे कार्यों के क्या कारण हैं और ऐसी सभी लंबित परियोजनाओं को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है;

(ङ) शास्त्रीपुल-बहवंडी-संगमेश्वर-निवली सड़क पर अधूरे कार्य के क्या कारण हैं; और

(च) सरकार द्वारा इस कार्य में शीघ्रता लाने के लिए क्या कदम उठाए गए हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क): मुंबई-गोवा राष्ट्रीय राजमार्ग (एनएच) - 66 के विकास में विलंब, भूमि अधिग्रहण और निर्माण-पूर्व अन्य कार्यकलापों में देरी के साथ ही कुछ ठेकेदारों की नकदी समस्या के कारण हुआ। राज्य सरकार

के साथ घनिष्ठ समन्वय से सभी लंबित मुद्दों का काफी हद समाधान कर लिया गया है और शेष कार्य कार्यान्वयन के अधीन हैं।

(ख): भूमि अधिग्रहण के मुद्दों के कारण लांजा और पाली में फ्लाईओवर के निर्माण में देरी हुई, जबकि चिपलून फ्लाईओवर के कार्य में देरी एक स्पैन के ढहने के कारण हुई। लांजा और पाली में फ्लाईओवर के लिए भूमि अधिग्रहण के मुद्दों का समाधान कर लिया गया है, जबकि उपरोक्त घटना के बाद चिपलून फ्लाईओवर के डिजाइन की समीक्षा की गई। तीनों फ्लाईओवर कार्यान्वयनाधीन है और उनका निर्माण चरणबद्ध तरीके से सितंबर, 2025 तक पूरा हो जाएगा।

(ग) से (च): शास्त्रीपुल-बहवंडी-संगमेश्वर-निवली सड़क एनएच-66 के अरावली से तालेकांटे खंड का हिस्सा है। भूमि अधिग्रहण और निर्माण-पूर्व अन्य कार्यकलापों में देरी के साथ ही ठेकेदार की नकदी की समस्या के कारण इस खंड में कार्य में विलंब हुआ। राज्य सरकार के साथ घनिष्ठ समन्वय में सभी लंबित मुद्दों का काफी हद तक समाधान कर दिया गया है और इस खंड की कुल 39.24 किलोमीटर लंबाई में से 30.68 किलोमीटर लंबाई में कार्य पूरा हो गया है। शेष लंबाई में कार्य कार्यान्वयनाधीन है, जिसे चरणबद्ध तरीके से सितंबर, 2025 तक पूरा कर लिया जाएगा।

टियर-2 और टियर-3 शहरों में मेट्रो रेल का विस्तार

5385. श्री आलोक शर्मा:

श्री भर्तृहरि महताब:

श्री पी. पी. चौधरी:

श्री माधवनेनी रघुनंदन राव:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

- (क) टियर-2 और टियर-3 शहरों में मेट्रो रेल के विस्तार संबंधी परियोजनाओं में क्या प्रगति हुई है;
- (ख) क्या सरकार का मेट्रो प्रणालियों को वित्तीय रूप से अधिक व्यवहार्य बनाने के लिए कोई नई नीति लागू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) शहरी आवागमन में सुधार करने के लिए मेट्रो नेटवर्क को मल्टी-मॉडल परिवहन प्रणालियों के साथ एकीकृत करने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं; और
- (घ) भोपाल मेट्रो रेल परियोजना की प्रगति क्या है और भोपाल में मेट्रो रेल सेवा कब तक शुरू होने की संभावना है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): 'शहरी नियोजन' राज्य का विषय है। इसलिए, संबंधित राज्य सरकारें सार्वजनिक परिवहन के विभिन्न साधनों के बीच एकीकरण सहित शहरी परिवहन इन्फ्रास्ट्रक्चर की आयोजना, पहल करने और इन्हें विकसित करने के लिए जिम्मेदार हैं। मेट्रो रेल नीति, 2017 के अनुसार, जब कभी संबंधित राज्य सरकार द्वारा मेट्रो रेल के प्रस्ताव प्रस्तुत किए जाते हैं तब केंद्र सरकार प्रस्ताव की व्यवहार्यता और संसाधनों की उपलब्धता के आधार पर शहरों या शहरी समूहों में मेट्रो रेल प्रस्तावों के लिए वित्तीय सहायता पर विचार करती है। मेट्रो रेल नीति, 2017 के अनुसार दो मिलियन और उससे अधिक आबादी वाले शहर व्यापक मोबिलिटी योजना के आधार पर मेट्रो रेल सहित जन परिवहन प्रणालियों की योजना बना सकते हैं।

(ख): मेट्रो रेल नीति 2017, मेट्रो परियोजनाओं की वित्तीय व्यवहार्यता सुनिश्चित करने के लिए ट्रांजिट ओरिएंटेड डेवलपमेंट (टीओडी), गैर किराया बॉक्स और वैल्यू कैप्चर फाइनेंस (वीसीएफ) के विभिन्न साधनों के माध्यम से वित्तपोषण के नए तौर-तरीकों को भी संभव बनाती है।

(ग): केंद्र सरकार ने राष्ट्रीय शहरी परिवहन नीति (एनयूटीपी), 2006, मेट्रो रेल नीति, 2017 और पारगमन उन्मुख विकास नीति, 2017 तैयार की हैं, जो शहरी परिवहन प्रणालियों की एकीकृत योजना और कार्यान्वयन के लिए राज्य सरकारों के लिए सर्वाधिक सतत और व्यवहार्य ढंग से मार्गदर्शक के रूप में कार्य करती हैं। नीति में सहभागी राज्य सरकारों द्वारा फीडर सिस्टम, पैदल यात्री मार्गों के माध्यम से अंतिम गंतव्य तक कनेक्टिविटी, गैर-मोटर चालित परिवहन (एनएमटी) इन्फ्रास्ट्रक्चर और पैरा ट्रांजिट मोड आदि की सुविधाओं को भी आवश्यक रूप से शामिल किए जाने की परिकल्पना की गई है।

(घ): भोपाल मेट्रो रेल परियोजना के सुभाष नगर से एम्स तक 7.2 किमी लंबाई के प्राथमिक खंड की वास्तविक प्रगति 81.26% है और यह खंड पूर्ण होने के करीब है।

DEMAND OF ETHANOL 100

5386. SHRI SUDAMA PRASAD:

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

(a) whether the Government has formed any inter-ministerial committee or expert committee to study the dangers of food security considering the push to support farmers and ethanol producers in meeting the demand for Ethanol 100 (E100), given that ethanol is often sourced from agricultural products;

(b) if so, the details of the recommendations of such committee and if not, the reasons therefor;

(c) the list of the private organisations, consultants, individuals, institutions and farmer organisations to whom the Government consulted in formulating this policy, category-wise; and

(d) the manner in which this helps in the larger interest of fuel efficiency and emission reduction in light of the energy density difference between E100 and conventional fuels, as E100 provides lower mileage per unit than petrol?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND
NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM
(SHRI SURESH GOPI):**

(a): No .

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

**AFFORDABLE RENTAL HOUSING COMPLEXES SCHEME FOR
DHANBAD AND BOKARO**

5387. SHRI DULU MAHATO:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government is aware that Dhanbad and Bokaro are major hubs of the industrial sector;

(b) if so, whether the Government has initiated the Affordable Rental Housing Complexes (ARHCs), a sub-scheme under the Pradhan Mantri Awas Yojana - Urban (PMAY-U), to provide ease of living to urban migrants and the poor in the said hubs; and

(c) if so, the details thereof and if not, the reasons therefor along with the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) : Yes. Dhanbad and Bokaro are major industrial hubs of Jharkhand.

(b) and (c): Ministry of Housing and Urban Affairs (MoHUA) launched Affordable Rental Housing Complexes (ARHCs) in 2020 as a sub-scheme of Pradhan Mantri Awas Yojana - Urban (PMAY-U) to provide dignified living to urban migrants/poor near their workplace. This scheme is implemented through two models:

i. Model-1: Utilizing existing Government funded vacant houses constructed under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Rajiv Awas Yojana (RAY) to convert into ARHCs through Public Private Partnership (PPP) or by Public Agencies,

ii. Model-2: Construction, Operation and Maintenance of ARHCs by Public/Private Entities on their own available vacant land.

Beneficiaries of ARHCs are urban migrants/poor from Economically Weaker Section (EWS)/Low Income Group (LIG).

MoHUA has not received any project proposal for construction of ARHCs from the State of Jharkhand.

Further, based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country to construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). ARH vertical of PMAY-U 2.0 is based on learnings of ARHC and aims to construct rental housing projects for Economically Weaker Section (EWS)/Low Income Group (LIG) beneficiaries including migrant workers and other poor who do not want to own a house but require housing for short term basis. The scheme guidelines of PMAY-U 2.0 may be accessed at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

SAKSHAM IN TELANGANA

5388 SHRI ARVIND DHARMAPURI:

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

- (a) the steps taken by the Government to promote fuel efficiency and sustainable energy practices under SAKSHAM in Telangana;
- (b) whether the Government has partnered with State Transport Corporations, industrial sectors and local bodies in Telangana to implement SAKSHAM initiatives for reducing fuel consumption and if so, the details thereof;
- (c) the details of funds allocated and utilized under the scheme since its inception, year and State/UT-wise;
- (d) the impact of SAKSHAM campaigns on fuel consumption trends in Telangana, particularly in urban areas like Hyderabad and Nizamabad; and
- (e) whether any measurable outcomes have been recorded and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND
NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM
(SHRI SURESH GOPI):**

(a) to (e): SAKSHAM is an annual flagship event which is a fuel conservation campaign aimed at reducing fuel consumption in India. Various activities are being held in states including Telangana which inter-alia include:

i.Group talks in Schools and Colleges

ii.Cycle rallies/Mass Rallies

ii.Debates in schools

iv.LPG Panchayats

v.Walkathons

vi.Group Talks at Retail Outlets

vii.Workshops in Industrial sectors and State Transport units

viii.Article Writing Competitions for Newspaper agencies

ix.Free PUC check of vehicles

x.Wall paintings for awareness creation etc.

In the state of Telangana, workshops for drivers were conducted collaborating with State Transport Corporation and best performing drivers were recognised during the year 2024-25. Technical workshops were also conducted in collaboration with Industrial Sector along with an awareness program specific to Secunderabad Lubes.

SAKSHAM was administered by **Petroleum Conservation Research Association (PCRA)** till its dissolution in 2023. Since then, Oil Marketing Companies (OMCs) are carrying out the SAKSHAM activities. The details of funds allocated and utilized under the scheme state/UTs wise, as managed by OMCs, is at **Statement**.

As regards to the impact on fuel consumption trends in Telangana including urban cities like Hyderabad and Nizamabad area, efforts are made on an ongoing basis to increase awareness amongst the people for fuel efficiency and sustainable energy practices. This supports adoption of better driving practices to achieve fuel savings including in Hyderabad, Nizamabad, Warangal etc., where numerous city bus services are extended to public for their day to day commute. SAKSHAM as an awareness campaign was mandated to convince consumers to switch to cleaner fuels and bring in behavioural change to use fossil fuels intelligently. No structured study has been conducted in this regard so far.

STATEMENT

Details of funds allocated and utilized under the scheme for FY 2023-24 and FY 2024-25 (till 28.03.2025)

(Rs. In Lacs)

	2023-24		2024-25 (till 28.03.2025)	
State/UT	Alloted funds	Utilized funds	Alloted funds	Utilized funds
Delhi	31	36	37	30
Haryana	32	30	24	18
Punjab	65	51	52	33
Jammu and Kashmir	13	8	14	4

Ladakh	4	2	5	1
Himachal Pradesh	13	7	7	3
Rajasthan	50	39	52	30
Uttar Pradesh	180	119	119	45
Uttarakhand	26	17	30	2
West Bengal	49	54	53	11
Sikkim	5	3	3	1
Odisha	47	29	42	9
Bihar	38	37	36	13
Jharkhand	30	21	29	7
Gujarat	47	43	42	24
Dadra and Nagar Haveli	6	3	6	1
Daman and Diu	5	3	5	1
Maharashtra	222	105	139	47
Goa	10	5	13	3
Madhya Pradesh	51	34	43	11
Chhattisgarh	16	11	15	4
Tamil Nadu	133	113	78	48
Pondicherry	8	7	7	4
Kerala	26	32	32	20
Karnataka	70	54	60	41

Telangana	60	53	106	31
Andhra Pradesh	89	56	100	56
Arunachal Pradesh	3	1	3	2
Assam	18	9	12	7
Nagaland	4	2	5	2
Mizoram	2	1	2	2
Meghalaya	3	1	3	2
Manipur	3	1	3	2
Tripura	2	1	2	1
Separate Budget head for TVC and Radio	500	102	700	683
Total	1861	1089	1880	1197

Source – Indian Oil Corporation Limited (IOCL), Bharat Petroleum Corporation Limited (BPCL) and Hindustan Petroleum Corporation Limited (HPCL).

ESTABLISHMENT OF VAN DHAN KENDRAS UNDER VDVY

5389. SHRI KRISHNA PRASAD TENNETI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) the details of the total number of Van Dhan Kendras established under the Van Dhan Vikas Yojana (VDVY) across the country, State-wise;
- (b) the details of the total number of tribal beneficiaries associated with these Kendras;

(c) the details of the types of Minor Forest Produce (MFP) processed and marketed through the Kendras;

(d) the details of revenue generated by tribal communities through VDVY since its inception; and

(e) the details of training and capacity-building initiatives undertaken to support tribal entrepreneurs under this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (e): Under the schemes of “Pradhan Mantri Janjatiya Vikas Mission (PMJVM)” and Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN), the Ministry of Tribal Affairs provides funds for setting up Van Dhan Vikas Kendras (VDVKs) which are primarily clusters of tribal SHGs formed to reap economies of scale through value addition and marketing of MFPs / non-MFPs. A maximum amount of Rs 15.00 lakhs is provided to State Governments on receipt of proposals from them to set up a VDVK for value addition activities including training and capacity building. Tribal Cooperative Marketing Development Federation (TRIFED) is the central nodal agency to implement the scheme. As on 28.02.2025, TRIFED has sanctioned an amount of Rs. 60,932.30 lakhs for establishment of 4,465 Van Dhan Vikas Kendras (VDVKs) under PMJVM and PM JANMAN schemes. State-wise details may be accessed from link given below:

<https://trifed.tribal.gov.in/sites/default/files/2025-03/Details%20of%20%20PMJVM%20Van%20Dhan%20Vikas%20Kendras.pdf>

These VDVks have realized a sale of approximately Rs 109 crores till date.

SAFE AND PURE WATER IN RURAL AREAS

5390. SHRI ANUP SANJAY DHOTRE:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has developed a comprehensive plan to ensure access to safe and pure drinking water for all rural households across the country within the next three years;
- (b) if so, the details thereof;
- (c) the specific strategies and initiatives proposed to provide pure water to all households in Maharashtra with a special focus on Akola and Washim districts;
- (d) the data on the number of households to be covered, the existing water supply infrastructure and the proposed investments in water treatment and distribution systems, district-wise; and
- (e) the details of the progress made so far in providing pure water to the households along with the total number of households that have been supplied with pure water as on date in Maharashtra, district-wise with a special focus on Akola and Washim districts?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) and (b): Drinking water is a State subject. The power to plan, design, approve and implement drinking water supply schemes/projects lies with State Government. Government of India supplements the efforts of the States by providing technical and financial assistance.

Towards this end, Government of India in partnership with States/UTs including Maharashtra, is implementing Jal Jeevan Mission (JJM) since August, 2019, to make provision of tap water supply in adequate quantity (minimum 55 lpcd), of prescribed quality (BIS:10500) and on regular and long-term basis, to every rural household in the country

Significant progress has been made in the country since the launch of Jal Jeevan Mission (JJM), towards enhancing access to tap water to rural households. At the start of Jal Jeevan Mission in August 2019, only 3.23 Crore (~17%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 31.03.2025, around 12.33 Crore additional rural households have been provided with tap water connections under JJM. Thus, as on 31.03.2025, out of 19.36 Crore rural households in the country, more than 15.56 Crore (80.38%) households are reported to have tap water supply in their homes.

Hon'ble Finance Minister during her budget speech 2025-26 has announced extension of Jal Jeevan Mission till 2028 with an enhanced total outlay focusing on the quality of infrastructure and Oand M of rural piped water

supply schemes through “*Jan Bhagidhari*”. Memorandum of Understandings (MoUs) will be signed with States/UTs, to ensure sustainability and citizen-centric water service delivery.

(c): JJM is focused on ‘service delivery’ rather than mere water supply ‘infrastructure development’ which makes it distinct from earlier programmes. This Mission is a demand-driven, decentralized, community-managed programme. To expedite the planning and implementation, as well as monitoring and handhold States/ UTs, including Maharashtra, Government of India has taken number of steps which *inter alia* includes discussion and finalization of annual action plan (AAP) in consultation with States/ UTs, regular review of planning and implementation, workshops/ conferences/ webinars for capacity building and knowledge sharing, field visits by multi-disciplinary team to provide technical support, etc. To bring transparency and effective monitoring, an online ‘JJM dashboard’ has been created, which provides State/ UT, district and village-wise progress as well as status of provision of tap water supply to rural homes.

(d) and (e): At the start of Jal Jeevan Mission in August 2019, 48.44 lakh (33%) rural households were reported to have tap water connections in Maharashtra. So far, as reported by the State as on 31.03.2025, around 82.76 lakh additional rural households have been provided with tap water connections under JJM during more than last five years. Thus, as on 31.03.2025, out of 146.79 lakh rural

households in the Maharashtra, approximately 131.20 lakh (~89.38%) households are reported to have tap water supply in their homes.

The district-wise number of households including those in Akola and Washim district, getting tap water supply in their homes under JJM since its inception in Maharashtra is at **Statement**.

STATEMENT

Tap water supply in homes under JJM in Maharashtra

S.No.	District	Total Rural household	Rural HHs with tap water supply as on 15.8.2019		Rural HHs with tap water connection as on 31.03.2025	
			No.	%	No.	%
1	Ahmednagar	7,99,754	97,417	12.18	7,18,167	89.80
2	Akola	2,48,458	62,828	25.29	2,18,710	88.03
3	Amravati	4,32,311	2,14,499	49.48	4,27,516	98.89
4	Beed	4,72,732	82,249	17.4	3,64,679	77.14
5	Bhandara	2,56,684	82,426	32.11	2,23,421	87.04
7	Buldhana	4,48,293	1,93,121	43.08	4,25,184	94.85
8	Chandrapur	3,95,251	94,069	23.8	3,57,691	90.50
9	Chhatrapati Sambhajinagar	4,88,084	2,06,238	42.25	4,21,516	86.36
10	Dharashiv	2,88,559	1,17,555	40.74	2,52,534	87.52
11	Dhule	3,04,035	1,93,790	63.74	3,02,827	99.60

12	Gadchiroli	2,42,119	21,384	8.83	2,22,716	91.99
13	Gondia	3,07,730	62,859	20.43	2,50,994	81.56
14	Hingoli	2,14,938	37,291	17.35	1,77,927	82.78
15	Jalgaon	6,90,913	3,97,945	57.6	6,90,783	99.98
16	Jalna	3,00,063	1,68,567	56.18	2,99,846	99.93
17	Kolhapur	6,84,162	3,07,469	44.94	6,81,440	99.60
19	Latur	3,74,582	1,65,992	44.31	3,66,081	97.73
20	Nagpur	3,76,864	1,36,511	36.22	3,67,229	97.44
21	Nanded	5,36,765	92,718	17.27	4,83,062	90.00
22	Nandurbar	3,62,721	52,665	14.52	2,29,690	63.32
23	Nashik	7,18,369	1,71,350	23.85	6,69,085	93.14
24	Palghar	4,52,043	41,349	9.15	3,15,797	69.86
25	Parbhani	2,99,744	80,635	26.9	2,56,145	85.45
26	Pune	8,95,107	3,42,698	38.29	7,64,668	85.43
27	Raigad	5,48,620	2,70,053	49.22	4,91,903	89.66
28	Ratnagiri	4,48,354	1,46,474	32.67	3,86,286	86.16
29	Sangli	4,59,048	1,41,401	30.8	4,03,749	87.95
30	Satara	6,18,518	2,87,355	46.46	5,70,642	92.26
31	Sindhudurg	1,93,373	69,991	36.19	1,60,700	83.10
32	Solapur	5,77,245	2,15,657	37.36	5,76,668	99.90
33	Thane	2,61,275	66,075	25.29	1,93,897	74.21

34	Wardha	2,38,877	1,08,263	45.32	2,34,906	98.34
35	Washim	2,20,115	50,012	22.72	1,97,723	89.83
36	Yavatmal	5,22,884	64,926	12.42	4,15,792	79.52
	Total	1,46,78,590	48,43,832	33	1,31,19,974	89.38

Source: JJM - IMIS

AUDIT OF NTPC'S THERMAL POWER PLANTS

5391. SHRI RAHUL GANDHI:

Will the Minister of **POWER** be pleased to state:

(a) whether the Government has conducted any audit of NTPC's thermal power plants over 25 years old and if so, the details thereof, State-wise;

(b) whether the Government has taken any initiatives for the renovation and modernization of NTPC's Feroze Gandhi Unchahar Power Station at Raebareli and if so, the details thereof;

(c) the details of the measures taken by the Government to improve the operational efficiency at the Feroze Gandhi Unchahar Power Station at Raebareli; and

(d) the details of the measures taken by the Government to improve safety and institutional accountability at the Unchahar Power Station in the aftermath of the boiler explosion in 2017?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a):In compliance to the Hon'ble National Green Tribunal's Order dated 22.12.2020, a Safety Audit Committee was constituted by Central Electricity Authority (CEA) under Ministry of Power, comprising of representatives from Central Electricity Authority (CEA), Ministry of Coal, Central Boiler Board (CBB), Director General Fire Safety (DGFS), Oil Industry Safety Directorate (OISD), NTPC Ltd., NLC India Limited (NLCIL) and Bharat Heavy Electrical Limited (BHEL).

The committee had conducted the physical audit of Farakka Super Thermal Power Station of NTPC Limited situated in the state of West Bengal from 24.11.2021 to 25.11.2021 and given their recommendations on safety concerns in thermal power plants. The recommendations of the safety audit committee were shared by NTPC Ltd. among their stations and the recommendations are being complied with.

(b) : As per Section 7 of Electricity Act, 2003, setting up of a power plant is a de-licensed activity in the country. Any generating company may establish, operate and maintain a generating station without requiring a license under Electricity Act, 2003 if it complies with the technical standards relating to connectivity with the grid. Carrying out renovation and modernization (Rand M) works in thermal units are decided by Power generating utilities/companies on their own based on techno-economic and environmental reasons.

The details of major upgradation/ replacement work executed by NTPC Ltd. at Feroze Gandhi Unchahar Power Station are as under:-

1. Replacement of Low-Pressure Heaters, some parts of High Pressure By Pass system, DC Charges, Coal handling plants HP travelling trippers, Turbine related valves, Boiler Feed Pump, Condensate Extraction Pump, Condenser Tubes of Unit #1 Condenser, Scraper conveyor of Bottom ash hopper.
2. Rand M of control and Power cables and Electrostatic Precipitators (ESPs), Refurbishment of cooling tower, Residual Life Assessment study of critical piping and hangers, Conversion of open channel ash water flow to closed pipe corridor flow, Renovation of fire fighting system.

(c) : The following measures have been/are being taken by NTPC Ltd. for improving the operational efficiency at the Feroze Gandhi Unchahar Power Station at Raebareli:

- 1) Unit parameters are being monitored offline/online for any deviation with respect to design performance.
- 2) Preventive maintenance of critical equipment related to Boiler, TG and other systems.
- 3) Benchmarking of unit performance parameters.
- 4) Overhauling of units is being done regularly and during overhauling, Critical systems and equipment related to Boiler, TG(Turbine-Generator) and BoP (Balance of Plants) are inspected, repaired and replaced as per the requirement.

(d) : Government investigated the cause of boiler explosion at Unchahar Power Station to improve safety and institutional accountability. To investigate the causes of the accident, six (06) nos. of enquiry committees were constituted. Reports submitted by these committees which inter-alia mentioned high ash build up and consequent tube failure due to dislodging of this build up ash in the boiler as one of the causes of accident in the boiler. The key recommendations/findings of these Committees along with the actions taken thereon are given as under:

Recommendations of the Committees:

1. Accumulation of ash should be controlled, and continuous ash removal should be ensured without blocking the furnace bottom opening and ash hopper.
2. All Technical considerations of plant operating conditions should be part of Standard Operating Procedures (SOPs).

3. The plant Engineers and operation general team should have adequate and relevant experience as per the duties.
4. Opening of manhole doors/scaffold doors during operation is not resorted and water injection for dislodging should be avoided.
5. Whenever people attend to any problem during boiler operation, there should be a clear checklist for safe practice.
6. The protocol of work permit for carrying out any activity in the unit should be strictly adhered to.

Action Taken by NTPC Ltd:-

- Operation guidance note was reviewed with additional points of safety and the same has been complied by all NTPC Stations.
- NTPC executive trainees undergo 12 Months training at entry level covering all aspects of the power plant. Further, regular trainings are being conducted across all stations in respect of assigned duties.
- International certification courses like NEBOSH-IGC and NOSA are being organized every year for employees for capability building.
- Training program for contractors' employees are being conducted at all sites on regular basis covering all relevant topics on occupational health and safety.

- Safety behavior index has been introduced in the Performance Management System (PMS).
- To strengthen the elements of Institutional Accountability internally, NTPC safety Framework was rolled out in 2021 which is integrated with NTPC SAP system. The framework provides a consistent conceptual structure and serve as the guidance document to the various functions and roles. It contains a set of expectations that ensure that all efforts are aligned with the overall Policy and objectives of NTPC. The expectations are expressed broadly in the form of components – Safety Policy, Safety Risk Management, Safety Assurance and Safety Promotion.
- Cross-functional safety task force for operating plants and under construction projects are functional at all projects/stations to monitor and ensure safe working conditions.
- For early detection of ash build up, cameras have been installed for monitoring by desk operator.
- Internal and external safety audits are undertaken by NTPC through its safety officers at regular intervals and external (third party) safety audit through reputed agencies from time to time.
- Job Safety analysis has been made a part of permit to work system, and stations are strictly following it.

- For early detection and mitigation of the on-site emergencies, effective control systems are provided at all operating stations.
- Regular Mock drills are conducted to check the healthiness of the systems, and any abnormalities are immediately rectified.
- Awareness program on disaster management plan are also conducted regularly.
- To inculcate safety culture, various messages/instructions are displayed in the form of posters/hoardings at various vulnerable locations of working sites. Different competitions and campaigns on safety are also organized time to time to enhance the safety awareness of employees, contractors' workers and nearby villagers.
- Regular Medical examinations are conducted to monitor the health condition of workers at workplace. Safety trainings and pep-talks are also organized for workers at sites to make them aware about the hazards at workplace.
- Disaster management plan and emergency action plans are prepared in consultation with district and state authorities and nearby industries to tackle any emergency situation.

CRIF PROJECTS IN GUJARAT**5392. SHRI RAJESH NARANBHAI CHUDASAMA:**

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

(a) whether the Union Government provides funds from the Central Road and Infrastructure Fund (CRIF) to the States for repairing/development of roads;

(b) if so, the funds provided to and utilised by the State of Gujarat for the purpose during the last three years and the current year;

(c) the details of road development projects taken up in the State under CRIF during the said period and the time by which these projects are likely to be completed; and

(d) the measures taken by Government to increase the road infrastructure in the State?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) :The Government in Ministry of Road Transport and Highways allocates funds to the State Governments / Union Territories (UTs) for development and maintenance of State Roads under the Central Road and Infrastructure Fund (CRIF) Scheme as per the provisions of the amended CRIF Act, 2000.

(b): Details of accrual and release of funds incurred for development and maintenance of State roads under CRIF Scheme in the State of Gujarat during the last three years and current year are as under:-

Rs. in Crore							
2021-22		2022-23		2023-24		2024-25 (Till 28.02.2025)	
Accrual	Release*	Accrual#	Release#	Accrual#	Release#	Accrual#	Release#
434.06	725.29	509.31	249.12	586.35	73.79	585.01	472.85
*Fund under CRIF Scheme has been released more than the accrual of the State for the concerned year from the unspent balance of previous years of that State. #Including funds allocated/released for construction of ROBs/ RUBs/ Bridges on State Roads under SETU BANDHAN under CRIF Scheme							

(c): 49 State Road projects in 578 km length costing ₹1,905 crore have been approved under CRIF Scheme in the State of Gujarat during the last three years and current year. Out of this, 30 projects in 530 km length are under construction, with completion in a phased manner by September, 2026 with the implementation of the projects by the State Government.

(d): The Government is primarily responsible for development and maintenance of National Highways (NHs). Length of NHs in the State of Gujarat has been enhanced from about 4,694 km in March, 2014 to about 8,111 km at present.

शाहजहांपुर में प्रधानमंत्री रोजगार सृजन कार्यक्रम

5393. श्री अरूण कुमार सागर:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या देश में और विशेषकर उत्तर प्रदेश के शाहजहांपुर संसदीय निर्वाचन क्षेत्र में प्रधानमंत्री रोजगार सृजन (पीएमईजीपी) कार्यान्वित किया जा रहा है;

(ख) यदि हां, तो तत्संबंधी राज्यवार और विशेषकर उक्त निर्वाचन क्षेत्र में ब्यौरा क्या है साथ ही इसकी आज की तिथि के अनुसार अद्यतन स्थिति क्या है; और

(ग) सरकार द्वारा विगत तीन वर्षों के दौरान राज्यवार और वर्षवार आबंटित निधि का ब्यौरा क्या है साथ ही इसके अंतर्गत आज की तिथि के अनुसार लाभार्थियों की संख्या कितनी है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (ग): एमएसएमई मंत्रालय, खादी एवं ग्रामोद्योग आयोग (केवीआईसी) के माध्यम से, गैर-कृषि क्षेत्र में नए उद्यम स्थापित करने में उद्यमियों की सहायता करने के लिए उत्तर प्रदेश के शाहजहांपुर संसदीय निर्वाचन क्षेत्र सहित पूरे देश में प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) को कार्यान्वित कर रहा है।

पीएमईजीपी एक केंद्रीय क्षेत्र की स्कीम है, इसलिए बजट का कोई राज्य-वार आवंटन नहीं किया जाता है। निधियों का उपयोग उत्पन्न मांग और वित्तीय संस्थानों द्वारा संस्वीकृत ऋणों के आधार पर किया जाता है। विगत तीन वर्षों अर्थात् वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 और चालू वित्तीय वर्ष 2024-25 में सहायता प्राप्त लाभार्थियों की संख्या, संवितरित मार्जिन मनी

(एमएम) सब्सिडी और अनुमानित रोजगार सृजन के संदर्भ में पीएमईजीपी स्कीम के कार्य-निष्पादन का राज्य-वार ब्यौरा **विवरण** में दिया गया है।

विगत तीन वर्षों अर्थात् वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 और वर्तमान वित्त वर्ष 2024-25 में उत्तर प्रदेश के शाहजहांपुर संसदीय निर्वाचन क्षेत्र में पीएमईजीपी स्कीम के कार्य-निष्पादन का विवरण निम्नानुसार है:

वित्तीय वर्ष	सहायता प्राप्त इकाइयों की संख्या	एमएम सब्सिडी (रुपये करोड़ में)	अनुमानित सृजन रोजगार
2021-22	140	381.73	1,120
2022-23	145	376.02	1,160
2023-24	132	447.79	1,056
2024-25 (दिनांक 31.03.2025 तक)	58	169.16	464

विवरण

पीएमईजीपी स्कीम के कार्य-निष्पादन का राज्य-वार ब्यौरा

मार्जिन मनी (एमएम) सब्सिडी रुपये करोड़ में													
Sr. No	राज्य	वित्तीय वर्ष 2021-22			वित्तीय वर्ष 2022-23			वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25		
		यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार
1	अंडमान और निकोबार द्वीप समूह	162	2.39	1,296	121	2.03	968	135	1.34	1,080	61	0.96	488
2	आंध्र प्रदेश	2,477	100.89	19,816	3,073	129.30	24,584	5,577	172.00	44,616	3249	143.74	25992
3	अरुणाचल प्रदेश	196	7.89	1,568	158	7.01	1,264	169	17.65	1,352	156	8.53	1248
4	असम	3,855	66.60	30,840	2,596	59.54	20,768	2,417	64.06	19,336	3170	91.10	25360
5	बिहार	2,477	81.70	19,816	4,459	121.23	35,672	6,837	191.76	54,696	5035	150.45	40280
6	चंडीगढ़	21	0.62	168	15	0.45	120	10	0.22	80	5	0.25	40
7	छत्तीसगढ़	3,020	69.41	24,160	2,543	74.93	20,344	2,379	76.25	19,032	1853	65.64	14824

मार्जिन मनी (एमएम) सब्सिडी रुपये करोड़ में													
Sr. No	राज्य	वित्तीय वर्ष 2021-22			वित्तीय वर्ष 2022-23			वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25		
		यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार
8	दिल्ली	100	3.15	800	72	4.71	576	50	3.34	400	26	1.75	208
9	गोवा	87	2.98	696	66	2.91	528	68	3.23	544	39	1.78	312
10	गुजरात*	4,143	287.05	33,144	3,071	241.83	24,568	3,000	321.25	24,000	1783	203.64	14264
11	हरियाणा	1,726	60.93	13,808	1,559	63.20	12,472	1,398	73.25	11,184	788	42.78	6304
12	हिमाचल प्रदेश	1,274	35.51	10,192	930	31.50	7,440	974	36.48	7,792	796	29.32	6368
13	जम्मू एवं कश्मीर	21,648	467.14	173,184	12,023	239.94	96,184	15,065	282.50	120,520	9863	239.41	78904
14	झारखंड	1,714	41.88	13,712	1,851	48.38	14,808	2,101	51.23	16,808	1452	36.06	11616
15	कर्नाटक	5,877	158.43	47,016	5,618	161.54	44,944	4,672	158.62	37,376	2839	94.67	22712
16	केरल	2,789	68.59	22,312	3,129	73.29	25,032	3,389	78.82	27,112	2260	58.96	18080

मार्जिन मनी (एमएम) सब्सिडी रुपये करोड़ में													
Sr. No	राज्य	वित्तीय वर्ष 2021-22			वित्तीय वर्ष 2022-23			वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25		
		यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार
17	लद्दाख	295	11.82	2,360	91	3.76	728	122	5.85	976	135	6.40	1080
18	लक्षद्वीप	7	0.18	56	2	0.02	16	-		-	0	0.00	0
19	मध्य प्रदेश	8,082	209.61	64,656	5,957	181.30	47,656	5,292	185.2 1	42,336	2626	95.62	21008
20	महाराष्ट्र**	4,128	130.19	33,024	3,625	132.03	29,000	2,766	122.0 5	22,128	1857	105.0 2	14856
21	मणिपुर	1,139	33.37	9,112	545	14.63	4,360	348	8.11	2,784	608	15.08	4864
22	मेघालय	699	9.74	5,592	306	6.66	2,448	280	7.25	2,240	1114	34.71	8912
23	मिजोरम	650	14.62	5,200	412	13.54	3,296	401	17.55	3,208	484	15.90	3872
24	नागालैंड	1,241	24.95	9,928	469	15.35	3,752	517	29.18	4,136	1262	36.03	10096
25	ओडिशा	4,301	113.36	34,408	3,880	107.32	31,040	2,975	93.55	23,800	1867	53.43	14936
26	पुदुचेरी	66	1.44	528	25	0.66	200	30	0.97	240	38	1.11	304

मार्जिन मनी (एमएम) सब्सिडी रुपये करोड़ में													
Sr. No	राज्य	वित्तीय वर्ष 2021-22			वित्तीय वर्ष 2022-23			वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25		
		यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार
27	पंजाब	1,790	60.18	14,320	1,564	72.51	12,512	1,469	90.88	11,752	970	66.74	7760
28	राजस्थान	2,599	90.26	20,792	2,037	114.19	16,296	1,678	124.06	13,424	916	72.48	7328
29	सिक्किम	85	2.14	680	57	1.31	456	132	4.49	1,056	316	11.45	2528
30	तमिलनाडु	5,972	164.46	47,776	6,140	178.92	49,120	6,814	198.72	54,512	3949	121.15	31592
31	तेलंगाना	2,906	98.46	23,248	2,540	102.25	20,320	2,503	108.12	20,024	1850	82.82	14800
32	त्रिपुरा	958	20.84	7,664	703	16.89	5,624	588	14.44	4,704	730	18.61	5840
33	उत्तर प्रदेश	12,594	411.65	100,752	11,601	378.66	92,808	11,689	435.29	93,512	5518	219.09	44,144
34	उत्तराखंड	1,836	39.83	14,688	1,803	46.32	14,424	1,354	41.92	10,832	734	24.12	5872

मार्जिन मनी (एमएम) सब्सिडी रुपये करोड़ में													
Sr. No	राज्य	वित्तीय वर्ष 2021-22			वित्तीय वर्ष 2022-23			वित्तीय वर्ष 2023-24			वित्तीय वर्ष 2024-25		
		यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार	यूए की संख्या	एमएम सब्सिडी	अनुमानित सृजन रोजगार
35	पश्चिम बंगाल	2,305	85.40	18,440	2,126	74.09	17,008	1,919	74.23	15,352	1359	53.21	10872
	योग	1,03,219	2,977.66	8,25,752	85,167	2,722.17	6,81,336	89,118	3093.88	7,12,944	59,708	2202.00	4,77,664

* दमन और दीव सहित ** जिसमें दादरा नगर और हवेली सहित

सूक्ष्म, लघु और मध्यम उद्यम के लिए क्षमता निर्माण

5394. श्री छोटेलाल:

श्री जिया उर रहमान:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को यह जानकारी है कि बड़ी संख्या में सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) पूंजी/कम ब्याज दर पर ऋण और वित्तीय सहायता की कमी के कारण विकास और विस्तार में कठिनाइयों का सामना कर रहे हैं;

(ख) यदि हां, तो सरकार द्वारा इन उद्यमों को सुगम ऋण और वित्तीय सहायता प्रदान करने के लिए उठाए गए कदमों का ब्यौरा क्या है: और

(ग) क्या सरकार का एमएसएमई को नई प्रौद्योगिकियों को अपनाने और उनकी उत्पादन क्षमता को बढ़ाने में सहायता करने के लिए कोई विशेष/लक्षित योजना शुरू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) और (ख) : सरकार विभिन्न उपायों का कार्यान्वयन करती है, जिसमें अन्य के साथ-साथ रियायती ऋण और वित्तीय सहायता प्रदान करने तक पहुंच को बढ़ाने के उपाय शामिल हैं। इन उपायों में कुछ इस प्रकार हैं:-

(i)सूक्ष्म और लघु उद्यमों (एमएसई) के लिए क्रेडिट गारंटी स्कीम (सीजीएस): सीजीएस में 90 प्रतिशत तक की गारंटी कवरेज के साथ एमएसई को 500 लाख रु. तक की सीमा के कोलेटरल मुक्त ऋणों का प्रावधान है। सीजीएस के तहत एमएसई के लिए प्रदान की गई गारंटियों की संख्या तथा अनुमोदित गारंटियों की राशि का विवरण नीचे दिया गया है:-

अवधि	वर्ष 2000-01 से वर्ष 2019-2020 तक	वर्ष 2020-2021 से वर्ष 2024-2025 तक (दिनांक 28.02.2025 तक)
अनुमोदित गारंटियों की संख्या	43,53,591	64,81,482
अनुमोदित गारंटियों की राशि (करोड़ रु. में)	2,28,704	6,55,987

(ii)प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) विनिर्माण तथा सेवा उद्यमों के लिए क्रमशः 50 लाख रु. और 20 लाख रु. की परियोजना लागत के साथ गैर-कृषि में नए सूक्ष्म उद्यमों की स्थापना हेतु 35 प्रतिशत तक मार्जिन मनी सब्सिडी प्रदान करता है।

(iii)विशिष्ट क्रेडिट लिंकड कैपिटल सब्सिडी स्कीम संयंत्र और मशीनरी/उपकरणों की खरीद हेतु संस्थागत वित्त पर अनुसूचित जाति/अनुसूचित जनजाति के स्वामित्व वाले एमएसई को 25 प्रतिशत सब्सिडी प्रदान करती है।

(iv)पीएम विश्वकर्मा योजना 18 व्यापारों में कार्यरत कारीगर और शिल्पकार जो अपने हाथों और औजारों से काम करते हैं, को संपूर्ण सहायता प्रदान करती है। इस स्कीम के घटकों में पीएम विश्वकर्मा प्रमाण-पत्र और पहचान-पत्र के माध्यम से मान्यता प्रदान करना, कौशल उन्नयन, टूलकिट प्रोत्साहन, क्रेडिट सहायता, डिजिटल लेन-देन हेतु प्रोत्साहन और विपणन सहायता शामिल हैं।

(v) प्रधान मंत्री मुद्रा योजना गैर-निगमित, गैर-कृषि लघु/सूक्ष्म उद्यमों को 20 लाख रु. तक के ऋण प्रदान करती है।

(ग) : सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) मंत्रालय, एमएसएमई की विनिर्माण प्रक्रियाओं को आधुनिक बनाने, अवशिष्ट कम करने, नवाचार को प्रोत्साहन देने, व्यावसायिक प्रतिस्पर्धात्मकता को बढ़ाने और उनकी राष्ट्रीय और वैश्विक पहुंच तथा उत्कृष्टता को बढ़ाने की सुविधा प्रदान करने के उद्देश्य से एमएसएमई चैंपियंस स्कीम का कार्यान्वयन करता है। इस स्कीम के तहत एमएसएमई को विभिन्न वित्तीय प्रोत्साहन प्रदान किए जा रहे हैं। एमएसएमई चैंपियंस स्कीम के तहत घटकों में एमएसएमई-सस्टेनेबल (जेड), एमएसएमई-प्रतिस्पर्धी (लीन) और एमएसएमई-इनोबेटिव (इंक्यूबेशन, आईपीआर, डिजाइन और डिजिटल एमएसएमई) घटक शामिल हैं। देश में प्रौद्योगिकी केंद्रों/टूल रूम का नेटवर्क एमएसएमई को आधुनिक विनिर्माण प्रौद्योगिकीयों तक पहुंच, प्रशिक्षण और कौशल एवं उन्हें प्रतिस्पर्धी बनाने के लिए परामर्शी सेवाएं प्रदान कर एमएसएमई को सहायता प्रदान करते हैं। जेड 2.0 स्कीम, प्रमाणन स्तर की प्रभावकारिता और गुणवत्ता और प्रतिस्पर्धात्मकता को बढ़ाने के लिए शुरू की गई है।

CITIES/URBAN LOCAL BODIES UNDER PMAY-U

5395. SHRI PRADEEP KUMAR SINGH:

SHRI KARTICK CHANDRA PAUL:

MS. BANSURI SWARAJ:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state :

(a) the number of cities/urban local bodies included under the Pradhan Mantri Awas Yojana -Urban (PMAY-U) across the country since its inception;

(b) the number of houses sanctioned by the Government till January 2025, State-wise; and

(c) the number of houses delivered to the beneficiaries, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c): 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central assistance under Pradhan Mantri Awas Yojana- Urban (PMAY-U) since 25.06.2015 to provide pucca houses with basic civic amenities to eligible urban households across the country.

PMAY-U is a demand driven scheme and Government of India has not fixed any target for construction of houses. Based on the project proposals submitted by the State/UT Governments under PMAY-U, a total of 118.64 lakh houses have been sanctioned in 4,618 cities/urban local bodies of India till date. Of the sanctioned houses, 112.74 lakh have been grounded for construction and 92.02 lakh have been completed/ delivered to the beneficiaries as on 24.03.2025. The scheme period has been extended upto 31.12.2025 to complete the houses

sanctioned without changing the funding pattern and implementation methodology. State/UT-wise details of number of houses sanctioned and completed/delivered under PMAY-U is at **Statement**.

Furthermore, based on the learning from the experiences of 9 years implementation of PMAY-U, Ministry of Housing and Urban Affairs has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The scheme guidelines are available at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>. As on date, 32 States/UTs have signed Memorandum of Agreement (MoA) and approval for construction of around 3.53 lakh houses has been given to such States/UTs.

STATEMENT

State/ UT -wise details of cities/urban local bodies included along with houses sanctioned, grounded for construction and completed/ delivered since inception under PMAY-U

Sl. No.		Name of the State/ UT	Cities included in Mission	Physical Progress (Nos)		
				Houses Sanctioned	Houses Grounded	Houses Completed/ Delivered
1	States	Andhra Pradesh	111	21,37,028	18,26,426	10,46,077
2		Bihar	142	3,14,477	2,92,162	1,76,880

3		Chhattisgarh	173	3,02,663	2,85,102	2,54,208	
4		Goa	14	3,146	3,146	3,145	
5		Gujarat	171	10,05,204	9,79,707	9,42,094	
6		Haryana	80	1,15,034	90,569	70,119	
7		Himachal Pradesh	61	12,758	12,640	11,159	
8		Jharkhand	51	2,29,156	2,10,617	1,57,280	
9		Karnataka	286	6,38,121	5,13,203	3,87,441	
10		Kerala	93	1,67,322	1,54,725	1,32,836	
11		Madhya Pradesh	408	9,61,147	9,44,082	8,56,122	
12		Maharashtra	391	13,64,923	11,49,749	9,68,179	
13		Odisha	116	2,03,380	1,84,673	1,59,991	
14		Punjab	167	1,32,235	1,18,358	96,944	
15		Rajasthan	279	3,19,877	2,93,667	2,24,146	
16		Tamil Nadu	666	6,80,347	6,62,745	6,03,487	
17		Telangana	142	2,50,084	2,34,737	2,23,329	
18		Uttar Pradesh	669	17,76,823	17,59,477	16,88,125	
19		Uttarakhand	102	64,391	62,733	39,547	
20		West Bengal	125	6,68,953	6,05,350	4,55,706	
Sub-total (States):-			4,247	1,13,47,069	1,03,83,868	84,96,815	
21		North East States	Arunachal Pradesh	47	8,499	8,070	8,067
22	Assam		102	1,76,643	1,69,078	1,23,248	
23	Manipur		28	56,037	49,357	16,769	
24	Meghalaya		10	4,758	4,044	1,907	
25	Mizoram		23	39,605	39,097	24,861	
26	Nagaland		32	31,860	31,060	28,497	
27	Sikkim		8	316	299	202	
28	Tripura		20	92,854	88,007	77,052	
Sub-total(N.E.States):-			270	4,10,572	3,89,012	2,80,603	
29	Union Territories	Aand N Island	1	376	376	47	
30		Chandigarh	1	1,256	1,256	1,256	
31		DNHand DD	3	9,947	9,947	9,450	
32		Delhi	5	29,976	29,976	29,976	

33	Jand K	78	47,040	42,055	30,860
34	Ladakh	2	1,307	991	877
35	Lakshadweep	5	-	-	-
36	Puducherry	6	15,995	15,931	11,009
Sub-total(UT):-		101	1,05,897	1,00,532	83,475
Grand Total:-		4,618	118.64 Lakh	112.74 Lakh*	92.02 Lakh*

*Includes completed (3.41lakh)/grounded (4.01lakh) houses of JnNURM during mission period.

EXPANSION OF PNG CONNECTIONS IN BIHAR

5396. SHRI JANARDAN SINGH SIGRIWAL:

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

(a) whether the Government plans to extend PNG connections in the coming fiscal year across the country, if so, the details thereof, State/UT-wise including the details of the regions being prioritized in Bihar;

(b) whether any specific infrastructure projects are underway to facilitate the extension of PNG connections in rural and urban areas of Bihar and if so, the details thereof including the progress and expected completion dates;

(c) whether any subsidies are being provided to the households in Bihar for installation of PNG connections and if so, the details thereof including eligibility criteria and the application

process in this regard;

(d) whether any challenges are being faced by the gas distribution companies in expanding PNG infrastructure in Bihar and if so, the details thereof including remedial measures being taken to address the same; and

(e) whether the extension of PNG connections in Bihar is likely to link a broader environmental initiative and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND
NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM
(SHRI SURESH GOPI):**

(a) to (e): Providing Piped Natural Gas (PNG) connections is part of development of City Gas Distribution (CGD) Network and the same is carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) as per their Minimum Work Programme (MWP). After completion of 12/12A CGD bidding round, in order to increase usage of Natural Gas, a cleaner fuel, PNGRB has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering almost 100% of the mainland area for the development of CGD network across the country including state of Bihar. As per MWP target, authorized entities have to provide approx. 12.6 crore PNG connections by 2034. As on 31.1.2025, the authorized entities have provided 1.42 crore PNG Domestic connections across the country. The GA wise details of CGD Network across the country as on 31.01.2025 is at **Statement-I**.

PNGRB has authorized 14 GAs (including 3 GAs spread over Bihar and Jharkhand, 1 GA spread over Bihar and Uttar Pradesh) covering all the districts in state of Bihar with MWP target of 52,93,075 domestic PNG connections to be provided by 2030. As on 31.1.2025, the authorized entities have provided 2,29,784 domestic PNG connections. The GA wise details of domestic PNG connections in the State of Bihar as on 31.1.2025, is at **Statement-II**.

The problems being faced in expansion of PNG network is mainly attributed to delay in grant of permissions by the statutory authorities and lack of state policy for CGD. However, any issue reported by the CGD entities related to laying pipelines are suitably taken up with appropriate authorities for expeditious resolution. Further, regular review of progress of projects is being conducted by PNGRB and Ministry of Petroleum and Natural Gas with the entities to discuss the challenges and the latest updates on their MWP targets in authorized GAs.

No subsidy/incentive is currently provided by Government for the installation of PNG connections. However, the Government has taken various steps to ensure the availability of Natural Gas to Compressed Natural Gas (CNG) (Transport) and PNG (Domestic) sector which includes allocating domestic gas on priority basis to CNG (T)/PNG (D); diverting domestic gas from non-priority sectors to meet the requirement for CNG (T)/PNG (D) sector, expansion of City Gas Distribution (CGD) network, expansion of National Gas Grid Pipeline, setting up of Liquefied Natural Gas (LNG) Terminals, Sustainable Alternative Towards

Affordable Transportation (SATAT) initiatives to promote Bio-CNG, etc. Government has also notified that gas produced from discoveries in Deepwater, Ultra Deepwater and High Pressure-High Temperature areas, in any situation which may require proportionate distribution of the gas offered under the bidding process, the contractor shall offer gas to bidders belonging to CNG(T)/PNG(D) sector on priority.

STATEMENT-I**GA wise details of CGD Network across the country as on 31.01.2025**

SL No.	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	Piped Natural Gas (PNG) Connections Domestic		CNG Stations	
						MWP Target	Achievement	MWP Target	Achievement
1.	Dewas	Madhya Pradesh	GAIL Gas Limited	01-Jun-09	30-Jun-14	40000	22350	2	6
2.	Kota	Rajasthan	Rajasthan State Gas Limited	01-Jun-09	30-Jun-14	100000	52321	6	12
3.	Mathura	Uttar Pradesh	Torrent Gas Private Limited	11-Jun-09	30-Jun-14	65000	17758	5	13
4.	Kakinada	Andhra Pradesh	Bhagyanagar	12-Jun-09	30-Jun-	50000	66309	9	13

			Gas Limited		14				
5.	Sonipat	Haryana	GAIL Gas Limited	12-Jun-09	30-Jun-14	60000	35835	3	28
6.	Meerut	Uttar Pradesh	GAIL Gas Limited	12-Jun-09	30-Jun-14	125000	58221	5	22
7.	Chandigarh	Chandigarh (UT), Haryana, Punjab and Himachal Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	700000	29379	NA	35
8.	Allahabad	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	225000	22641	NA	9
9.	Jhansi	Uttar Pradesh	Central UP Gas Limited	26-Feb-14	31-Mar-19	23706	26306	NA	10
10.	Jalandhar*	Punjab	Adani Total Gas Limited	06-Sep-13	30-Sep-18	187200	0	NA	6
11.	Bhavnagar	Gujarat	Gujarat Gas	05-Mar-14	31-Mar-	490000	75648	NA	41

			Limited		19				
12.	Jamnagar	Gujarat	Gujarat Gas Limited	17-Jan-14	31-Mar-19	368000	56608	NA	30
13.	Kutch (West)	Gujarat	Gujarat Gas Limited	19-Dec-14	31-Dec-19	166000	12607	NA	19
14.	Kutch (East)*	Gujarat	Jay Madhok Energy Private Limited led Consortium	12-Mar-15	31-Mar-20	142000	0	NA	0
15.	Ludhiana*	Punjab	Jay Madhok Energy Private Limited led Consortium	25-Jul-15	30-Jun-20	298000	0	NA	3
16.	Bengaluru Rural and Urban Districts	Karnataka	GAIL Gas Limited	18-Feb-15	31-Mar-20	131156	273706	NA	129
17.	Panipat District	Haryana	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar-22	11782	17576	NA	18

18.	Palghar District and Thane Rural	Maharashtra	Gujarat Gas Limited	01-Apr-15	31-Mar- 22	51452	54171	NA	37
19.	Raigarh District (EAAA)	Maharashtra	Mahanagar Gas Limited	01-Apr-15	31-Mar- 22	26476	89400	NA	57
20.	UT of Dadra and Nagar Haveli	Dadra and Nagar Haveli (UT)	Gujarat Gas Limited	01-Apr-15	31-Mar- 22	3823	13097	NA	6
21.	UT of Daman	Daman and Diu (UT)	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar- 22	2519	5342	NA	5
22.	Amritsar District	Punjab	Gujarat Gas Limited	05-May-15	30-Jun- 22	24445	30368	NA	17
23.	Pune District (EAAA)	Maharashtra	Torrent Gas Pune Limited	18-May-15	30-Jun- 22	52810	21373	NA	68
24.	Ernakulam District	Kerala	Indian-Oil Adani Gas Private Limited	14-Oct-15	02-May- 23	40701	42205	NA	19

25.	Udham Singh Nagar District	Uttarakhand	Indian-Oil Adani Gas Private Limited	28-Jul-15	30-Sep- 22	15429	17899	NA	12
26.	Haridwar District	Uttarakhand	Haridwar Natural Gas Limited	27-Jul-15	30-Sep- 22	16905	25300	NA	10
27.	East Godavari District (EAAA)	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep- 22	60934	49800	NA	16
28.	West Godavari District	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep- 22	54576	51107	NA	16
29.	Tumkur District	Karnataka	Megha City Gas Distribution Private Limited	14-Aug-15	30-Sep- 22	32004	31996	NA	10
30.	Krishna District (EAAA)	Andhra Pradesh	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep- 22	50837	28820	NA	32
31.	Dharwad	Karnataka	Indian-Oil	14-Sep-15	30-Sep-	19135	20497	NA	10

	District		Adani Gas Private Limited		22				
32.	Belgaum District	Karnataka	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep- 22	49193	33368	NA	15
33.	Bhatinda District	Punjab	Gujarat Gas Limited	10-May-16	30-Jun- 23	13695	5858	NA	19
34.	Saharanpur District	Uttar Pradesh	Bharat Petroleum Corporation Limited	11-May-16	30-Jun- 23	29883	29884	NA	16
35.	Amreli District	Gujarat	Gujarat Gas Limited	27-May-16	30-Jun- 23	14742	17376	NA	15
36.	Patan District	Gujarat	Sabarmati Gas Limited	27-May-16	30-Jun- 23	13382	23042	NA	25
37.	DahejVagraTal uka	Gujarat	Gujarat Gas Limited	06-Jun-16	30-Jun- 23	1080	1581	NA	5

38.	Rupnagar District	Punjab	Bharat Petroleum Corporation Limited	10-Jun-16	30-Jun-23	6782	9089	NA	19
39.	North Goa District	Goa	Goa Natural Gas Private Limited	24-Jun-16	30-Jun-23	9588	11200	NA	7
40.	Dahod District	Gujarat	Gujarat Gas Limited	27-Jun-16	30-Jun-23	16714	12837	NA	19
41.	Banaskantha District	Gujarat	IRM Energy Private Limited	01-Jul-16	30-Jun-23	28021	58217	NA	45
42.	Anand District (EAAA)	Gujarat	Gujarat Gas Limited	04-Jul-16	30-Sep-23	12650	44721	NA	28
43.	Panchmahal District	Gujarat	Gujarat Gas Limited	04-Jul-16	30-Sep-23	15191	27463	NA	31
44.	Fatehgarh Sahib District	Punjab	IRM Energy Private Limited	05-Jul-16	30-Sep-23	5905	6733	NA	11
45.	Yamunanagar	Haryana	Bharat Petroleum	22-Jul-16	30-Sep-	11771	11772	NA	15

	District		Corporation Limited		23				
46.	Ratnagiri District	Maharashtra	Unison Enviro Private Limited	09-Aug-16	30-Sep- 23	19856	16742	NA	22
47.	Rewari District	Haryana	Indraprastha Gas Limited	19-Aug-16	30-Sep- 23	8902	27253	NA	42
48.	Dhar District	Madhya Pradesh	Naveriya Gas Private Limited	07-Nov-16	31-Dec- 23	1061	1490	NA	4
49.	Rohtak District	Haryana	Bharat Petroleum Corporation Limited	09-Apr-18	30-Jun- 25	10300	11797	NA	24
50.	Ahmedabad District (EAAA)	Gujarat	Gujarat Gas Limited	22-06- 2016 (New start date 01.04.202 2)	31-Mar- 27	13050	19608	NA	29
51.	Solapur District	Maharashtra	IMC Limited	06-Mar-17	30-Jun-	43658	36108	NA	23

					24				
52.	South Goa District	Goa	Indian-Oil Adani Gas Private Limited	07-Feb-18	31-Mar-25	7592	6516	NA	7
53.	Karnal District	Haryana	Indraprastha Gas Limited	08-Feb-18	31-Mar-25	14604	30089	NA	29
54.	Ambalaand Kurukshetra Districts	Haryana	HPOIL Gas Private Limited	22-Feb-18	31-Mar-25	20624	19014	NA	29
55.	Kolhapur District	Maharashtra	HPOIL Gas Private Limited	06-Mar-18	31-May-25	38760	34229	NA	27
56.	Bulandshahr (part) District	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	06-Mar-18	31-Mar-25	16026	13799	NA	20
57.	Bagpat District	Uttar Pradesh	Bagpat Green Energy Private Limited	28-Mar-18	31-Mar-25	10496	5409	NA	13
58.	Srikakulam, Visakhapatnam	Andhra Pradesh	Indian Oil Corporation	01-03-2019	31-Mar-	929842	6203	211	20

	and Vizianagaram Districts		Limited	(New start date 01.07.202 1)	30				
59.	Cachar, Hailakandiand Karimganj Districts	Assam	PurbaBharati Gas Private Limited	27-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	95001	2861	21	0
60.	Kamrupand Kamrup Metropolitan Districts	Assam	PurbaBharati Gas Private Limited	26-Sep-18	30-Sep- 28	321001	5652	51	4
61.	Aurangabad, Kaimurand RohtasDistricts	Bihar	Indian Oil Corporation Limited	06-Sep-18	04-Feb- 29	14271	4366	12	14
62.	Begusarai District	Bihar	Think Gas Begusarai Private Limited	20-Sep-18	30-Sep- 28	169787	7372	25	10

63.	Gaya and Nalanda Districts	Bihar	Indian-Oil Adani Gas Private Limited	20-Sep-18	30-Sep-28	37591	3145	46	22
64.	Diu and GirSomnath Districts	Daman and Diu and Gujarat	IRM Energy Private Limited	25-Sep-18	30-Sep-28	91000	9014	35	16
65.	Surendranagar District (EAAA) and Morbi District (EAAA)	Gujarat	Adani Total Gas Limited	17-Oct-18	31-Dec-28	87005	1643	20	15
66.	Barwalaand RanpurTalukas	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	12098	40	4	5
67.	Navsari District (EAAA), Surat District (EAAA), Tapi District (EAAA) and the Dangs District	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	90191	3163	25	12

68.	Junagadh District	Gujarat	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	77400	12867	45	17
69.	Kheda District (EAAA) and Mahisagar District	Gujarat	Adani Total Gas Limited	28-Sep-18	30-Sep-28	175007	3950	30	26
70.	Narmada (Rajpipla) District	Gujarat	Gujarat Gas Limited	06-Sep-18	30-Sep-28	1750	4615	4	9
71.	Porbandar District	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	60464	101	12	10
72.	Panchkula District (EAAA), Sirmaur, Shimla and Solan (EAAA) Districts	Haryana and Himachal Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep-30	32360	56	45	14
73.	Bhiwani, CharkhiDadrian d	Haryana	Adani Total Gas Limited	13-Sep-18	30-Sep-28	150464	4241	60	49

	Mahendragarh Districts								
74.	Hisar District	Haryana	HCG (KCE) Private Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	251370	207	46	21
75.	Jhajjar District	Haryana	Haryana City Gas (KCE) Private Limited	07-03-2019 (New start date 01.01.2022)	31-Mar-30	138815	243	46	24
76.	Sonipat District (EAAA) and Jind District	Haryana	Hindustan Petroleum Corporation Limited	26-Sep-18	30-Sep-28	98000	11375	38	41
77.	Nuh and Palwal Districts	Haryana	Adani Total Gas Limited	13-Sep-18	30-Sep-28	181019	28695	60	41

78.	Bilaspur, Hamirpur and Una Districts	Himachal Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep- 30	28170	8820	10	11
79.	Bokaro, Hazaribaghand Ramgarh Districts	Jharkhand	Indian Oil Corporation Limited	06-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	79052	11340	99	24
80.	Giridih and Dhanbad Districts	Jharkhand	GAIL Gas Limited	06-09- 2018 (New start date 01.04.202 1)	31-Mar- 30	50000	12305	30	13
81.	Chitradurga and Davanagere Districts	Karnataka	Unison Enviro Private Limited	25-Sep-18	30-Sep- 28	101000	8635	42	19
82.	Udupi District	Karnataka	Adani Total	13-09-	31-Mar-	110099	0	11	10

			Gas Limited	2018 (New start date 01.01.202 1)	30				
83.	Ballariand Gadag Districts	Karnataka	Bharat Petroleum Corporation Limited	24-Sep-18	30-Sep- 28	53850	23417	24	35
84.	Bidar District	Karnataka	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep- 28	6200	6221	4	17
85.	Dakshina Kannada District*	Karnataka	GAIL Gas Limited	28-08- 2018 (New start date 01.04.202 2)	31-Mar- 30	350000	41393	100	36
86.	Ramanagara	Karnataka	Maharashtra	28-Sep-18	30-Sep-	113115	39872	37	17

	District		Natural Gas Limited		28				
87.	Kozhikode and Wayanad Districts	Kerala	Indian-Oil Adani Gas Private Limited	14-09-2018 (New start date 01.01.2021)	31-Mar-30	421277	9920	142	32
88.	Malappuram District	Kerala	Indian-Oil Adani Gas Private Limited	27-09-2018 (New start date 01.01.2021)	31-Mar-30	338518	10526	130	29
89.	Kannur, Kasaragodand Mahe Districts	Kerala and Puducherry	Indian-Oil Adani Gas Private Limited	14-09-2018 (New start date 01.01.2021)	31-Mar-30	367176	9634	125	26

90.	Palakkad and Thrissur Districts	Kerala	Indian-Oil Adani Gas Private Limited	26-09-2018 (New start date 01.01.2021)	31-Mar-30	600000	18537	200	51
91.	Bhopal and Rajgarh Districts	Madhya Pradesh	Think Gas Bhopal Private Limited	24-Sep-18	30-Sep-28	550222	38989	104	39
92.	Guna District	Madhya Pradesh	Indian Oil Corporation Limited	06-Sep-18	30-Sep-28	4900	1528	7	5
93.	Rewa District	Madhya Pradesh	Indian Oil Corporation Limited	06-Sep-18	30-Sep-28	7861	2652	18	6
94.	Satna and Shandol Districts	Madhya Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep-28	15600	8038	8	26

95.	Ahmednagaran d Aurangabad Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Sep- 28	708100	145777	106	106
96.	Valsad (EAAA), Dhuleand Nashik Districts	Maharashtra and Gujarat	Maharashtra Natural Gas Limited	28-Sep-18	30-Sep- 28	937965	215722	156	76
97.	Laturand Osmanabad Districts	Maharashtra	Unison Enviro Private Limited	25-Sep-18	30-Sep- 28	9999	3418	30	26
98.	Sangliand Satara Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Nov- 28	376700	79175	64	70
99.	Sindhudurg District	Maharashtra	Maharashtra Natural Gas Limited	06-Sep-18	30-Sep- 28	25779	8664	25	11
100.	Anguland Dhekanal	Odisha	Bharat Petroleum Corporation	10-08- 2018 (New start	31-Mar- 30	22600	4824	21	12

	Districts		Limited	date 01.01.202 2)					
101.	Sundargarhand Jharsuguda Districts	Odisha	GAIL Gas Limited	06-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	100000	12432	20	9
102.	Balasore, Bhadrakand Mayurbhanj Districts	Odisha	Adani Total Gas Limited	28-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	150464	0	20	11
103.	Bargarh, Debagarhand Sambalpur Districts	Odisha	Bharat Petroleum Corporation Limited	28-09- 2018 (New start date 01.01.202	31-Mar- 30	13910	7057	11	24

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104.	Ganjam, Nayagarhand PuriDistricts	Odisha	GAIL Gas Limited	06-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	51000	6182	15	9
105.	Jagatsinghpura nd Kendrapara Districts	Odisha	Bharat Petroleum Corporation Limited	26-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	12550	8264	10	6
106.	Jajpurand Kendujhar Districts	Odisha	Bharat Petroleum Corporation Limited	26-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	18200	9258	19	19
107.	Karaikaland	Puducherryand	Torrent Gas	28-Sep-18	30-Sep-	166644	467	27	8

	Nagapattinam Districts	Tamil Nadu	Private Limited		28				
108.	Puducherry District	Puducherry	East Coast Natural Gas Private Limited	25-09- 2018 (New start date 01.04.202 2)	31-Mar- 30	275000	0	130	2
109.	SAS Nagar District (EAAA), Patiala and Sangrur Districts	Punjab	Torrent Gas Private Limited	26-Sep-18	30-Sep- 28	520200	10251	54	32
110.	Ludhiana District (EAAA), Barnalaand Moga Districts	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec- 28	451317	16385	47	26
111.	Jalandhar District (EAAA), Kapurthalaand	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec- 28	386147	15275	51	20

	SBS Nagar Districts								
112.	Barmer, Jaisalmer and Jodhpur Districts	Rajasthan	AGP CGD India Private Limited	28-Sep-18	30-Sep-30	551111	50994	80	41
113.	Alwar (Other than Bhiwadi) and Jaipur Districts	Rajasthan	Torrent Gas Jaipur Private Limited	27-08-2018 (New start date 01.04.2022)	31-Mar-30	1320000	8864	132	61
114.	Kota District (EAAA), Baran and Chittorgarh (Only Rawatbhata Taluka) Districts	Rajasthan	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	60300	3717	27	17
115.	Bhilwara and	Rajasthan	Adani Total	14-Sep-18	30-Sep-	270056	1783	25	19

	Bundi Districts		Gas Limited		28				
116.	Chittorgarh (Other than Rawatbhata Tal uka) and Udaipur Districts	Rajasthan	Adani Total Gas Limited	13-Sep-18	30-Sep- 28	400583	15039	70	40
117.	Dholpur District	Rajasthan	Dholpur CGD Private Limited	28-Sep-18	30-Sep- 28	18000	1549	14	8
118.	Kanchipuram District	Tamil Nadu	AGP CGD India Private Limited	26-09- 2018 (New start date 01.04.202 2)	31-Mar- 30	1151111	5033	111	46
119.	Chennai and Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09- 2018 (New start date 01.04.202	31-Mar- 30	3300000	537	222	69

				0)					
120.	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar-30	912783	36072	273	37
121.	Cuddalore, Nagapattinam and Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	28-09-2018 (New start date 01.04.2022)	31-Mar-30	300089	0	40	23
122.	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep-28	41311	4806	11	7
123.	Salem District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date	31-Mar-30	337062	3869	158	24

				01.04.2022)					
124.	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.04.2022)	31-Mar-30	375005	496	75	34
125.	Bhadrachalam Khammam Districts	Telangana	Megha City Gas Distribution Private Limited	20-Sep-18	30-Sep-28	99999	1780	12	11
126.	Jagtial, Peddapalli, Karimnagar and Rajanna Sircilla Districts	Telangana	Indian Oil Corporation Limited	12-Sep-2018 (New date 01-Jan-2020)	31-Dec-29	5731	818	5	7
127.	Jangaon, Jayashankar Bhupalpally,	Telangana	Megha City Gas Distribution	24-Sep-18	30-Sep-28	99999	3806	12	8

	Mahabubabad, Warangal Urban and Warangal Rural Districts		Private Limited						
128.	Medak, Siddipetand Sangareddy Districts	Telangana	Torrent Gas Private Limited	13-Sep-18	30-Sep- 28	310770	2390	54	17
129.	Medchal- Malkajgiri, Ranga Reddy and Vikarabad Districts	Telangana	Megha City Gas Distribution Private Limited	14-Nov-18	31-Dec- 28	415000	5748	110	26
130.	NalgondaSurya petand YadadriBhuvan agiri Districts	Telangana	Megha City Gas Distribution Private Limited	13-Sep-18	30-Sep- 28	350000	5613	75	20
131.	Gomati District	Tripura	Tripura Natural Gas Company	28-Sep-18	30-Sep- 28	11514	810	6	8

			Limited						
132.	West Tripura (EAAA) District	Tripura	Tripura Natural Gas Company Limited	28-Sep-18	30-Sep- 28	15800	16308	6	8
133.	Bulandshahr District (EAAA), Aligarh and Hathras Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Sep-18	30-Sep- 28	143404	4631	46	25
134.	Allahabad District (EAAA), Bhadohiand Kaushambi Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep- 28	58658	6511	24	19
135.	Amethi, Pratapgarhand Raebareli Districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep- 28	18169	5866	20	33
136.	Auraiya, Kanpur	Uttar Pradesh	Torrent Gas	13-Sep-18	30-Sep-	118800	10318	27	36

	Dehatand Etawah Districts		Private Limited		28				
137.	Faizabadand Sultanpur Districts	Uttar Pradesh	Green Gas Limited	24-Sep-18	30-Sep-28	4000	2005	4	9
138.	Gorakhpur, SantKabir Nagar and Kushinagar Districts	Uttar Pradesh	Torrent Gas Private Limited	13-09-2018 (New start date 01-10-2019)	30-Sep-29	178200	10001	36	29
139.	Meerut District (EAAA), Muzaffarnagara nd Shamli Districts	Uttar Pradesh	Indraprastha Gas Limited	13-Sep-18	30-Sep-28	105543	53949	36	38
140.	Moradabad (EAAA) District	Uttar Pradesh	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	154800	13093	27	20
141.	Unnao (EAAA)	Uttar Pradesh	Green Gas	24-Sep-18	30-Sep-	3000	663	2	2

	District		Limited		28				
142.	Dehradun District	Uttarakhand	GAIL Gas Limited	12-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	300001	33435	50	15
143.	Burdwan District	West Bengal	Indian-Oil Adani Gas Private Limited	28-09- 2018 (New start date 01.01.202 2)	31-Mar- 30	247852	9591	80	23
144.	Anantapur and YSR (Kadapa) Districts	Andhra Pradesh	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	1001101	11160	134	27
145.	Sri PottiSriramulu Nellore District	Andhra Pradesh	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	852111	6267	81	19

146.	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, Karnataka and Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New start date 01.04.2022)	31-Mar-30	2295933	14838	251	47
147.	Araria, Purnia, Katihar and Kishanganj Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	305200	13786	79	5
148.	Arwal, Jehanabad, Bhojpur and Buxar Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	80636	14889	50	13
149.	Khagaria, Saharsa and Madhepura Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	24730	2769	9	3

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150.	Lakhisarai, Munger and Bhagalpur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug- 29	54471	11586	16	10
151.	Muzaffarpur, Vaishali, Saran and Samastipur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug- 29	1006975	45207	222	45
152.	Nawada and Koderma Districts	Bihar and Jharkhand	Indian Oil Corporation Limited	29-03- 2019 (New start date 01.01.202 2)	31-Mar- 30	13632	1576	21	2
153.	Sheikhpura, Jamui and Deoghar Districts	Bihar and Jharkhand	Indian Oil Corporation Limited	29-Mar-19	05-Aug- 29	37441	7674	16	5

154.	Kaithal District	Haryana	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	99144	38268	27	15
155.	Sirsa, Fatehabad and Mansa (Punjab) Districts	Haryana and Punjab	Gujarat Gas Limited	29-03-2019 (New start date 01.07.2021)	31-Mar-30	500001	2315	54	27
156.	Chatra and Palamu Districts	Jharkhand	Bharat Petroleum Corporation Limited	29-Mar-19	31-Mar-29	10821	3353	4	10
157.	Seraikela-Kharsawan District	Jharkhand	GAIL Gas Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	220001	13252	41	14
158.	West Singhbhum	Jharkhand	GAIL Gas Limited	29-03-2019	31-Mar-30	6028	125	5	2

	District			(New start date 01.01.202 2)					
159.	Bagalkot, Koppal and Raichur Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	586121	4063	114	26
160.	Chikkamagalur u, Hassan and Kodagu Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	928651	335	121	21
161.	Kalaburagi and Vijayapura Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	526551	427	62	21
162.	Mysuru, Mandya and Chamarajanag ar Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	1354714	2043	171	29

163.	Uttara Kannada, Haveri and Shivamogga Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun- 29	899311	769	126	25
164.	Alapuzzha, Kollam and Thiruvananthap uram Districts	Kerala	AGP City Gas Private Limited	29-Mar-19	31-Mar- 29	1851111	39845	291	44
165.	Ashoknagar District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar- 29	3885	1565	9	3
166.	Gwalior (EAAA) District and Sheopur District	Madhya Pradesh	Rajasthan State Gas Limited	29-Mar-19	31-Mar- 29	167756	354	26	4
167.	Morena District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar- 29	8160	3932	8	6

168.	Raisen, Shajapur and Sehore Districts	Madhya Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar- 29	400001	6725	65	30
169.	Shivpuri District	Madhya Pradesh	Think Gas Bhopal Private Limited	29-Mar-19	31-Mar- 29	27229	3126	11	6
170.	Sidhi and Singrauli Districts	Madhya Pradesh	Bharat Petroleum Corporation Limited	29-Mar-19	31-Mar- 29	20800	6462	11	8
171.	Ujjain (EAAA) District, Dewas (EAAA) District and Indore (EAAA) District	Madhya Pradesh	Gujarat Gas Limited	29-Mar-19	31-Mar- 29	484500	1998	42	24
172.	Anuppur, Bilaspur and Korba Districts	Madhya Pradesh and Chhattisgrah	Adani Total Gas Limited	29-Mar-19	31-Mar- 29	77033	0	20	9
173.	Jhabua, Banswara,	Madhya Pradesh	Gujarat Gas	29-Mar-19	31-Mar-	450000	1150	54	32

	Ratlam and Dungarpur Districts	and Rajasthan	Limited		29				
174.	Jhansi (EAAA) District, Bhind, Jalaun, Lalitpur and Datia Districts	Madhya Pradesh and Uttar Pradesh	Adani Total Gas Limited	29-Mar-19	31-Mar- 29	110099	105	29	20
175.	Ferozepur, Faridkot and Sri Muktsar Sahib Districts	Punjab	Gujarat Gas Limited	29-03- 2019 (New start date 01.07.202 1)	31-Mar- 30	350004	2707	45	28
176.	Hoshiarpur and Gurdaspur Districts	Punjab	Gujarat Gas Limited	29-Mar-19	31-Mar- 29	600123	6035	81	40
177.	Ajmer, Pali and Rajsamand Districts	Rajasthan	Indraprastha Gas Limited	29-Mar-19	31-Mar- 29	1000944	224806	198	76

178.	Jalore and Sirohi Districts	Rajasthan	Gujarat Gas Limited	29-Mar-19	31-Mar-29	400008	8250	30	31
179.	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	30-Sep-29	100800	9726	40	26
180.	Bareilly (EAAA) District, Pilibhit and Rampur Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	145000	14500	140	56
181.	Basti and Ambedkarnagar Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	30-Sep-29	35100	5529	18	15
182.	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	98000	14571	75	51
183.	Gonda and Barabanki Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	31-Mar-29	111600	6344	36	26

184.	Jaunpur and Ghazipur Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Apr-19	30-Jun- 29	77033	5328	38	17
185.	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Indraprastha Gas Limited	29-Mar-19	31-Mar- 29	144000	46472	45	28
186.	Mainpuri and Kannauj District s	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar- 29	60000	12258	45	33
187.	Mirzapur, Chandauli and Sonbhadra Districts	Uttar Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar- 29	151001	9184	51	24
188.	Shahjahanpur and Budaun Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar- 29	125000	15930	75	43

189.	Bijnor and Nainital Districts	Uttar Pradesh and Uttrakhand	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	300000	16412	91	33
190.	Darjeeling, Jalpaiguri and Uttar Dinajpur Districts	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	690000	4687	125	11
191.	Howrah (EAAA) District and Hoogly (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	575000	4398	100	20
192.	Nadia (EAAA) District and North 24 Parganas (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	625000	8630	110	22

193.	South 24 Parganas (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	300000	138	65	12
194.	Kurnool, Guntur, and Prakasam districts	Andhra Pradesh	Indian Oil Corporation Limited	15-Mar-22	31-Mar-30	4499311	0	301	24
195.	Nagaon, Morigaon, Hojai, KarbiAnglong, West KarbiAnglong and DimaHasao districts	Assam	Adani Total Gas Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	481962	0	78	4
196.	Lakhimpur, Dhemaji, Darrang, Udalgiri,	Assam	Consortium of Assam Gas Company Limited and Oil	23-03-2022 (New Start date	31-Mar-30	346000	0	166	0

	Sonitpur and BiswanathChari ali districts		India Limited	01.10.202 2)					
197.	Kokrajhar, Dhubri, South Salmara- Mankachar and Goalpara districts	Assam	Adani Total Gas Limited	23-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	311962	0	62	3
198.	Baksa, Barpeta, Bongaigaon, Chirang, Nalbari and Bajali districts	Assam	Adani Total Gas Limited	23-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	481962	0	78	7
199.	Darbhanga, Madhubani, Supaul, Sitamarhi and Sheohar	Bihar	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar- 30	1010999	27755	50	17

	districts								
200.	Gopalganj, Siwan, West Champaran, East Champaran and Deoria districts	Bihar and Uttar Pradesh	Bharat Petroleum Corporation Limited	04-May-22	30-Jun- 30	1010999	14675	67	26
201.	Baloda Bazar, Gariyaband and Raipur districts	Chhattisgarh	HCG Raipur Private Limited	18-02- 2022 (New Start date 01.10.202 3)	30-Sep- 31	1506000	0	606	2
202.	Kabirdham, Raj Nandgaon and Kanker districts	Chhattisgarh	Adani Total Gas Limited	15-03- 2022 (New Start date 01.04.202 3)	31-Mar- 31	311962	0	78	6

203.	Mungeli, Bemetara, Durg, Balod and Dhamtari districts	Chhattisgarh	Adani Total Gas Limited	15-03- 2022 (New Start date 01.04.202 3)	31-Mar- 31	1111962	0	178	12
204.	Jashpur, Raigarh, Janjgir-Champa and Mahasamund districts	Chhattisgarh	Adani Total Gas Limited	15-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	881162	0	162	4
205.	Mandi, Kullu, Kinnaur and Lahauland Spiti districts	Himachal Pradesh	Gasonet Services (HP) Limited	29-Mar-22	31-Mar- 32	252000	0	45	3
206.	Kangra and Chamba districts	Himachal Pradesh	Consortium of THINK Gas Distribution Private Limited, Think Gas	15-Mar-22	31-Mar- 32	300109	0	41	2

			Investment Pte. Ltd. and Think Gas Investment Pte. II Ltd						
207.	Jammu, Udhampur, Reasi, Samba and Kathua districts	UT of Jammu and Kashmir	Indian Oil Corporation Limited	15-03- 2022 (New Start date 01.10.202 4)	30-Sep- 34	1452352	0	121	2
208.	Gumla, Latehar, Lohardaga, Simdega, Garhwa and Khunti districts	Jharkhand	Adani Total Gas Limited	15-03- 2022 (New Start date 01.10.202 3)	30-Sep- 31	161978	0	62	12
209.	Chikkaballapur district	Karnataka	Megha City Gas Distribution	15-Mar-22	31-Mar- 30	382500	0	81	5

			Private Limited						
210.	Idukki, Kottayam and Pattanamtitta districts	Kerala	Sholagasco Private Limited	15-Mar-22	31-Mar- 30	1080928	0	325	5
211.	Agar Malwa, Neemuch, Mandsaur and Jhalawar districts	Madhya Pradesh and Rajasthan	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar- 30	540000	0	126	5
212.	Burhanpur, Khandwa, Khargone and Harda districts	Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar- 30	511978	0	119	19
213.	Tikamgarh, Niwari, Chattarpur and Panna districts	Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar- 30	191978	0	47	11
214.	Betul, Chhindwara,	Madhya Pradesh	Megha City Gas	09-03- 2022	30-Sep-	400500	136	171	7

	Seoni and Balaghat districts		Distribution Private Limited	(New Start date 01.10.202 3)	31				
215.	Damoh, Jabalpur, Katni, Mandla, Umaria and Dindori districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	23-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	1530000	0	171	7
216.	Hoshangabad, Narsinghpur, Sagar and Vidisha districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	09-03- 2022 (New Start date 01.10.202 3)	30-Sep- 31	663300	0	207	6
217.	Buldana, Nanded and Parbhani districts	Maharashtra	Maharashtra Natural Gas Limited	15-03- 2022 (New Start date 01.10.202	30-Sep- 31	2007730	0	325	28

				3)					
218.	Beed, Jalgaon and Jalna districts	Maharashtra	Indian Oil Corporation Limited	15-03- 2022 (New Start date 01.10.202 3)	30-Sep- 31	2309973	0	151	5
219.	Akola, Hingoli and Washim districts	Maharashtra	Adani Total Gas Limited	09-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	511962	0	101	15
220.	Amravati and Yavatmal districts	Maharashtra	Adani Total Gas Limited	15-03- 2022 (New Start date 01.10.202 3)	30-Sep- 31	901962	0	162	17
221.	Chandrapur	Maharashtra	Megha City	15-03-	30-Sep-	909000	0	117	6

	and Wardha districts		Gas Distribution Private Limited	2022 (New Start date 01.10.2023)	31				
222.	Nagpur district	Maharashtra	HCG Nagpur Private Limited	18-02-2022 (New Start date 01.07.2023)	30-Jun-31	1965000	0	756	11
223.	Bhandara, Gondiya and Garchiroli districts	Maharashtra	Adani Total Gas Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	361962	0	78	12
224.	Alirajpur, Nandurbar and Barwani	Maharashtra and Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar-30	221962	0	62	16

	districts								
225.	Koraput, Malkangiri, and Nabarangpur districts	Odisha	Adani Total Gas Limited	09-03- 2022 (New Start date 01.01.202 3)	31-Dec- 30	151968	0	38	3
226.	Gajapati, Kandhamal, Boudh and Sonepur districts	Odisha	GAIL Gas Limited	28-Feb-22	31-Mar- 30	30001	0	30	3
227.	Rayagada, Kalahandi, Bolangir and Nuapada districts	Odisha	Megha City Gas Distribution Private Limited	15-03- 2022 (New Start date 01.01.202 4)	31-Dec- 31	303030	2	63	3
228.	Pathankot district	Punjab	Indian Oil Corporation	29-03- 2022	30-Sep- 33	262740	0	51	3

			Limited	(New Start date 01.10.202 5)					
229.	Tarn Taran district	Punjab	Megha City Gas Distribution Private Limited	10-May-22	30-Jun- 30	243000	0	72	6
230.	Fazilka (except area already authorized), Ganganagar and Hanumangarh districts	Punjab and Rajasthan	Bharat Petroleum Corporation Limited	04-May-22	30-Jun- 30	752999	6267	49	25
231.	Bikaner and Churudistricts	Rajasthan	Gasonet Services (RJ) Limited	15-Mar-22	31-Mar- 30	900000	0	81	10
232.	Jhunjhunu, Sikar and	Rajasthan	Indian Oil Corporation	23-03- 2022	31-Mar- 31	2087645	4844	171	24

	Nagaur districts		Limited	(New Start date 01.04.202 3)					
233.	Dausa, Karauli, SawaiMadhopu r and Tonk districts	Rajasthan	Hindustan Petroleum Corporation Limited	15-Mar-22	31-Mar- 30	707000	2706	124	25
234.	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03- 2022 (New Start date 01.01.202 3)	31-Dec- 30	1619227	1133	201	17
235.	Tiruvannamalai , Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03- 2022 (New Start date 01.04.202 3)	31-Mar- 31	1323000	0	99	7

236.	Ariyalur and Perambalur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	419400	0	63	4
237.	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private Limited	15-03-2022 (New Start date 01.04.2024)	31-Mar-32	1774000	350	290	24
238.	Pudukottai, Sivaganga and Thanjavur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	1400004	0	216	4
239.	Madurai, Theni and Virudhnagar	Tamil Nadu	Indian Oil Corporation	23-03-2022 (New Start	31-Dec-30	2846696	1681	201	18

	districts		Limited	date 01.01.202 3)					
240.	Kanyakumari, Thoothukudi, Tirunelveli Katta bo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03- 2022 (New Start date 01.01.202 3)	31-Dec- 30	2939842	1683	251	15
241.	Dindigul and Karur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03- 2022 (New Start date 01.01.202 3)	31-Dec- 30	1008000	0	135	3
242.	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar- 30	884777	7255	201	39
243.	Nizamabad,	Telangana	Maharashtra	15-03-	30-Jun-	1286333	0	351	25

	Adilabad, Nirmal, MancherialKum uramBheemAsi fabad and Kamareddy districts		Natural Gas Limited	2022 (New Start date 01.07.202 3)	31				
244.	JogulambaGad wal, Nagarkurnool, Mahabubnagar, Narayanpet, Wanaparthi and Yadgir districts	Telangana and Karnataka	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar- 30	1299996	126	270	12
245.	South Tripura and Sepahijala district	Tripura	Consortium of Assam Gas Company Limited and Oil India Limited	15-Mar-22	31-Mar- 30	96000	0	46	0

246.	Dhalai, North Tripura, Unakoti and Khowai	Tripura	Consortium of Assam Gas Company Limited and Oil India Limited	15-Mar-22	31-Mar-30	116000	0	66	0
247.	Amroha (except area already authorized) and Sambhal (except area already authorized) districts	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	657000	0	99	7
248.	Kasganj district	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	252000	0	45	4
249.	Purulia and Bankura districts	West Bengal	Bharat Petroleum Corporation	15-Mar-22	31-Mar-30	555999	15721	27	24

			Limited						
250.	East Mednipore, West Mednipore and Jhargram districts	West Bengal	Indian Oil Corporation Limited	23-03- 2022 (New Start date 01.07.202 3)	30-Jun- 31	3734901	0	131	4
251.	Alipurduar and Koch Bihar	West Bengal	Bharat Petroleum Corporation Limited	15-03- 2022 (New Start date 01.10.202 2)	30-Sep- 31	251999	14392	19	10
252.	Banda, Chitrakoot and Mahoba	Uttar Pradesh	Indraprastha Gas Limited	13-Apr-22	30-Jun- 30	150006	17586	102	19
253.	PauriGarhwal, Uttarkashi, Rudraprayag and	Uttarakhand	Gasonet Services (UK) Limited	27-May-22	30-Jun- 32	351000	1	63	2

	TehriGarhwal districts								
254.	Pithoragarh, Champawat, Almora, Chamoli and Bageshwar districts	Uttarakhand	Gasonet Services (UK) Limited	11-May-22	30-Jun-32	405000	0	72	1
255.	Faridabad-2	Haryana	Adani Total Gas Limited	25-Apr-23	30-Jun-28	403853	140608	NA	34
256.	Patna District	Bihar	GAIL (India) Limited	07-Mar-18	31-Mar-25	50154	74378	NA	30
257.	East Singhbhum District	Jharkand	GAIL (India) Limited	07-Mar-18	31-Mar-25	24278	44977	NA	14
258.	Ranchi District	Jharkand	GAIL (India) Limited	07-Mar-18	31-Mar-25	29962	62673	NA	19
259.	Khordha District	Odisha	GAIL (India) Limited	07-Mar-18	31-Mar-25	26900	65856	NA	17

260.	Cuttack District	Odisha	GAIL (India) Limited	07-Mar-18	31-Mar-25	28959	30589	NA	13
261.	Varanasi District	Uttar Pradesh	GAIL (India) Limited	07-Mar-18	31-Mar-25	40211	92464	NA	30
262.	Khurja	Uttar Pradesh	Adani Total Gas Limited	04-Dec-12	31-Dec-17	25100	14676	NA	10
263.	Surat, Bharuch, Ankleshwar	Gujarat	Gujarat Gas Limited	08-Nov-12	31-Dec-15	576000	863603	NA	119
264.	Moradabad	Uttar Pradesh	Torrent Gas Private Limited	30-Nov-12	31-Dec-17	127000	34030	NA	8
265.	Nadiad	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	129737	77823	NA	32
266.	Navsari	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	115093	125089	NA	27
267.	Rajkot	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	409105	386896	NA	89
268.	Surendranagar	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	112728	33004	NA	28

269.	Ahmedabad City and Daskroi Area	Gujarat	Adani Total Gas Limited	28-Nov-13	31-Dec- 16	599698	680432	NA	84
270.	Hazira	Gujarat	Gujarat Gas Limited	17-Jul-14	30-Sep- 17	5481	42184	NA	1
271.	Valsad	Gujarat	Gujarat Gas Limited	20-Jan-15	31-Mar- 22	115095	142794	NA	27
272.	Anand area including Kanjariand Vadtal Villages (in Kheda District)	Gujarat	Charotar Gas SahakariMand ali Limited	12-May-15	NA	NA	51278	NA	16
273.	Bhiwadi (in Alwar District)	Rajasthan	Haryana City Gas Distribution (Bhiwadi) Limited	01-Aug-18	30-Sep- 25	27207	5830	NA	5
274.	Gurugram-2	Haryana	Haryana City Gas	25-Apr-23	30-Jun-	317637	55767	NA	43

			Distribution Limited		28				
275.	National Capital Territory of Delhi	National Capital Territory of Delhi (UT)	Indraprastha Gas Limited	09-Jan-09	31-Mar-12	237000	1697473	NA	499
276.	Mumbai and Greater Mumbai	Maharashtra	Mahanagar Gas Limited	21-Jan-09	31-Mar-12	406000	1354251	NA	150
277.	Bareilly	Uttar Pradesh	Central UP Gas Limited	22-Apr-09	30-Jun-14	27500	56319	NA	21
278.	Kanpur	Uttar Pradesh	Central UP Gas Limited	22-Apr-09	30-Jun-14	70035	126897	NA	57
279.	Pune City including Pimpri - Chichwad and adjoining contiguous areas Hinjewadi, Chakan,	Maharashtra	Maharashtra Natural Gas Limited	01-Jun-09	30-Jun-14	72000	729635	NA	122

	Talegaon								
280.	Vijaywada	Andhra Pradesh	Bhagyanagar Gas Limited	28-Jul-09	30-Sep-14	97267	59136	NA	32
281.	Thane urban and adjoining Municipalities	Maharashtra	Mahanagar Gas Limited	04-Aug-09	31-Mar-14	225000	1277571	NA	159
282.	Indore (including Ujjain City)	Madhya Pradesh	Aavantika Gas Limited	31-Aug-09	31-Mar-14	50000	113427	NA	83
283.	Hyderabad	Telangana	Bhagyanagar Gas Limited	09-Oct-09	23-Sep-14	266000	203443	NA	88
284.	Agra	Uttar Pradesh	Green Gas Limited	12-Nov-09	31-Mar-14	22000	118003	NA	31
285.	GandhinagarMehsanaSabarkantha	Gujarat	Sabarmati Gas Limited	16-Dec-09	31-Mar-14	99000	290406	NA	136
286.	Gwalior	Madhya Pradesh	Aavantika Gas Limited	04-Jan-10	11-Dec-14	44000	59235	NA	31

287.	Firozabad (Taj Trapezium Zone)	Uttar Pradesh and Rajasthan	GAIL Gas Limited	26-Sep-11	25-Aug-14	24000	24436	NA	48
288.	Kolkata Municipal Corporation and Parts of Adjoining Districts	West Bengal	Bengal Gas Company Limited	02-02-2016 (New start date 01.01.2022)	31-Dec-26	1417959	5297	NA	24
289.	Upper Assam	Assam	Assam Gas Company Limited	06-Feb-15	NA	NA	57914	NA	9
290.	Agartala	Tripura	Tripura Natural Gas Company Limited	24-Feb-15	NA	NA	47805	NA	6
291.	Lucknow	Uttar Pradesh	Green Gas Limited	15-Mar-16	31-Mar-23	494186	132464	NA	46
292.	Vadodara	Gujarat	Vadodara Gas Limited	27-Oct-16	31-Dec-19	448495	268929	NA	45

293.	Ghaziabad and Hapur Districts	Uttar Pradesh	Indraprastha Gas Limited	06-Sep-19	31-Dec-26	324792	378987	NA	79
294.	Noida (including Greater Noida)	Uttar Pradesh	Indraprastha Gas Limited	25-Apr-23	30-Jun-28	499144	398216	NA	73
295.	LakhimpurKheri , Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar and Maharajganj districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	08-Jun-22	30-Jun-30	5069648	16918	421	58
296.	Banka (Bihar), Dumka, Godda, Jamtara, Pakurand Sahibganj districts	Bihar and Jharkhand	Hindustan Petroleum Corporation Limited	14-Jun-22	30-Jun-30	1476189	606	99	11

297.	Birbhum, Murshidabad, Maldah and Dakshin Dinajpur districts	West Bengal	Hindustan Petroleum Corporation Limited	17-Jun-22	30-Jun-30	6210189	1260	162	8
298.	Koriya, Surajpur, Balrampur and Surguja districts	Chhattisgarh	Bharat Petroleum Corporation Limited	14-Jun-22	30-Jun-30	259496	9045	54	10
299.	Kondagaon, Bastar, Sukma, Narayanpur, Bijapur and Dantewada districts	Chhattisgarh	GAIL Gas Limited	13-Jun-22	30-Jun-30	70031	0	32	0
300.	Yanam	Puducherry	HCG Yanam Private Limited	08-Aug-22	30-Sep-30	51000	0	51	8
301.	Mizoram State	Mizoram	Tripura Natural Gas Company	19-Apr-24	30-Jun-32	291562	0	75	0

			Limited						
302.	Arunachal Pradesh State	Arunachal Pradesh	Consortium of BPCL and OIL India Ltd	19-Apr-24	30-Jun-32	19000	0	26	0
303.	Meghalaya State	Meghalaya	Consortium of HCG (KCE) Private Limited and Others	19-Apr-24	30-Jun-32	356000	0	314	0
304.	Manipur State	Manipur	Tripura Natural Gas Company Limited	22-Apr-24	30-Jun-32	100439	0	39	0
305.	Nagaland State	Nagaland	HPOIL Gas Private Limited	19-Apr-24	30-Jun-32	356589	0	63	0
306.	Sikkim State	Sikkim	Hindustan Petroleum Corporation Limited	19-Apr-24	30-Jun-32	177399	0	45	0
307.	Anantnag, Bandipora,	Jammu and Kashmir, Ladakh	Bharat Petroleum	19-Apr-24	30-Jun-32	30804	0	23	0

	Baramulla, Budgam, Doda, Ganderbal, Kargil, Kishtwar, Kulgam, Kupwara, Leh, Poonch, Pulwama, Rajouri, Ramban, Shopian, Shrinagar		Corporation Limited						
308. Total - CGD Networks authorized by PNGRB						12,63,55, 818	1,42,33,5 23	18,3 36	7,525

STATEMENT-II**GA-wise details of PNG (D) connections in Bihar as on 31.01.2025**

SL No.	Unique GA ID	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	MWP Target	Pro-Rata Target	Achievement
1.	9.04	Aurangabad, Kaimur and Rohtas Districts	Bihar	Indian Oil Corporation Limited	06-Sep-18	04-Feb-29	14271	4282	4366
2.	9.05	Begusarai District	Bihar	Think Gas Begusarai Private Limited	20-Sep-18	30-Sep-28	169787	56596	7372
3.	9.06	Gaya and Nalanda Districts	Bihar	Indian-Oil Adani Gas Private Limited	20-Sep-18	30-Sep-28	37591	12531	3145
4.	10.0	Araria, Purnia, Katihar and	Bihar	Indian Oil Corporation	29-03-2019 (New start	31-Mar-30	305200	55954	13786

	4	Kishanganj Districts		n Limited	date 01.01.2022)				
5.	10.0 5	Arwal, Jehanabad, Bhojpur and Buxar Districts	Bihar	Indian Oil Corporatio n Limited	29-Mar-19	05-Aug-29	80636	20159	14889
6.	10.0 6	Khagaria, Saharsa and Madhepura Districts	Bihar	Indian Oil Corporatio n Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	24730	4534	2769
7.	10.0 7	Lakhisarai, Munger and Bhagalpur Districts	Bihar	Indian Oil Corporatio n Limited	29-Mar-19	05-Aug-29	54471	13618	11586
8.	10.0 8	Muzaffarpur, Vaishali, Saran and Samastipur Districts	Bihar	Indian Oil Corporatio n Limited	29-Mar-19	05-Aug-29	1006975	251744	45207
9.	10.0	Nawada and Koderma	Bihar and	Indian Oil Corporatio	29-03-2019 (New start	31-Mar-30	13632	2500	1576

	9	Districts	Jharkhand	n Limited	date 01.01.2022)				
10.	10.1 0	Sheikhpura, Jamui and Deoghar Districts	Bihar and Jharkhand	Indian Oil Corporatio n Limited	29-Mar-19	05-Aug-29	37441	9361	7674
11.	11.0 6	Darbhanga, Madhubani, Supaul, Sitamarhi and Sheohar districts	Bihar	Bharat Petroleum Corporatio n Limited	15-Mar-22	31-Mar-30	1010999	185350	27755
12.	11.0 7	Gopalganj, Siwan, West Champaran, East Champaran and Deoria districts	Bihar and Uttar Pradesh	Bharat Petroleum Corporatio n Limited	04-May-22	30-Jun-30	1010999	160075	14675
13.	97.0 1	Patna District	Bihar	GAIL (India) Limited	07-Mar-18	31-Mar-25	50154	47821	74378

14.	11A. 02	Banka (Bihar), Dumka, Godda, Jamtara, Pakurand Sahibganj districts	Bihar and Jharkhand	Hindustan Petroleum Corporatio n Limited	14-Jun-22	30-Jun-30	1476189	159921	606
Total:							52,93,07 5	9,84,44 6	2,29,784

Source:PNGRB

SPECIAL ASSISTANCE TO STATES FOR CAPITAL INVESTMENT**5397. DR. RICKY A. J. SYNGKON:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the status and implementation of the Scheme for Special Assistance to States for Capital Investment 2023-2024, Part III (only for North-Eastern/ predominantly hilly States) in Meghalaya under the components like augmentation of human resources for strengthening the urban planning ecosystem, risk-informed master planning and modernization of building bye-laws, promoting affordable housing and in-situ slum rehabilitation, promotion of ease of transit in cities and strengthening natural ecosystems of urban areas through urban planning and acquiring land for roads using urban planning tools;

(b) the details of the funds sanctioned and released to Meghalaya under the said scheme, component-wise; and

(c) the projects submitted and undertaken under the said scheme in Meghalaya, component-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c):The Government of India has implemented the Scheme for Special Assistance to States for Capital Investment Scheme (SSASCI)-Part-III (Urban

Planning Reforms) 2023-24, aimed at leveraging urban planning as a key driver of development. The State of Meghalaya submitted following urban reform measures under SSASCI-Part-III 2023-24:

Under the component 'Augmentation of Human Resource for Strengthening Urban Planning Ecosystem', 4 planners hired on contract by the State.

Under the component 'Risk Informed Master Plans', Draft Risk Informed Master Plans for Shillong and Tura towns was prepared by earmarking of vulnerable areas/ disaster prone areas. Draft Building Bye-Laws (BBL) and guidelines for Draft Master Plans was also formulated, specifying areas where construction is either permitted or restricted based on slope gradients.

Under the reform component 'Modernization of Building Bye Laws', separate draft BBL for Hilly and Valley areas was formulated.

Under the reform component 'Promotion of Ease of Transit', an agency was hired to prepare the Common Mobility Plans for the towns of Shillong and Tura. Draft Mobility Policy was prepared with the provisions of public parking, creating zero emission zone/ Non-Motorized Transport (NMT) areas, creating pedestrian streets. A pedestrian street identified in Shillong Master Plan.

During the year 2023-24, an amount of ₹98.49 cr. released to the State of Meghalaya under SSASCI 2023-24 – Part – III (Urban Planning Reforms).

SAFETY CLEARANCE FOR GROUND HANDLERS AT AIRPORT**5398. SHRI V. K. SREEKANDAN :**

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

(a) whether it is a fact that ground handlers at airports are required to obtain safety clearance from the Directorate General of Civil Aviation (DGCA) and if so, the details thereof;

(b) whether it is also a fact that the Government has framed new rules prescribing the framework for safe operations by service providers and if so, the details thereof;

(c) whether it is also true that the DGCA has held discussions with stakeholders in this regard; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d): Yes, Ground Handling Service Provider (GHSP) at Indian Airports are required to obtain Safety Clearance from DGCA.;

DGCA has published Civil Aviation Requirement (CAR) Section 4 Series X Part II, which prescribe framework for issue of Safety Clearance to Ground Handling Service Provider (GHSP).;

These requirements covers Operational procedures, availability of adequate and competent manpower, training requirements, maintenance of Ground support Equipment's (GSE's), Reporting of ground Incidents/Accidents and Safety Management systems etc.;

DGCA invited comments of stakeholder's and general public on the Draft requirements by placing it on website on 15.03.2024.

The comments received from stakeholders were reviewed followed by a meeting with all the ground handling service providers and other stakeholder, conducted on 29.05.2024.

Based on the comments and discussions, the final requirements in the form of CAR i.e. CAR Section 4 Series X part II was published at DGCA website on 08.07.2024.;

URBAN INFRASTRUCTURE DEVELOPMENT SCHEME

FOR SATELLITE TOWNS

5399. SHRI NAVEEN JINDAL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government has launched the Urban Infrastructure Development Scheme for Satellite Towns (UIDSST) to enhance infrastructure in towns surrounding mega cities and if so, the details thereof;
- (b) the key objectives of the UIDSST along with the manner in which it aims to address the infrastructural needs of satellite towns;
- (c) the specific areas of infrastructure covered under the said scheme such as transport, sanitation and housing;
- (d) the progress made in the implementation of the said scheme since its launch in 2009 along with the number of satellite towns benefited and the improvements achieved till March 2025; and
- (e) the details of the future plans for expanding or modifying the said scheme to cover more towns and enhance urban infrastructure across the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d): The pilot scheme of Urban Infrastructure Development Scheme for Satellite Towns (UIDSST) was approved in July 2009 with a central share of Rs.500 crore to provide basic urban infrastructure in selected satellite towns around seven million plus/mega cities. The scheme was co-terminus with the 11th Five Year Plan (2007 to 2012). The Scheme was however closed w.e.f. 31st March, 2018. The Scheme covered seven satellite towns namely Pilkhuwa (Uttar Pradesh), Vikarabad (Telangana), Sonapat (Haryana), Vasai-Virar (Maharashtra),

Sriperumbudur (Tamil Nadu), Sanand (Gujarat) and Hoskote (Karnataka). The key objectives of the scheme were:-

- i.to develop urban infrastructure facilities such as transport, drinking water, sewerage, drainage and solid waste management;
- ii.to enhance the sustainability of urban infrastructure facilities by implementing reforms such as energy audit, water audit, introduction of cost effective technologies etc.; and
- iii.to promote ULB level reforms like adoption of a modern accrual-based double entry system of accounting, introduction of a system of e-governance using IT applications, GIS and MIS for various urban services; and establishment of citizen facilitation centres etc.

A total of 17 projects were sanctioned under the scheme for which ₹459.70 crore released. The scheme progressed fairly well during its implementation across all the seven satellite towns in terms of improvements in water supply, underground sewerage, solid waste management, GIS based map and HH survey with a physical progress in Pilkhuwa, Uttar Pradesh (70-100%), Vikarabad, Telangana (100%), Sonapat, Haryana (40-100%), Vasai Virar, Maharashtra (100%), Sriperumbudur, Tamil Nadu (80-100%), Sanand, Gujarat (60-100%) and Hoskote, Karnataka (99%).

(e) :UIDSST scheme was a pilot scheme and it was closed on 31.03.2018. On the lines of UIDSST, the Ministry of Housing and Urban Affairs subsequently

launched from the year 2014 a number of missions/schemes such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) , Smart Cities Mission (SCM), Swachh Bharat Mission-Urban (SBM-U), Pradhan Mantri Awas Yojana-Urban (PMAY-U) and Urban Transport. Whereas SBM-U covered all statutory towns as per Census 2011 for sanitation and solid waste management, AMRUT covered 500 cities in its first phase for water supply and sewerage. In its 2nd phase, 4902 cities have been targeted for water supply. The SCM has covered 100 cities across the country. These missions/schemes have facilitated States/ULBs to promote urban development, including the components of UIDSST, by availing funds for specific purposes as per the respective mission/scheme guidelines.

IMPACT OF BIO-FUEL POLICY

5400. SHRI PRATAP CHANDRA SARANGI:

DR. VINOD KUMAR BIND:

SHRI PRAVEEN PATEL:

SHRI KHAGEN MURMU:

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

(a) the salient features of the current bio-fuel policy of Government and the associated benefits with it;

(b) whether there is any harmful effect of blending ethanol with petrol, if so, the details thereof; and

(c) the anticipated greenhouse gas emission being reduced by the ethanol-blended fuels E10 and E20 in the country?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND
NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM
(SHRI SURESH GOPI):**

(a) : The salient features of National Policy on Biofuels-2018, as amended in 2022, are as under:

- (i) Categorization of biofuels as “Basic Biofuels” and “Advanced Biofuels”;
- (ii) Incentives, off-take assurance and viability gap funding for advanced biofuels;
- (iii) Allowing multiple feedstocks for production of biofuels;
- (iv) Setting up of supply chain mechanisms for biodiesel production from non-edible oilseeds, Used Cooking Oil, short gestation crops;
- (v) Synergy of efforts by defining role and responsibilities of all the concerned Ministries/Departments with respect to biofuels;
- (vi) Advancing the ethanol blending target of 20% blending of ethanol in petrol to Ethanol Supply Year (ESY) 2025-26 from 2030 and 5% biodiesel blending in diesel by 2030;

(vii) Promotion of the production of biofuels in the country, under the Make in India program, by units located in Special Economic Zones (SEZ)/Export Oriented Units (EoUs);

(viii) Grant of permission for export of biofuels in specific cases;

(ix) Institutional mechanism for coordination, implementation and monitoring of biofuels programme; and

(x) Promotion of Research and Development in biofuels sector.

(b) and (c): Government, under the National Policy on Biofuels-2018, as amended in 2022, have been promoting blending of ethanol in petrol under the Ethanol Blended Petrol (EBP) Programme with multiple objectives. As a green fuel, Ethanol supports the environmental sustainability efforts of the Government. It reduces import dependence on crude oil while saving foreign exchange and promotes domestic agriculture sector.

Ethanol blended fuel is considered as environment friendly. The anticipated greenhouse gas emission benefits with ethanol blended fuels E10 and E20, compared to neat petrol are as under:

Emission	Gasoline	Two-wheelers		Four-wheelers	
		E10	E20	E10	E20
Carbon Monoxide	Baseline	20% lower	50% lower	20% lower	30% lower

Hydrocarbons	Baseline	20% lower	20% lower	20% lower	20% lower

(Source: Roadmap for Ethanol Blending in India 2020-25)

Further, during the period from Ethanol Supply Year (ESY) 2014-15 up to January 2025, the EBP programme has resulted in net CO₂ reduction of about 626 lakh metric tonnes.

WASTE MANAGEMENT POLICIES

5401. SUSHRI S. JOTHIMANI:

Will the Minister for **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the current national waste management policies and whether there have been any recent updates to improve urban waste management;
- (b) the action taken/being taken by the Government to integrate advanced waste management technologies such as waste-to-energy, AI-driven waste sorting and recycling innovations;
- (c) the steps taken/being taken by the Government to ensure the financial sustainability of waste management programmes along with the details of the budgetary allocations made for urban waste management in the current fiscal year;
- (d) the measures taken/being taken by the Government to encourage Public-Private Partnerships (PPPs) in waste management along with the details of the incentives for private sector investment; and

(e) the details of the projects being planned to reduce landfill dependency and promote circular economy principles?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) : At present Solid Waste Management in the country is governed by The **Solid Waste Management Rules, 2016 (SWM Rules, 2016)** notified by the Ministry of Environment, Forest and Climate Change (MoEFCC).

The Ministry of Environment, Forest and Climate Change (MoEFCC) proposed the Draft Solid Waste Management Rules, 2024, on December 9, 2024, aiming to address unmanaged solid waste, promote circular economy principles, and strengthen monitoring and enforcement.

(b) to (e): Sanitation is a State subject under 7th schedule of the constitution and by the 74th amendment of the Constitution of India the devolution of power has been made to the Urban Local Bodies (ULBs) for water and sanitation services. It is the responsibility of State/ULBs to plan, design, execute and operate sanitation projects in the urban areas of the country.

To support the States/ULBs, Ministry of Housing and Urban Affairs (MoHUA) provide policy directions, financial and technical support by sharing Manuals/Standard of Procedures (SoPs) on Solid Waste Management and issue various Advisories and Guidelines time to time for choosing appropriate technologies to manage solid waste. The selection of technologies is open to

ULBs/State Governments, allowing them to choose any proven technology as outlined in the Central Public Health and Environmental Engineering Organisation (CPHEEO) Manual and advisories issued from time to time.

Funds under SBM-U are allocated for the entire mission period and not on yearly basis. Under SBM – U 2.0, the total financial outlay of the States and UTs for the Mission Period is ₹1,41,600 Cr, including committed Central Assistance of ₹36,465 Cr.

Further, under SBM-U 2.0, projects under Public Private Partnership (PPP) mode are encouraged to invite private capital in urban infrastructure as well as to bring in private sector efficiency in delivery of urban services and Operation and Maintenance (Oand M).

MoHUA promotes technology innovation for solid and liquid waste management. SBM 2.0 has launched a Swachhata Start-up Challenge to on-board Start-ups and entrepreneurs to promote technologies and innovation in the sector.

ऊर्जा उत्पादन की मात्रा

5402. श्री संजय हरिभाऊ जाधव:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) संपूर्ण देश में विगत तीन वर्षों तथा वर्तमान वर्ष के दौरान ऊर्जा के विभिन्न स्रोतों के माध्यम से उत्पादित ऊर्जा की कुल मात्रा क्या है;

(ख) क्या यह उत्पादन मांग के अनुपात में है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) संपूर्ण देश में उक्त अवधि के दौरान ऊर्जा के विभिन्न स्रोतों के माध्यम से ऊर्जा के कुल संवितरण का ब्यौरा क्या है;

(घ) नवीकरणीय ऊर्जा स्रोतों के उत्पादन तथा खपत में सबसे कम भाग वाले क्षेत्रों का राज्यवार ब्यौरा क्या है;

(ङ) अन्य देशों को नवीकरणीय तथा गैर-नवीकरणीय ऊर्जा दोनों के संदर्भ में किए गए निर्यात के कुल मूल्य का ब्यौरा क्या है;

(च) निर्यात तथा निर्यात आय के भाग का विगत तीन वर्षों तथा वर्तमान वर्ष के दौरान ब्यौरा क्या है; और

(छ) क्या सरकार का व्यापार में सुगमता के लिए उन मानकों को युक्तिसंगत बनाने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) : पिछले तीन वर्षों और वर्तमान वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान देश भर में उत्पादित ऊर्जा की कुल मात्रा का स्रोत-वार ब्यौरा **विवरण-I** पर है।

(ख) : देश में विद्युत की पर्याप्त उपलब्धता है। देश की वर्तमान संस्थापित उत्पादन क्षमता 470 गीगावाट है। भारत सरकार ने अप्रैल, 2014 से 238 गीगावाट उत्पादन क्षमता जोड़कर विद्युत की कमी के गंभीर मुद्दे का समाधान किया है, जिससे देश विद्युत की कमी से विद्युत पर्याप्तता की ओर अग्रसर हो गया है। इसके अतिरिक्त, वर्ष 2014 से अब तक 2,01,088 सर्किट किलोमीटर (सीकेएम) पारेषण

लाइनों, 7,78,017 एमवीए परिवर्तन क्षमता और 82,790 मेगावाट अंतर-क्षेत्रीय क्षमता की वृद्धि की गई है, जिससे देश के एक कोने से दूसरे कोने तक 1,18,740 मेगावाट अंतरित करने की क्षमता प्राप्त हुई है।

पिछले तीन वर्षों और वर्तमान वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान देश में अखिल भारतीय विद्युत आपूर्ति स्थिति का ब्यौरा **विवरण-II** पर दिया गया है। इससे पता चलता है कि ऊर्जा आवश्यकता और ऊर्जा आपूर्ति के बीच का अंतर वर्तमान वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान केवल 0.1% के मामूली स्तर तक कम हो गया है। ऊर्जा आवश्यकता और ऊर्जा आपूर्ति के बीच यह मामूली अंतर भी आम तौर पर राज्य पारेषण/वितरण नेटवर्क में बाधाओं के कारण है।

(ग) : पिछले तीन वर्षों और वर्तमान वर्ष (फरवरी, 2025 तक) के दौरान ऊर्जा आपूर्ति के आंकड़ों में दर्शाए गए अनुसार देश भर में उत्पादित विद्युत ऊर्जा के कुल वितरण का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा **विवरण-III** पर है।

(घ) : पिछले तीन वर्षों और वर्तमान वर्ष (फरवरी, 2025 तक) के दौरान नवीकरणीय ऊर्जा से विद्युत उत्पादन का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा **विवरण-IV** पर है।

(ङ) से (छ) : पिछले तीन वर्षों और वर्तमान वर्ष (फरवरी, 2025 तक) के दौरान भारत द्वारा पड़ोसी देशों को विद्युत के निर्यात का ब्यौरा **विवरण-V** पर है।

विद्युत का आयात/निर्यात क्रय और विक्रय संस्थाओं द्वारा पूर्णतः वाणिज्यिक आधार पर किया जाता है, इसलिए अन्य देशों को कुल निर्यात के मूल्य और आय के संबंध में कोई जानकारी उपलब्ध नहीं है।

विवरण-I

पिछले तीन वर्षों और वर्तमान वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान देश भर में उत्पादित ऊर्जा की कुल मात्रा का स्रोत-वार ब्यौरा:

सभी आंकड़े मिलियन यूनिट (एमयू) में हैं

ईंधन		वर्ष 2021-22	वर्ष 2022-23	वर्ष 2023-24	वर्ष 2024-25 (फरवरी, 2025 तक)
थर्मल	कोयला	10,41,487	11,45,908	12,60,903	11,80,981
	डीजल/एचएसडी	117	230	401	401
	लिग्नाइट	37,094	36,188	33,950	30,177
	बहु ईंधन	0	0	0	0
	नेपथा	0	1	0	0
	प्राकृतिक गैस	36,016	23,884	31,296	29,702
कुल थर्मल :		11,14,714	12,06,211	13,26,549	12,41,261
न्यूक्लियर		47,112	45,861	47,937	51,962
हाइड्रो		1,51,627	1,62,099	1,34,054	1,39,780
भूटान आयात		7,493	6,742	4,716	5369
कुल पारंपरिक :		13,20,947	14,20,913	15,13,256	14,38,372
नवीकरणीय	पवन	68,640	71,814	83,385	78,214
	सौर	73,484	1,02,014	1,15,975	1,27,339
	बायोमास	3,483	3,161	3,417	3,392
	खोई	12,574	12,863	10,826	8,349

	लघु हाइड्रो	10,464	11,171	9,485	10,951
	अन्य	2,268	2,529	2,747	2,621
कुल नवीकरणीय (पारंपरिक हाइड्रो को छोड़कर) :		1,70,912	2,03,553	2,25,835	2,30,868
कुल योग :		14,91,859	16,24,466	17,39,091	16,69,240

विवरण-II

पिछले तीन वर्षों और वर्तमान वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान देश में अखिल भारतीय विद्युत आपूर्ति स्थिति का ब्यौरा

वर्ष	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	%
2021-22	13,79,812	13,74,024	5,787	0.4
2022-23	15,13,497	15,05,914	7,583	0.5
2023-24	16,26,132	16,22,020	4,112	0.3
2024-25* (फरवरी, 2025 तक)	15,47,785	15,46,229	1,555	0.1

नोट: (*) फरवरी, 2025 के लिए अनंतिम

विवरण-III

वर्ष 2021-22 से वर्ष 2022-23 के दौरान ऊर्जा आपूर्ति के आंकड़ों में दर्शाए अनुसार देश भर में उत्पादित विद्युत ऊर्जा के कुल वितरण का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2021 - मार्च, 2022				अप्रैल, 2022 - मार्च, 2023			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)	(एमयू)	(एमयू)	(एमयू)	(%)
चंडीगढ़	1,606	1,606	0	0.0	1,788	1,788	0	0.0
दिल्ली	31,128	31,122	6	0.0	35,143	35,133	10	0.0
हरियाणा	55,499	55,209	290	0.5	61,451	60,945	506	0.8
हिमाचल प्रदेश	12,115	12,088	27	0.2	12,649	12,542	107	0.8
जम्मू एवं कश्मीर	19,957	18,434	1,524	7.6	19,639	19,322	317	1.6
पंजाब	62,846	62,411	436	0.7	69,522	69,220	302	0.4
राजस्थान	89,814	89,310	504	0.6	1,01,801	1,00,057	1,745	1.7
उत्तर प्रदेश	1,29,448	1,28,310	1,138	0.9	1,44,251	1,43,050	1,201	0.8
उत्तराखंड	15,521	15,426	94	0.6	15,647	15,386	261	1.7
उत्तरी क्षेत्र	4,17,934	4,13,915	4,019	1.0	4,63,088	4,58,640	4,449	1.0
छत्तीसगढ़	31,908	31,872	35	0.1	37,446	37,374	72	0.2
गुजरात	1,23,953	1,23,666	287	0.2	1,39,043	1,38,999	44	0.0

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2021 - मार्च, 2022				अप्रैल, 2022 - मार्च, 2023			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
मध्य प्रदेश	86,501	86,455	46	0.1	92,683	92,325	358	0.4
महाराष्ट्र	1,72,823	1,72,809	14	0.0	1,87,309	1,87,197	111	0.1
दादरा एवं नगर हवेली और दमन एवं दीव	9,433	9,433	0	0.0	10,018	10,018	0	0.0
गोवा	4,448	4,448	0	0.0	4,669	4,669	0	0.0
पश्चिमी क्षेत्र	4,29,065	4,28,683	383	0.1	4,77,393	4,76,808	586	0.1
आंध्र प्रदेश	68,413	68,219	194	0.3	72,302	71,893	410	0.6
तेलंगाना	70,539	70,523	16	0.0	77,832	77,799	34	0.0
कर्नाटक	72,437	72,417	20	0.0	75,688	75,663	26	0.0
केरल	26,579	26,570	9	0.0	27,747	27,726	21	0.1
तमिलनाडु	1,09,816	1,09,798	18	0.0	1,14,798	1,14,722	77	0.1
पुद्दुचेरी	2,894	2,893	1	0.0	3,051	3,050	1	0.0
लक्षद्वीप(#)	56	56	0	0.0	64	64	0	0.0
दक्षिणी क्षेत्र	3,50,678	3,50,421	258	0.1	3,71,467	3,70,900	567	0.2

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2021 - मार्च, 2022				अप्रैल, 2022 - मार्च, 2023			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)	(एमयू)	(एमयू)	(एमयू)	(%)
बिहार	36,216	35,761	455	1.3	39,545	38,762	783	2.0
डीवीसी	23,741	23,736	4	0.0	26,339	26,330	9	0.0
झारखंड	11,148	10,590	558	5.0	13,278	12,288	990	7.5
ओडिशा	38,339	38,332	7	0.0	42,631	42,584	47	0.1
पश्चिम बंगाल	54,001	53,945	57	0.1	60,348	60,274	74	0.1
सिक्किम	610	609	0	0.0	587	587	0	0.0
अंडमान-निकोबार (#)	335	327	8	2.3	348	348	0	0.1
पूर्वी क्षेत्र	1,64,054	1,62,973	1,081	0.7	1,82,791	1,80,888	1,903	1.0
अरुणाचल प्रदेश	875	874	1	0.1	915	892	24	2.6
असम	10,844	10,825	19	0.2	11,465	11,465	0	0.0
मणिपुर	1,019	1,018	1	0.1	1,014	1,014	0	0.0
मेघालय	2,256	2,243	13	0.6	2,237	2,237	0	0.0
मिजोरम	656	644	12	1.8	645	645	0	0.0
नागालैंड	852	851	1	0.1	926	873	54	5.8
त्रिपुरा	1,578	1,578	0	0.0	1,547	1,547	0	0.0

पूर्वोत्तर क्षेत्र	18,079	18,033	47	0.3	18,758	18,680	78	0.4
अखिल भारत	13,79,812	13,74,024	5,787	0.4	15,13,497	15,05,914	7,583	0.5

(#)लक्षद्वीप और अंडमान एवं निकोबार द्वीप समूह स्वतंत्र प्रणालियां हैं, इनमें विद्युत आपूर्ति की स्थिति क्षेत्रीय आवश्यकता और ऊर्जा आपूर्ति का हिस्सा नहीं है।

विवरण-III

वर्ष 2023-24 से वर्ष 2024-25 (फरवरी, 2025 तक) के दौरान ऊर्जा आपूर्ति के आंकड़ों में दर्शाए अनुसार देश भर में उत्पादित विद्युत ऊर्जा के कुल वितरण का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2023 - मार्च, 2024				अप्रैल, 2024 - फरवरी, 2025*			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)	(एमयू)	(एमयू)	(एमयू)	(%)
चंडीगढ़	1,789	1,789	0	0.0	1,843	1,843	0	0.0
दिल्ली	35,501	35,496	5	0.0	35,935	35,924	12	0.0
हरियाणा	63,983	63,636	348	0.5	65,605	65,575	30	0.0
हिमाचल प्रदेश	12,805	12,767	38	0.3	12,495	12,458	37	0.3
जम्मू एवं कश्मीर	20,040	19,763	277	1.4	18,526	18,439	87	0.5
पंजाब	69,533	69,528	5	0.0	72,623	72,623	0	0.0
राजस्थान	1,07,422	1,06,806	616	0.6	1,04,549	1,04,245	304	0.3
उत्तर प्रदेश	1,48,791	1,48,287	504	0.3	1,53,505	1,53,203	302	0.2

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2023 - मार्च, 2024				अप्रैल, 2024 - फरवरी, 2025*			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)	(एमयू)	(एमयू)	(एमयू)	(%)
उत्तराखंड	15,644	15,532	112	0.7	15,563	15,521	42	0.3
उत्तरी क्षेत्र	4,76,852	4,74,946	1,906	0.4	4,82,076	4,81,133	943	0.2
छत्तीसगढ़	39,930	39,872	58	0.1	38,757	38,729	28	0.1
गुजरात	1,45,768	1,45,740	28	0.0	1,38,514	1,38,514	0	0.0
मध्य प्रदेश	99,301	99,150	151	0.2	95,286	95,162	124	0.1
महाराष्ट्र	2,07,108	2,06,931	176	0.1	1,83,137	1,83,078	59	0.0
दादरा एवं नगर हवेली तथा दमन एवं दीव	10,164	10,164	0	0.0	9,925	9,925	0	0.0
गोवा	5,111	5,111	0	0.0	4,904	4,904	0	0.0
पश्चिमी क्षेत्र	5,17,714	5,17,301	413	0.1	4,80,698	4,80,488	210	0.0
आंध्र प्रदेश	80,209	80,151	57	0.1	71,471	71,468	3	0.0
तेलंगाना	84,623	84,613	9	0.0	78,531	78,527	4	0.0
कर्नाटक	94,088	93,934	154	0.2	82,127	82,123	4	0.0
केरल	30,943	30,938	5	0.0	28,597	28,588	8	0.0
तमिलनाडु	1,26,163	1,26,151	12	0.0	1,18,313	1,18,308	5	0.0
पुद्दुचेरी	3,456	3,455	1	0.0	3,244	3,244	0	0.0
लक्षद्वीप (#)	64	64	0	0.0	61	61	0	0.0

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2023 - मार्च, 2024				अप्रैल, 2024 - फरवरी, 2025*			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)	(एमयू)	(एमयू)	(एमयू)	(%)
दक्षिणी क्षेत्र	4,19,531	4,19,293	238	0.1	3,82,325	3,82,300	24	0.0

राज्य/संघ राज्य क्षेत्र/क्षेत्र	अप्रैल, 2023 - मार्च, 2024				अप्रैल, 2024 - फरवरी, 2025*			
	ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा		ऊर्जा आवश्यकता	ऊर्जा आपूर्ति	अनापूर्ति ऊर्जा	
बिहार	41,514	40,918	596	1.4	41,259	41,085	174	0.4
डीवीसी	26,560	26,552	8	0.0	23,708	23,704	3	0.0
झारखंड	14,408	13,858	550	3.8	13,941	13,865	76	0.5
ओडिशा	41,358	41,333	25	0.1	39,132	39,108	24	0.1
पश्चिम बंगाल	67,576	67,490	86	0.1	65,075	64,984	91	0.1
सिक्किम	544	543	0	0.0	516	516	0	0.0
अंडमान- निकोबार (#)	386	374	12	3.2	386	375	11	2.9
पूर्वी क्षेत्र	1,92,013	1,90,747	1,266	0.7	1,83,681	1,83,314	367	0.2
अरुणाचल प्रदेश	1,014	1,014	0	0.0	956	956	0	0.0
असम	12,445	12,341	104	0.8	11,897	11,891	6	0.0
मणिपुर	1,023	1,008	15	1.5	978	974	5	0.5

मेघालय	2,236	2,066	170	7.6	1,874	1,873	0	0.0
मिजोरम	684	684	0	0.0	647	647	0	0.0
नागालैंड	921	921	0	0.0	865	865	0	0.0
त्रिपुरा	1,691	1,691	0	0.0	1,779	1,779	0	0.0
पूर्वोत्तर क्षेत्र	20,022	19,733	289	1.4	19,004	18,993	11	0.1
अखिल भारत	16,26,132	16,22,020	4,112	0.3	15,47,785	15,46,229	1,555	0.1

नोट: (*) फरवरी, 2025 माह के आंकड़े अनंतिम हैं

(#)लक्षद्वीप और अंडमान एवं निकोबार द्वीप समूह स्वतंत्र प्रणालियां हैं, इनमें विद्युत आपूर्ति की स्थिति क्षेत्रीय आवश्यकता और ऊर्जा आपूर्ति का हिस्सा नहीं है।

विवरण-IV

पिछले तीन वर्षों और वर्तमान वर्ष (फरवरी, 2025 तक) के दौरान नवीकरणीय ऊर्जा से विद्युत उत्पादन का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा

सभी आंकड़े मिलियन यूनिट (एमयू) में हैं

राज्य/संघ राज्य क्षेत्र का नाम	वर्ष 2021-22	वर्ष 2022-23	वर्ष 2023-24	वर्ष 2024-25 (फरवरी, 2025 तक)
अंडमान एवं निकोबार द्वीप समूह	34.77	37.88	39.50	35.63
आंध्र प्रदेश	15,662.61	16,411.91	17,464.48	14,605.40
अरुणाचल प्रदेश	2.13	24.85	2.55	1.67
असम	122.10	279.01	381.26	479.36

भूटान	0.00	0.00	0.00	0.00
बिहार	239.83	288.85	342.08	394.90
चंडीगढ़	14.19	12.61	11.70	8.39
छत्तीसगढ़	1,938.21	2,003.05	2,477.44	2,919.23
दादरा एवं नगर हवेली तथा दमन एवं दीव	96.83	30.62	28.86	25.95
दिल्ली	458.73	530.20	728.81	688.36
गोवा	16.82	19.96	67.95	59.81
गुजरात	24,839.53	29,762.63	38,483.22	40,483.05
हरियाणा	1,135.42	1,419.73	1,651.50	2,042.87
हिमाचल प्रदेश	2,043.76	2,912.83	2,586.52	3,035.72
जम्मू और कश्मीर	415.81	393.20	408.69	372.17
झारखंड	28.71	22.10	23.16	21.06
कर्नाटक	28,634.28	29,574.48	30,526.55	31,457.53
केरल	1,614.62	1,946.26	2,204.24	2,497.10
लद्दाख	0.00	0.00	0.00	0.00
लक्षद्वीप	0.30	0.10	0.09	0.08
मध्य प्रदेश	8,716.73	8,872.72	9,655.02	11,183.44
महाराष्ट्र	15,845.64	17,206.59	18,765.41	17,970.04
मणिपुर	6.72	8.79	8.96	7.94
मेघालय	44.68	72.16	66.55	112.88
मिजोरम	28.09	62.27	99.11	71.85

नागालैंड	63.47	111.95	81.14	96.96
ओडिशा	1,081.10	1,192.10	1,261.72	1,192.68
पुदुचेरी	12.24	12.24	12.24	11.22
पंजाब	3,242.15	4,169.58	4,122.40	2,849.22
राजस्थान	24,099.31	40,990.05	47,148.96	50,322.11
सिक्किम	12.35	12.35	12.35	11.33
तमिलनाडु	24,061.28	27,626.45	29,603.31	31,659.49
तेलंगाना	7,345.89	7,429.89	7,509.10	6,871.44
त्रिपुरा	7.62	6.58	7.01	5.36
उत्तर प्रदेश	6,328.94	7,217.18	7,201.59	6,739.04
उत्तराखंड	872.32	932.39	930.94	855.91
पश्चिम बंगाल	1,845.09	1,959.12	1,920.39	1,778.72
कुल योग :	1,70,912.29	2,03,552.68	2,25,834.83	2,30,867.92

विवरण-V

पिछले तीन वर्षों और वर्तमान वर्ष (फरवरी, 2025 तक) के दौरान भारत द्वारा पड़ोसी देशों को विद्युत के निर्यात का ब्यौरा:

सभी आंकड़े मिलियन यूनिट (एमयू) में हैं

वर्ष	भूटान	बांग्लादेश	नेपाल	म्यांमार
2021-22	322	7,327	2,127	8.81

2022-23	522	8,581	1,552	9.8
2023-24	1,868	8,394	1,850	8.78
2024-25 (फरवरी, 2025 तक)	1,492	7,355	1,355	8.43

छत्तीसगढ़ में प्रसंस्कृत खाद्य उत्पादों के फर्जी विज्ञापन

5403. श्री बृजमोहन अग्रवाल:

क्या खाद्य प्रसंस्करण उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार द्वारा छत्तीसगढ़ में प्रसंस्कृत खाद्य उत्पादों से संबंधित भ्रामक विज्ञापनों की निगरानी के लिए कोई विशेष समिति गठित की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त समिति की अनुशंसाएं सार्वजनिक रूप से उपलब्ध कराई जाएंगी और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इसकी रिपोर्ट कब तक प्रस्तुत किए जाने की अपेक्षा है;

(ग) क्या सरकार छत्तीसगढ़ के उपभोक्ताओं के अधिकारों की रक्षा किया जाना तथा उन्हें सही जानकारी मिलना सुनिश्चित करने के लिए कोई प्रभावी तंत्र कार्यान्वित कर रही है;

(घ) यदि हां, तो इस बारे में बनाए गए नए नियमों का ब्यौरा क्या है;

(ङ) क्या सरकार का छत्तीसगढ़ में डिजिटल और सोशल मीडिया मंचों पर प्रसारित खाद्य उत्पाद के भ्रामक विज्ञापनों की कठोर निगरानी करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

(च) क्या सरकार का छत्तीसगढ़ में खाद्य सुरक्षा जागरूकता बढ़ाने तथा फर्जी विज्ञापनों को रोकने के लिए कोई अभियान शुरू करने का विचार है; और

(छ) यदि हां, तो उक्त योजना के कार्यान्वयन के लिए नियत की जाने वाली अपेक्षित समय-सीमा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) से (घ): मंत्रालय ने विशेष रूप से छत्तीसगढ़ में प्रसंस्कृत खाद्य उत्पादों से संबंधित भ्रामक विज्ञापनों की निगरानी के लिए कोई विशेष समिति गठित नहीं की है। हालाँकि, खाद्य प्रसंस्करण उद्योग मंत्रालय ने दिनांक 12.12.2024 के परिपत्र के माध्यम से प्रसंस्कृत खाद्य के भ्रामक प्रचार के समाधान के लिए माननीय खाद्य प्रसंस्करण उद्योग मंत्री की अध्यक्षता में एक समिति गठित की है। समिति का उद्देश्य प्रसंस्कृत खाद्य पदार्थों के भ्रामक प्रचार का समाधान करना, उपभोक्ताओं के लिए सटीक जानकारी सुनिश्चित करना और प्रसंस्कृत खाद्य उद्योग में नैतिक विज्ञापन प्रथाओं को बढ़ावा देना है। समिति सलाहकार प्रकृति की है और यह सभी संबंधित अधिकारियों द्वारा उचित कार्रवाई के लिए समय-समय पर अपनी सिफारिशें प्रदान करेगी।

(ङ) से (छ): खाद्य सुरक्षा एवं मानक अधिनियम, 2006 की धारा 24(1) में निर्दिष्ट किया गया है कि 'किसी भी ऐसे खाद्य का ऐसा विज्ञापन नहीं दिया जाएगा जो भ्रामक या प्रवंचनापूर्ण हो या इस अधिनियम और उसके तहत बनाए गए नियमों और विनियमों के उपबंधों का उल्लंघन करने वाला हो।' भारतीय खाद्य सुरक्षा एवं मानक प्राधिकरण (एफएसएसआई) ने प्री-पैकेज्ड खाद्य पदार्थों की लेबलिंग के लिए निर्दिष्ट आवश्यकताओं से संबंधित खाद्य सुरक्षा एवं मानक (लेबलिंग और प्रदर्शन) विनियम, 2020 को अधिसूचित किया है। विनियम सभी खाद्य उत्पादों के लेबल पर प्रदर्शित की जाने वाली

विभिन्न लेबलिंग आवश्यकताओं को निर्दिष्ट करता है। सभी खाद्य व्यवसाय संचालकों को इन विनियमों के तहत निर्दिष्ट प्रावधानों का पालन करना होगा।

एफएसएसआई ने खाद्य सुरक्षा और मानक (विज्ञापन और दावे) विनियम, 2018 को भी अधिसूचित किया है, जो खाद्य व्यवसाय संचालकों द्वारा उनके खाद्य उत्पादों के संबंध में किए जाने वाले दावों और विज्ञापनों से संबंधित है। इन विनियमों का उद्देश्य खाद्य उत्पादों के दावों और विज्ञापनों में निष्पक्षता स्थापित करना और खाद्य व्यवसायों को ऐसे दावों/विज्ञापनों के लिए जवाबदेह बनाना है, ताकि उपभोक्ता हितों की रक्षा की जा सके। इन विनियमों का कोई भी उल्लंघन करने पर खाद्य सुरक्षा और मानक अधिनियम, 2006 और उसके बाद बनाए गए विनियमों के प्रावधानों के अनुसार उचित कार्रवाई की जा सकती है।

CANCELLING THE LEASE OF DELHI GOLF CLUB

5404. SHRI MATHESWARAN V. S.:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the rationale for granting temporary lease to Delhi Golf Club until 2050 in 2012;

(b) whether the Government is contemplating the cancellation of temporary lease of Delhi Golf Club as a large portion of the land is leased out at nominal rate without having public interest and not serving the poor people; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a):The Delhi Golf Club was established as a municipal course in the early 1930s and was earlier known as Lodhi Golf Club. The lease of the land allotted earlier has been extended from time to time. The last lease extension was done on 19th July, 2012 on the request of the Delhi Golf Club, till the year 2050. This extension was done taking into consideration the request of The Delhi Golf Club for bringing the club to international standards, since golf would be a part of Olympic games from 2016. For upgrading the infrastructure for this purpose, The Delhi Golf Club had requested for a lease extension till 2070, for long term planning. The Delhi Golf Club's lease was expiring in 2020, hence in order to meet this requirement, the Government approved lease extension only till 2050.

(b) and (c) :No.

पंचकूला-देहरादून एनएच-7

5405. श्री इमरान मसूद:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) पंचकूला-देहरादून चार लेन राष्ट्रीय राजमार्ग-7 का निर्माण किस वर्ष पूरा हुआ तथा इस पर प्रति किलोमीटर निर्माण लागत कितनी आई;

(ख) विस्तृत परियोजना रिपोर्ट (डीपीआर) में उक्त चार लेन राजमार्ग की अनुमानित जीवन अवधि कितनी है;

(ग) क्या राष्ट्रीय राजमार्ग-7 पर कुछ वर्ष पहले निर्मित गागलहेड़ी से गणेशपुर तक चालीस किलोमीटर से अधिक राजमार्ग खण्ड को ध्वस्त कर उसे छह लेन का राजमार्ग बनाना जनता के धन की भारी बर्बादी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या संबंधित इंजीनियरों और अधिकारियों ने चार लेन हेतु डीपीआर तैयार करते समय निकट भविष्य में उक्त राजमार्ग खण्ड को छह लेन वाले राजमार्ग में परिवर्तित करने का प्रस्ताव रखा था और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या गागलहेड़ी से गणेशपुर तक चालीस किलोमीटर से अधिक पूरी तरह क्षतिग्रस्त सड़क पर चलने वाले वाहनों से टोल टैक्स वसूलना किसी भी तरह से तर्कसंगत या न्यायोचित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क): निम्नलिखित परियोजनाएं 4/6-लेन पंचकूला-देहरादून खंड के अंतर्गत आती हैं:

क्र. सं.	परियोजना का नाम	लंबाई (किमी में)	पूरा होने की तारीख	कुल परियोजना लागत (करोड़ में)	प्रति किमी निर्माण लागत (करोड़ में)
1	उत्तराखंड और उत्तर प्रदेश राज्य में एनएच-307 के छुटमलपुर-गणेशपुर खंड और एनएच-344 के रुड़की-छुटमलपुर-गागलहेड़ी खंड को 4-लेन का बनाना।	53.30	05/08/2020	1432.98	26.89

2	उत्तर प्रदेश राज्य में एनएच-344 के गागलहेड़ी -सहारनपुर-यमुनानगर (यूपी/हरियाणा सीमा) खंड को 4 लेन का बनाया जाना।	51.455	31/10/2020	1722.16	33.47
3	हरियाणा राज्य में एनएच-7 (पैकेज-1) के यमुनानगर -पंचकूला खंड को 4 लेन का बनाया जाना	44.57	15/07/2018	884.58	19.85
4	हरियाणा राज्य में एनएच-7 (पैकेज-2) के यमुनानगर -पंचकूला खंड को 4 लेन का बनाया जाना	41.79	10/06/2018	822.1	19.67
5	हरियाणा राज्य में एनएच-7 (पैकेज-3) के यमुनानगर -पंचकूला खंड को 4 लेन का बनाया जाना	19.20	30/06/2020	533.44	27.78

(ख): पंचकूला-देहरादून खंड को लचीले/कठोर फुटपाथ के साथ डिज़ाइन किया गया है। कठोर फुटपाथ का डिज़ाइन जीवन 30 वर्ष है, जबकि लचीले फुटपाथ का डिज़ाइन जीवन 20 वर्ष है।

(ग): मौजूदा सहारनपुर बाईपास से गणेशपुर खंड अब 6 लेन के पहुंच नियंत्रित दिल्ली-देहरादून आर्थिक गलियारे का हिस्सा है, जिसके लिए मौजूदा 4-लेन को 6-लेन तक चौड़ा करके पहुंच नियंत्रित किया जाना ज़रूरी था। ब्राउनफील्ड 4 लेन खंड को पूरी तरह से पहुंच नियंत्रित खंड में बदलने के लिए, मौजूदा 4 लेन को 6 लेन तक चौड़ा करने के साथ क्रॉस रोड और सर्विस रोड के लिए अतिरिक्त संरचनाएँ प्रदान की गई हैं। संरचना स्थानों और पहुँच मार्गों पर, मौजूदा 4-लेन कैरिजवे को नई प्रोफ़ाइल के अनुसार फिर से तैयार किया जा रहा है।

(घ): जी, हाँ। भविष्य में 6-लेन तक चौड़ीकरण को ध्यान में रखते हुए मौजूदा राजमार्ग पर संरचनाओं को 6-लेन विन्यास के लिए डिज़ाइन किया गया था।

(ड.): एनएच-307 के 4-लेन छुटमलपुर-गणेशपुर खंड और एनएच-344 के छुटमलपुर-गागलहेड़ी खंड के लिए टोल शुल्क सईद माजरा टोल प्लाजा पर वसूला जा रहा है। मौजूदा सड़क को 4-लेन से 6-लेन में अपग्रेड करने के कारण राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रह नियम, 2008) के नियम 4 के अनुसार 14.10.2023 से टोल शुल्क दरों में कमी की गई है। जिन स्थानों पर अतिरिक्त संरचनाएं निर्माणाधीन हैं, वहां यातायात को मुख्य कैरिजवे से डायवर्जन रोड पर डायवर्ट किया जाता है।

RENEWABLE ENERGY GENERATION IN KARNATAKA

5406. SHRI P. C. MOHAN:

Will the Minister of **POWER** be pleased to state:

(a) the total power/electricity generation capacity in the country specifying the sources of energy like coal, natural gas, hydro, solar, wind, etc. State-wise including Karnataka;

(b) the details of power generation by these sources during the last three years, year-wise;

(c) the plans and initiatives proposed by the Government to enhance renewable energy capacity in each State including Karnataka including specific targets and timelines; and

(d) the challenges faced by the States including Karnataka in transitioning to renewable energy and the strategies being implemented to address these challenges?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) : The State/ UT-wise and source-wise details of electricity generation capacity in the country (as on 28.02.2025) including Karnataka are given at **Statement-I** and **Statement-II**.

(b) : The details of electricity generated from various sources during the last three years and the current year (upto Feb, 2025) are given at **Statement-III**.

(c) and (d) : The Government of India has committed to augment non-fossil based installed electricity generation capacity to 500 GW by the year 2030. As on 28.02.2025, a total of 2,14,680 MW Renewable Energy capacity has been installed in the country including 23,074.89 MW Renewable Energy capacity in Karnataka.

Further, 1,75,890 MW Renewable Capacity including 84,310 MW of Solar, 28,280 MW of Wind, 40,890 MW Hybrid power and 21,970 MW of large Hydro is under construction. 70,210 MW of Renewable Capacity including 46,670 MW of

Solar, 600 MW of Wind and 22,940 MW Hybrid Power is at various stages of planning and targeted to be completed by 2029-30.

The Government of India has taken following steps to enhance Renewable Energy Generation in the country including Karnataka:

- (i) Ministry of New and Renewable Energy (MNRE) has issued Bidding Trajectory for issuance of RE power procurement bids of 50 GW/annum by Renewable Energy Implementing Agencies from FY 2023-24 to FY 2027-28.
- (ii) Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- (iii) Inter State Transmission System (ISTS) charges have been waived for inter-state sale of solar and wind power for projects to be commissioned by 30th June 2025, for Green Hydrogen Projects till December, 2030 and for offshore wind projects till December, 2032.
- (iv) To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act, 2001 will attract penalties for non-compliance.
- (v) Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm and Dispatchable RE (FDRE) projects have been issued.

(vi) Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.

(vii) Scheme for setting up of Ultra Mega Renewable Energy Parks is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.

(viii) Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.

(ix) “Strategy for Establishment of Offshore Wind Energy Projects” has been issued indicating a bidding trajectory of 37 GW by 2030 and various business models for project development.

(x) The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.

(xi) To achieve the objective of increased domestic production of Solar PV Modules, the Govt. of India is implementing the Production Linked Incentive (PLI) scheme for High Efficiency Solar PV Modules. This will enable manufacturing capacity of Giga Watt (GW) scale in High Efficiency Solar PV Module

Further, Government has taken various measures to facilitate the integration of Renewable Energy (RE) resources into the National Grid to ensure reliability and stability as under:

- i. Development of intra-state transmission network is being planned to keep pace with RE capacity addition. Strong inter connection of ISTS RE schemes with the intra-state network to ensure better reliability in terms of anchoring voltage stability, angular stability, losses reduction etc. is being done.
- ii. Central Financial Assistance (CFA) is being provided to the States for setting up Transmission infrastructure for RE integration within their State under the Green Energy Corridor Scheme.
- iii. Encouraging setting up of RE projects with storage facilities for optimal utilisation of transmission facilities.
- iv. Flexibilization of thermal generation is mandated to address the variability of RE generation.
- v. CEA (Technical Standards for Connectivity to the Grid) Regulations lay down the minimum technical requirements for the RE generating plants to ensure the safe, secure and reliable operation of the grid. The compliances to the said regulations by RE plants are verified jointly by Central Transmission Utility (CTUIL) and Grid-India/RLDCs before granting connectivity/interconnection to the

national grid. Robust compliances verification is done before interconnection of any new plant to the grid.

vi. Indian Electricity Grid Code mandates that RE plants participate in the primary and secondary frequency control in case of contingencies. Hybrid RE power plants, Energy Storage Systems such as BESS (Battery Energy Storage System) and PSP (Pump Storage Project) are being promoted for mitigating variability in RE generation and provide adequate frequency support to the grid.

vii. Establishment of dedicated 13 No. of Renewable Energy Management Centres (REMC) in RE rich States and Regions for dedicated, monitoring, forecasting and scheduling of Solar and Wind plants.

STATEMENT-I**The details of State/ UT-wise and source-wise Installed Generation Capacity as on 28.02.2025****(All fig in MW)**

Sl. No.	STATES / UTs	Coal	Lignite	Gas	Diesel	Hydro	RES (other than Large Hydro)	Nuclear	Total
1	Andhra Pradesh	13,190.00	0.00	4,678.54	36.80	1,610.00	10,013.58	0.00	29,528.92
2	Arunachal Pradesh	0.00	0.00	0.00	0.00	1,115.00	155.46	0.00	1,270.46
3	Assam	750.00	0.00	597.36	0.00	350.00	228.45	0.00	1,925.81
4	Bihar	9,060.00	0.00	0.00	0.00	0.00	530.36	0.00	9,590.36
5	Chhattisgarh	23,688.00	0.00	0.00	0.00	120.00	1,693.63	0.00	25,501.63
6	Goa	0.00	0.00	48.00	0.00	0.00	57.43	0.00	105.43
7	Gujarat	14,692.00	1,400.00	7,551.41	0.00	1,990.00	30,934.03	1,840.00	58,407.44
8	Haryana	5,330.00	0.00	431.59	0.00	0.00	2,391.30	0.00	8,152.89
9	Himachal Pradesh	0.00	0.00	0.00	0.00	10,281.02	1,181.17	0.00	11,462.19

10	Jammu and Kashmir	0.00	0.00	175.00	0.00	3,360.00	264.42	0.00	3,799.42
11	Jharkhand	5,570.00	0.00	0.00	0.00	210.00	224.06	0.00	6,004.06
12	Karnataka	9,480.00	0.00	370.05	25.20	3,689.20	19,385.69	880.00	33,830.14
13	Kerala	0.00	0.00	533.58	159.96	1904.15	1,824.66	0.00	4,422.35
14	Ladakh	0.00	0.00	0.00	0.00	89.00	53.59	0.00	142.59
15	Madhya Pradesh	22,000.00	0.00	0.00	0.00	2,235.00	8,131.76	0.00	32,366.76
16	Maharashtra	24,666.00	0.00	3207.08	0.00	3,047.00	18,537.30	1,400.00	50,857.38
17	Manipur	0.00	0.00	0.00	36.00	105.00	19.24	0.00	160.24
18	Meghalaya	0.00	0.00	0.00	0.00	322.00	73.11	0.00	395.11
19	Mizoram	0.00	0.00	0.00	0.00	60.00	75.86	0.00	135.86
20	Nagaland	0.00	0.00	0.00	0.00	75.00	35.84	0.00	110.84
21	Odisha	9,600.00	0.00	0.00	0.00	2,154.55	797.52	0.00	12,552.07
22	Punjab	5,680.00	0.00	0.00	0.00	1,096.30	2165.78	0.00	8,942.08
23	Rajasthan	9,200.00	1580.00	1022.83	0.00	411.00	33,056.98	1,180.00	46,450.81
24	Sikkim	0.00	0.00	0.00	0.00	2,282.00	62.67	0.00	2,344.67

25	Tamil Nadu	10,522.50	3,640.00	1,027.18	211.70	2,178.20	22,456.40	2,440.00	42,475.98
26	Telangana	10,242.50	0.00	0.00	0.00	2,405.60	5,282.74	0.00	17,930.84
27	Tripura	0.00	0.00	1,067.60	0.00	0.00	37.25	0.00	1,104.85
28	Uttar Pradesh	28,035.00	0.00	1,493.14	0.00	501.60	5,680.28	440.00	36,150.02
29	Uttarakhand	0.00	0.00	664.00	0.00	4,035.35	969.13	0.00	5,668.48
30	West Bengal	1,3487.00	0.00	80.00	0.00	1341.20	767.48	0.00	15,675.68
31	Andaman and Nicobar	0.00	0.00	0.00	92.71	0.00	35.16	0.00	127.87
32	Chandigarh	0.00	0.00	0.00	0.00	0.00	78.85	0.00	78.85
33	Dadar and Nagar Haveli/ Daman and Diu	0.00	0.00	0.00	0.00	0.00	51.87	0.00	51.87
34	Delhi	0.00	0.00	2,208.40	0.00	0.00	397.40	0.00	2,605.80
35	Lakshadweep	0.00	0.00	0.00	26.83	0.00	4.97	0.00	31.80
36	Puducherry	0.00	0.00	32.50	0.00	0.00	54.11	0.00	86.61
	Total	2,15,193.00	6,620.00	25,188.26	589.20	46,968.17	1,67,709.53	8,180.00	4,70,448.16

STATEMENT-II

The details of State/UT-wise Installed Renewable Capacity (Excl Large Hydro) as on 28.02.2025

(All fig in MW)

Sl. No.	STATES / UTs	Small Hydro Power	Wind Power	Bio Power	Solar Power	Total Capacity
1	Andhra Pradesh	163.31	4,096.65	574.39	5,179.23	10,013.58
2	Arunachal Pradesh	140.61	0.00	0.00	14.85	155.46
3	Assam	34.11	0.00	2.00	192.34	228.45
4	Bihar	70.70	0.00	140.22	319.44	530.36
5	Chhattisgarh	76.00	0.00	277.09	1340.54	1,693.63
6	Goa	0.05	0.00	1.94	55.44	57.43
7	Gujarat	106.64	12583.88	118.10	18,125.41	30,934.03
8	Haryana	73.50	0.00	292.62	2,025.18	2,391.30
9	Himachal Pradesh	1,000.7 1	0.00	10.20	170.26	1,181.17
10	Jammu and Kashmir	189.93	0.00	0.00	74.49	264.42
11	Jharkhand	4.05	0.00	20.14	199.87	224.06
12	Karnataka	1,284.7 3	6878.30	1909.95	9312.71	19385.69
13	Kerala	276.52	63.50	2.50	1482.14	1824.66

14	Ladakh	45.79	0.00	0.00	7.80	53.59
15	Madhya Pradesh	123.71	2844.29	150.88	5012.88	8131.76
16	Maharashtra	384.28	5279.08	2992.57	9881.37	18537.30
17	Manipur	5.45	0.00	0.00	13.79	19.24
18	Meghalaya	55.03	0.00	13.80	4.28	73.11
19	Mizoram	45.47	0.00	0.00	30.39	75.86
20	Nagaland	32.67	0.00	0.00	3.17	35.84
21	Odisha	115.63	0.00	60.05	621.84	797.52
22	Punjab	176.10	0.00	568.25	1,421.43	2,165.78
23	Rajasthan	23.85	5195.82	200.56	27,636.75	33,056.98
24	Sikkim	55.11	0.00	0.00	7.56	62.67
25	Tamil Nadu	123.05	11,518.94	1,045.45	9,768.96	22,456.40
26	Telangana	90.87	128.10	221.67	4,842.10	5,282.74
27	Tripura	16.01	0.00	0.00	21.24	37.25
28	Uttar Pradesh	49.10	0.00	2273.67	3,357.51	5,680.28
29	Uttarakhand	233.82	0.00	142.24	593.07	969.13
30	West Bengal	98.50	0.00	348.36	320.62	767.48
31	Andaman and Nicobar	5.25	0.00	0.00	29.91	35.16
32	Chandigarh	0.00	0.00	0.00	78.85	78.85

33	Dadar and Nagar Haveli/ Daman and Diu	0.00	0.00	3.75	48.12	51.87
34	Delhi	0.00	0.00	84.00	313.40	397.40
35	Lakshadweep	0.00	0.00	0.00	4.97	4.97
36	Puducherry	0.00	0.00	0.00	54.11	54.11
	Total	5,100.5 5	48,588.5 6	11,454.4 0	1,02,566.0 2	1,67,709.5 3

STATEMENT-III

The details of Electricity generated from various sources /Fuel from 2021-22 to 2024-25 (upto Feb, 2025):

(All Figures are in Million Units)

Fuel		2021-22	2022-23	2023-24	2024-25(Upto Feb,2025)
		Generation (in MU)	Generation (in MU)	Generation (in MU)	Generation (in MU)
THERMAL	COAL	10,41,487.4 3	11,45,907.5 8	12,60,902.6 2	11,80,980.70
	DIESEL/HS D	117.24	229.71	400.58	400.83
	LIGNITE	37,094.04	36,188.34	33,949.79	30,177.23
	MULTI FUEL	0.00	0.00	0.00	0.00

	NAPTHA	0	0.83	0.03	0.00
	NATURAL GAS	36,015.77	23,884.21	31,295.91	29,702.23
THERMAL Total		11,14,714.48	12,06,210.67	13,26,548.93	12,41,261.08
NUCLEAR		47,112.06	45,861.09	47,937.41	51,961.76
HYDRO		1,51,627.33	1,62,098.77	1,34,053.92	1,39,780.44
Bhutan Import		7,493.20	6,742.40	4,716.10	5,368.78
Conventional Total:		13,20,947.07	14,20,912.93	15,13,256.36	14,38,372.06
Renewable Total (excluding Conventional Hydro)		1,70,912.30	2,03,552.68	2,25,834.83	2,29,731.15
Grand Total :		14,91,859.37	16,24,465.61	17,39,091.19	16,68,103.21

TRIBAL RESEARCH INSTITUTES

5407. SHRI KESINENI SIVANATH:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the total number of Tribal Research Institutes (TRIs) supported under the specific scheme during the last five years, State-wise;

(b) the details of funds sanctioned and released to these institutes during the last five years, State-wise;

(c) the details of the total number of training programs/workshops organized by these institutes, State-wise along with the number of beneficiaries till date;

(d) the total number of primers released by the TRIs till date, State-wise including Andhra Pradesh; and

(e) whether the Government has any data regarding the total number of educational institutions using these primers released by TRIs for teaching and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c): Ministry of Tribal Affairs, Government of India under the Centrally Sponsored scheme 'Support to Tribal Research Institutes (TRIs)' extends financial support to 29 Tribal Research Institutes (TRIs) in States/Union Territories (UTs) on the basis of the Annual Action Plan submitted by the States/UTs subject to the approval of the Apex Committee chaired by the Secretary, Ministry of Tribal Affairs. The details of TRIs supported by the Ministry is at **Statement-I**. Under the Scheme, proposals relating to infrastructural needs, research and documentation activities and training and capacity building programmes, organization of tribal festivals, yatras for promotion of unique cultural heritage and tourism and organisation of exchange visits by tribals are organised so that their cultural practices, languages and rituals are preserved and disseminated. TRIs are

primarily institutions under the administrative control of the State Government/UT Administration. The state-wise details of funds sanctioned and released to the TRIs during the last five years is at **Statement-II** and the details of the total number of training programs/workshops is at **Statement-III**.

(d) and (e): Ministry of Tribal Affairs under the Centrally Sponsored Scheme “Support to Tribal Research Institutes (TRIs)” provides financial support to the Tribal Research Institute(s) including Andhra Pradesh for preparing primers for students of Class I, II and III in tribal languages under Multi-Lingual Education (MLE) Intervention in the line of New Education Policy 2020. Publishing Varnamala, local rhymes, and stories in tribal languages. Further, the New Education Policy also stipulates that young children learn and grasp quickly in their home language and mother tongue. Accordingly, Central and State Governments are encouraging multi-lingual policy for imparting education and preservation of language. As informed by the Ministry of Education, the Ministry initiated the “Scheme for Protection and Preservation of Endangered Languages (SPPEL)” under the Central Institute of Indian Languages (CIIL), Mysuru in 2013. The total numbers of primers released by TRIs are at **Statement-IV**.

STATEMENT-I**LIST OF TRIBAL RESEARCH INSTITUTES**

S. No.	State Name	Name	Year of Establishment
1.	Andhra Pradesh	Tribal Research Institute	2014
2.	Bihar	Bihar Scheduled Tribe Research and Training Institute (BSTRTI)	2024
3.	Assam	Assam Institute of Research for Tribals and Scheduled Castes	1962
4.	Andaman and Nicobar	Tribal Research Institute	2014
5.	Chhattisgarh	Tribal Research and Training Institute	2004
6.	Gujarat	Tribal Research and Training Institute	1962
7.	Himachal Pradesh	Institute of Tribals Studies	2008
8.	Jharkhand	Tribal research Institute	1953 (undivided Bihar)
9.	Jammu and Kashmir	Tribal Research Institute	2016
10.	Kerala	Kerala Institute for Research Training and Development studies	1971
11.	Karnataka	Tribal Research Institute	2005
12.	Manipur	Tribal Research Institute	1988
13.	Madhya Pradesh	Tribal Research and Development Institute	1954
14.	Maharashtra	Tribal Research and Training Institute	1962
15.	Orissa	SC/ST Research and Training Institute	1952
16.	Rajasthan	Tribal Research and Training Institute	1964

17.	Tamil Nadu	Tribal Research Center	1983
18.	Tripura	Tribal Research and Cultural Institute	1993
19.	Uttar Pradesh	SC/ST Research and Training Institute	1972
20.	West Bengal	Cultural Research Institute	1955
21.	Sikkim	Tribal research Institute	2016
22.	Telangana	Tribal Culture Research and Training Institute	1963
23.	Uttarakhand	Tribal Research Institute	2016
24.	Nagaland	Tribal Research Institute	2018
25.	Mizoram	Tribal Research Institute	2018
26.	Arunachal Pradesh	Tribal Research Institute	2018
27.	Meghalaya	Tribal Research Institute	2018
28.	Goa	Tribal Research Institute	2020
29.	Ladakh	Tribal Research Institute	2021

STATEMENT – II

The details of funds sanctioned and released to TRIs during the last five years, State-wise

Amount (₹) in lakh

Sl No.	State	2020-21		2021-22		2022-23		2023-24		2024-25	
		Amount Sanctioned	Amount Released	Amount Sanctioned	Amount Released	Amount Sanctioned	Amount Released	Amount Sanctioned	Amount Released	Amount Sanctioned	Amount Released

1	Andaman and Nicobar	₹ 70.98	₹ 0.00	₹ 0.00	₹ 0.00	₹ 4.50	₹ 0.00	₹ 35.00	₹ 0.00	₹ 33.50	₹ 0.00
2	Andhra Pradesh	₹ 542.00	₹ 455.00	₹ 245.75	₹ 432.75	₹ 561.97	₹ 219.13	₹ 1,078.66	₹ 125.00	₹ 134.00	₹ 0.00
3	Arunachal Pradesh	₹ 225.00	₹ 184.15	₹ 0.00	₹ 0.00	₹ 112.90	₹ 0.00	₹ 25.00	₹ 48.63	₹ 0.00	₹ 150.00
4	Assam	₹ 114.00	₹ 0.00	₹ 196.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 134.60	₹ 0.00	₹ 133.30	₹ 270.00
5	Bihar	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 53.00	₹ 99.00
6	Chhattisgarh	₹ 191.68	₹ 0.00	₹ 636.49	₹ 189.04	₹ 425.50	₹ 113.43	₹ 165.33	₹ 250.00	₹ 124.35	₹ 1,100.00
7	Goa	₹ 2,320.00	₹ 202.50	₹ 40.00	₹ 111.75	₹ 85.00	₹ 0.00	₹ 107.16	₹ 50.57	₹ 121.50	₹ 200.00
8	Gujarat	₹ 71.85	₹ 0.00	₹ 181.89	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 15.00	₹ 250.00
9	Himachal Pradesh	₹ 62.20	₹ 50.00	₹ 106.00	₹ 114.10	₹ 0.00	₹ 0.00	₹ 148.59	₹ 0.00	₹ 0.00	₹ 125.00
10	Jammu And Kashmir	₹ 0.00	₹ 206.51	₹ 313.00	₹ 200.00	₹ 370.73	₹ 170.84	₹ 830.70	₹ 770.85	₹ 81.00	₹ 100.00
11	Jharkhand	₹ 117.95	₹ 0.00	₹ 313.00	₹ 13.92	₹ 659.84	₹ 164.96	₹ 733.11	₹ 417.03	₹ 139.00	₹ 200.00
12	Karnataka	₹ 186.00	₹ 26.35	₹ 152.00	₹ 184.25	₹ 100.00	₹ 0.00	₹ 464.75	₹ 0.00	₹ 153.00	₹ 200.00
13	Kerala	₹ 501.73	₹ 0.00	₹ 15.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 597.88	₹ 0.00	₹ 254.00	₹ 300.00

14	Ladhak	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 99.00	₹ 99.00
15	Madhya Pradesh	₹ 176.76	₹ 447.00	₹ 389.00	₹ 484.58	₹ 0.00	₹ 0.00	₹ 754.31	₹ 143.08	₹ 431.50	₹ 600.00
16	Maharashtra	₹ 464.12	₹ 0.00	₹ 100.00	₹ 0.00	₹ 50.00	₹ 0.00	₹ 130.00	₹ 0.00	₹ 190.00	₹ 250.00
17	Manipur	₹ 10.00	₹ 0.00	₹ 107.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 140.00
18	Meghalaya	₹ 0.00	₹ 0.00	₹ 71.22	₹ 66.22	₹ 100.89	₹ 0.00	₹ 0.00	₹ 0.00	₹ 120.00	₹ 100.00
19	Mizoram	₹ 275.00	₹ 1,178.22	₹ 121.65	₹ 766.65	₹ 215.00	₹ 53.75	₹ 663.62	₹ 550.00	₹ 360.00	₹ 723.14
20	Nagaland	₹ 151.00	₹ 0.00	₹ 85.00	₹ 85.00	₹ 135.00	₹ 205.00	₹ 505.00	₹ 400.00	₹ 350.00	₹ 600.00
21	Odisha	₹ 984.15	₹ 503.00	₹ 473.00	₹ 644.76	₹ 1,010.67	₹ 313.15	₹ 2,650.84	₹ 600.00	₹ 400.72	₹ 600.00
22	Rajasthan	₹ 199.80	₹ 8.89	₹ 150.23	₹ 215.34	₹ 111.94	₹ 0.00	₹ 0.00	₹ 0.00	₹ 29.00	₹ 0.00
23	Sikkim	₹ 383.00	₹ 144.00	₹ 60.00	₹ 273.30	₹ 10.00	₹ 0.00	₹ 155.00	₹ 0.00	₹ 121.50	₹ 200.00
24	Tamil Nadu	₹ 0.00	₹ 0.00	₹ 157.00	₹ 135.09	₹ 324.00	₹ 0.00	₹ 471.00	₹ 25.00	₹ 0.00	₹ 300.00
25	Telangana	₹ 353.00	₹ 375.75	₹ 374.20	₹ 548.95	₹ 0.00	₹ 0.00	₹ 1,599.00	₹ 0.00	₹ 89.00	₹ 1,300.00
26	Tripura	₹ 339.20	₹ 0.00	₹ 248.00	₹ 44.29	₹ 341.70	₹ 0.00	₹ 195.03	₹ 25.00	₹ 204.50	₹ 300.00
27	Uttar	₹ 137.00	₹ 35.15	₹ 59.00	₹ 89.25	₹ 0.00	₹ 0.00	₹ 155.00	₹ 0.00	₹ 321.00	₹ 0.00

	Pradesh										
28	Uttarakha nd	₹ 2,593.40	₹ 2,183.4 8	₹ 1,580.92	₹ 1,400.7 5	₹ 97.73	₹ 0.00	₹ 885.30	₹ 948.01	₹ 750.54	₹ 793.86
29	West Bengal	₹ 91.00	₹ 0.00	₹ 8.90	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 0.00	₹ 43.98	₹ 0.00

STATEMENT-III

The details of total number of training programme/workshops organized by TRIs during last five years

SI No.	FY	Project Name
		ANDAMAN AND NICOBAR ISLANDS
1	2024-2025	PVTC Pathshala
2	2024-2025	Empowerment of tribal youth in sports sector
3	2020-2021	Conducting of week long art workshop through Ang Katha project with intention of art production based on forest resources and Ang Cultural forms
		ANDHRA PRADESH
4	2024-2025	Capacity building to the field functionaries stakeholders on implementation RoFR in the state.
5	2024-2025	Capacity Building to Teachers on Result Orientation, Digital Tech etc.
6	2024-2025	Capacity Building Line Demands to the Field Functionaries of on STC /

		TSP Components.
7	2024-2025	Organization of skill training to the tribal artisans, artists, Cultural performers, folk singers. and musicians to enhance their skills and Promote traditional art.
8	2024-2025	Organization of National-Level Archery among Tribal Students
9	2024-2025	Conduct of Janjatiya Gaurav Divas: Tribal Pride Day 2024 (15th November to 21st November)
10	2024-2025	Organisation Exhibition of A Three-Day Art Exhibition
11	2024-2025	Organisation of one day State Level Tribal Painting competition and facilitation of eminent Tribal Artists
12	2023-2024	Interface Workshops with Line Departments for effective implementation of TW Department Activities by identifying gaps and lacunas to address them through comprehensive plans.
13	2023-2024	Capacity building to ST PRI members on PESA and LTR through cascade model
14	2023-2024	Capacity building to the field functionaries' stakeholders on implementation RoFR in the state.
15	2023-2024	Skill upgradation among the Tribal Artists and Artisans
16	2022-2023	Conduct of 4 Day National Craft Mela cum Sale to promote the Tribal crafts with a aim to vocal to local as well as local to Global. Its also promote their livelihoods.
17	2021-2022	Capacity building to ST PRI members through cascade model
18	2021-2022	Capacity building on the RoFR
19	2021-2022	Creating data base and capacity Building to Tribal Artisans and Artists

		ARUNACHAL PRADESH
20	2022-2023	Capacity building program and Alternative livelihood of for kamle district farmers, Official and NGOs
		ASSAM
21	2024-2025	The National Tribal Film and Literature Festival is a three-day event aimed at showcasing the rich, diverse, and vibrant voices of tribal communities from across India. It seeks to provide a platform where Tribal filmmakers, authors, and poets can present their work highlights tribal lives, stories, traditions, and challenges. Venue: Jyoti Chitrabon Film Studio, Department of Cultural Affairs, Government of Assam. Foundation (November, 2024)
22	2024-2025	Tribal Painting Competition for students
23	2024-2025	Health Camps 32 district Rs.1.00 Lakh per district (Throughout the year. The Festival health camp will be start from November 2024)
24	2024-2025	Workshop on Folk Dances and Music Deori and Missing Tribe of Assam
25	2024-2025	Workshop on Eri Rearing Practices Among the Tribes of Assam
26	2024-2025	One day Training Programme on Evaluation, Development. and Deployment of Renewable energy and energy efficiency projects in Tribal Areas
27	2024-2025	Workshop cum Seminar on Natural Farming (Organic) among Tribes of Assam
28	2024-2025	Seminar on Tribal Belt : Issues and Challenges
29	2024-2025	Training on Land Rights of the Tribal People
30	2024-2025	Workshop on Tribal Drama in Assam

31	2024-2025	One week Workshop Cum exhibition of bamboo products made by tribals nisan in the exhibition site
32	2024-2025	Training on Fruit and vegetable preservation and value addition as livelihood opportunity
33	2024-2025	Research Study on the role of tribal women in traditional weekly market- A study on the economic aspects of the tribal women
34	2024-2025	Research Study on Creating Synergies between Handicraft, Tourism and Livelihood: A Case Study of the Dimasa Tribe of Dima Hasao District of Assam
35	2024-2025	Seminar cum Workshop on Reservation Policy for STs
36	2024-2025	Documentation of Tribal Handloom Designs
37	2024-2025	Training on Floriculture Development for the ST population of NC Hills District of Assam
38	2024-2025	One week National workshop Cum Training: Developing Academic curriculum and inter disciplinary Research on tribal welfare policies and social justice in northeast India collaboration with Cotton University.
39	2024-2025	Training on Goat Farming as primary income generation options for ST population
40	2024-2025	Tribal Exchange Visit (Outside the state)
41	2023-2024	One week Workshop on tribal dances
42	2023-2024	Seminar on Tribal Blocks and Belts : Issues and Challenges
43	2023-2024	Workshop on Tribal Drama in Assam
44	2023-2024	Workshop cum Seminar on Natural Farming (Organic) among Tribes of Assam

45	2023-2024	Workshop on Eri Rearing Practices Among the Tribes of Assam
46	2023-2024	Seminar cum Workshop on Resource Management and Community participation of the tribal
47	2023-2024	Seminar cum Workshop on Reservation Policy for STs
48	2023-2024	Seminar cum Workshop on Problems of Tribal Development
49	2023-2024	Seminar cum Workshop on Government Schemes for Tribal Development
50	2023-2024	Folk Dances and Music of Missing Tribes of Assam
51	2023-2024	Folk Dances and Music of Deori Tribes of Assam
52	2023-2024	One day Seminar cum Talk on Atrocities Act and Administration of Justice for the Schedule Tribes of Assam
53	2023-2024	Training on Fruit and vegetable preservation and value addition as livelihood opportunity for ST youth
54	2023-2024	Floriculture Development for the ST population of NC Hills District of Assam
55	2023-2024	Goat Farming as primary income generation option for ST population of Karbi Anglong District
56	2023-2024	Fishery as an alternative source of economy
57	2023-2024	Reservation Policy
58	2023-2024	Land Rights of the Tribal People
59	2023-2024	National Education Policy 2020

60	2023-2024	One day Training Programme on Evaluation, Development, and Deployment of Renewable energy and energy efficiency projects in Tribal Areas: A Step towards achieving the SDGs (Sustainable Development Goals)
61	2020-2021	Workshop on traditional dances and musical instruments of tribal communities
62	2020-2021	Workshop on Bodo and Rabha Tribal Music
63	2020-2021	One month training programme on "Computer Basics" for tribal youths:
64	2020-2021	One day training of tribal youths on Ecotourism or rural tourism:
65	2020-2021	Training Programme on Office Accounts
66	2020-2021	Provision of Assam Rights to Public Services Act 2013 for ST NGOs and ST persons
67	2020-2021	Training programme on Office Management (start)
68	2020-2021	Training programme on livelihood generation through floriculture in Hills district of Assam
69	2020-2021	Training of public representatives/staff of Autonomous Councils in Assam Financial Rules and Regulations.
70	2020-2021	One day training programme Chapter X of Assam Land and Revenue Regulation, 1886.
71	2020-2021	Two weeks training programme on "Food preservation" for tribal youths:
	BIHAR	
72	2024-2025	Study of the socio-economic condition of Santhal. Gond and tharu Tribes in Bihar

73	2024-2025	Dietary Pattern and Nutritional Status of children and Adolescents in Tribal Population of Bihar
74	2024-2025	National Seminar on Participation of tribals in Government Development Program. Challenges, Opportunities, and impact with Special Reference to Bihar
75	2024-2025	Organizing One day health workshop, camp for tribal adolescent girls in tribal government residential schools and hostels of Bihar state.
	CHHATTISGARH	
76	2024-2025	Dialect and Dictionary Madi (Abuihmadia) Birhori (Birhor) Korvi (PahadiKorva) Kui (Kondh). Mundari(Munda)
77	2024-2025	Primers in Gondi language Class3 Class4 Class5
78	2024-2025	Documentation of Lingo Pen Karsad Festival of Gond Tribe related to ancestral God Surya Deo
79	2024-2025	Study and documentation of unsung Heroes of Surguja Division in the field of Tribal upliftment, social reform etc.
80	2024-2025	English Translation of Research reports of their parts to be uploaded in Tribal Repository
81	2023-2024	Tribal Meet on the occasion of Launch of the National Mission to eliminate Sickle Cell Anaemia by 2047. Held at Shahdol (M.P.) on 1st July 2023. As per the proposal sent from Hon Minister of States office.
82	2022-2023	Pre Olympiad training for subject teachers in EMRS (Eklavya Model Residential School) (1 day for each batch Total 3 batches training)
83	2022-2023	State level workshop on Traditional healers and Medicine men and documentation of various healing practices by the traditional tribal healers in coordination with AYUSH. Tribe wise or District wise listing of

		the traditional Medical Practitioners.
84	2022-2023	Training programme on Forest Right Act for Govt. officials and tribal leaders.
85	2022-2023	Programme on effective packaging, storage, marketing of products for micro products in Chhattisgarh tribal population. 3 Days per Batch (Total 4 Batch @50 participants per batch)
86	2022-2023	Photography training for tribal students.
87	2021-2022	Tribal Atlas
88	2021-2022	Video Conference Setup
89	2020-2021	National Seminar cum Workshop - 3 Days National Seminar cum Workshop
90	2020-2021	Divisional Level series of workshops for Tribal Representatives
	DELHI	
91	2020-2021	Design and Development of Framework and Resource material OR Training Module for Strengthening of Panchayati Raj Institutions, Teachers and Forest Officials
92	2020-2021	International e-Conference on Good Practices by State TRI, CoEs and Selected Tribal Dominated Countries for empowering Tribal Communities in health, education, livelihood ,etc (3 days conference of 8 Hours Duration on each day in which countries - states TRI - CoEs - Researchers from Tribal Talent Pool will make their presentation). It will be documented and brought out (published) in reputed publishing house like Springer Taylor d Francis, etc. (In collaboration with UWDP, IITD, BITS PILAN
	GOA	

93	2024-2025	Study of impediments of avail Pre Matric and Post Matric Coverage of the ST Students to avail the Scholarship
94	2024-2025	Documentation of Tribal Art Forms across the state of Goa
95	2024-2025	Tribal Gazetteer of Goa
96	2024-2025	Rally cum awareness programme in association with Adarsh Yuva Sangh
97	2024-2025	Seminar with Goa University
98	2024-2025	Street Plays across the State of Goa on issues concerning the Tribal association with S.S Angle higher secondary School Mashem Canacona Goa over the period of 2 months.
99	2024-2025	Various competition in Hostel in Tribal dominated areas (20.000 X 8)
100	2024-2025	Showcasing Bhagwan Birsa Munda film in prominent Tribal Localities
101	2024-2025	National Tribal Street Play Festival cum Drama Festival
102	2021-2022	Seminars and Workshops for the Staff of Directorate of Tribal Welfare, Nodal Offices of Line Departments implementing TSP to facilitate maximum utilization TSP funds.
103	2021-2022	Training Programme as a part of Capacity Building of various committees constituted under FRA, 2006
104	2020-2021	VC set up along with software
	GUJARAT	
105	2024-2025	A Study of prevalent dialects spoken in Tribal Areas of Gujarat (in Reference of Bholi, Varli, Dhodia, Konkani)
	HIMACHAL PRADESH	

106	2021-2022	Support to provide logistic support to technical team
	JAMMU AND KASHMIR	
107	2024-2025	Capacity building of functionaries and tribal representatives on socio economic development programmes for tribals
108	2024-2025	Coaching of tribal students for various it courses like NEET/JEE/JKAS/IAS through A reputed empanelled institutions
109	2024-2025	Orientation on FRA. Prevention of Atrocities Act. Land Acquisition Act etc to functionaries and Tribal representatives.
110	2024-2025	Seminars, Conferences and Workshops on Tribal issues
111	2023-2024	Capacity building training programme for employment generation of diploma holders-graduate tribal Youth in collaboration with organizations like NSIC, Skill India etc.
112	2023-2024	Awareness and Training programme to tribal population in health and hygiene. Components include: Vision, dental, general health, and nutrition assessments, Informative sessions on hygiene, insanitation, and preventive healthcare practices.
113	2023-2024	Drug De-addiction programme camps in tribal areas.
114	2023-2024	Awareness programme about Plastic Waste Management and renewable waste recycling techniques
115	2023-2024	Capacity Building and Skill Development programme for forest dwelling tribal communities on forest products in association with TRIFED
116	2023-2024	Capacity Building and Skill training workshop for Sustainable Livelihood through Renewable Energy.
117	2023-2024	Training on Wool processing, packaging and marketing in association with TRIFED

118	2023-2024	Workshop on GPDP and PMAAGY for PRI members from Scheduled Tribes dominated areas
119	2023-2024	Workshop on Robotics and experimental learning for students of EMRS and Ashram school of Jand K
120	2023-2024	Workshop on Forest Rights Act of tribal communities
121	2023-2024	Awareness Camps for Self Help Groups on Pradhan Mantri Van Dhan Yojana
122	2023-2024	Awareness Camps for tribal youth on skill development and employment generation schemes run by the government
123	2023-2024	Awareness Camps for tribal students on Educational opportunities and Scholarship schemes by State and Central government
124	2023-2024	Awareness campaign for water conservation and harvesting techniques in association with organisation like Indian Institute of Water Management, ICAR-Indian Institute of Soil and Water Conservation
125	2023-2024	Tribal Youth Conclave
126	2023-2024	Tribal Entrepreneurs Summit
127	2023-2024	Tribal Influencers Conclave
128	2023-2024	Tribal Achievers Awards
129	2022-2023	Tribal Education Viz a Viz National Education Policy
130	2022-2023	Tribal Health and Evaluation of Health system in Tribal areas of Jand K
131	2022-2023	Tribal Policies and Programmes: Regional Reflections in the Context of Globalization
132	2022-2023	Governance. Resources and livelihood of Tribals in Jand K

133	2022-2023	TRI -WOOL Project: An assessment, Challenges and wav forward
134	2022-2023	Capacity building and training of DDC/BDC/Sarpanches from various Tribal Panchayats on preparation of GPDP Stake Holders).
135	2022-2023	Tech for Tribal initiative: Capacity building of tribals
136	2022-2023	Training and Capacity building of Hostel students under various identified trades
137	2022-2023	Recognition and Value addition of potential market products from Tribal areas
138	2022-2023	Preservation, propagation and dissemination of beneficial indigenous practices
139	2021-2022	Impact Assessment and Evaluation SCA to TSS, Art275 and Sectoral Outlays- Model Villages, Education, Healthcare, Livelihood, Rural Infrastructure etc
140	2021-2022	Development of Integrated Tribal Village Development Plan in the identified villages
141	2021-2022	Transhumance Trends, Issues, Factors, Livelihood, Infrastructure etc.
142	2021-2022	Policies and Schemes for Tribals and its implementation at ground level.
143	2021-2022	Forest Rights Act - Assessment and impact on ground after its implementation in the UT of Jand K. Ground level challenges and resolution
144	2021-2022	Tribal Youth and Challenges - Ways and Means to channelize the energy in collaboration with Mission Youth
145	2021-2022	Training under Forest Rights Act
146	2021-2022	Training to Teachers in Pre-dominant tribal areas

147	2021-2022	Training to PRIs representatives
148	2021-2022	Training to Self Help Groups (SHGs) on value Addition and Food Processing of Minor Forest Produce along with Tribal Artisans
149	2021-2022	Skill Development of Tribal Women
	JHARKHAND	
150	2024-2025	A Residential Coaching Program PVTC Youth Preparing for Public Service Commission and Staff Selection Commission Examinations
151	2024-2025	Publication of Research Studies, Translated works, Old Prints, Classic works and Journals
152	2024-2025	Publication of Grammar, Prose and Verse of Parhaiya, Mal Paharia, Sabar and Korwa language.
153	2024-2025	Creating corpus for AI languages and digital academy
154	2024-2025	Purchase of New Books and subscription of academic journals and database (JSTOR)
155	2023-2024	Tents and stage
156	2023-2024	Decoration light and sound
157	2023-2024	Snacks, food and drinking water for the Tribal participants
158	2023-2024	Carcade of Vehicles, fuel and vehicles for the Tribal Visitors
159	2023-2024	Flex Poster and Banner
160	2023-2024	Stationeries and other misc
161	2023-2024	A seven-day workshop on Creative Writing for Tribal Youth
162	2023-2024	A two-day workshop on Hodopathy

163	2021-2022	2nd National Workshop of Tribal and Folk Painters of India
164	2021-2022	Sending Cultural troupes for participating in organized cultural fest to be organized in Orissa.
	KARNATAKA	
165	2024-2025	Exploration of indigenous knowledge among tribal communities, Traditional Health system and Practices among Tribal Communities, Tribal women and Development in the cultural contest.
166	2024-2025	Role of women in Economic activities among rural communities. Tribal Education : Issues and Challenges. Tribal beliefs and practices.
167	2024-2025	Residential training to English, Mathematics and Science Teachers working in Scheduled Tribe EMRS and Valmiki Ashram Schools in Kamataka about utilizing the smart boards, computers and other equipment's to teach their subjects effectively to the tribal children.
168	2024-2025	Exposure/Education Tour to the EMRS Tribal Ashram School Children Approved to inter district and also interstate tours.
169	2024-2025	2 week capacity building programme for Tribal research scholars.
170	2024-2025	Training program name for tribal art and craft for tribal communities.
171	2024-2025	Awareness programme for tribal youth regarding self employment /entrepreneurship
172	2024-2025	Awareness and implementation programme by hiring support organization \ NGO for tribal regarding government schemes viz.PM JANMAN \Dharti Aaba Mission in every district
173	2024-2025	Health Camp: Eye screening and treatment for PVT Tribals.
174	2023-2024	Organizing of de-addiction camps in tribal hamlets.

175	2023-2024	Residential training for ST members of local bodies about panchayath raj role and responsibilities for the rural development institute
176	2023-2024	Awareness Program about Water Harvesting in Tribal areas.
177	2023-2024	02 days Awareness programme to Tribal Youth on Govt. Schemes and job oriented courses to students who passed 10th standard exam.
178	2023-2024	Awareness and Training program to tribal population in health and hygiene (women and children) , Nutrition of pre and post child birth with health dept and women and child welfare dept.
179	2023-2024	Two weeks Capacity Building Programme for Tribal Research Scholars
180	2023-2024	Forest based Tribal Community and Skill Development on non timber forest products.
181	2023-2024	Health Camp to Test for Sickle Cell Anaemia Program
182	2023-2024	Skill development training for tribal youths who have completed 10th, 12th and degree in self employment generation in collaboration with RUDSET, CIPET and other livelihood training and capacity building institutions.
183	2023-2024	Exposure Educational tours to tribal ashrama school and Ekalavya Model Residential school children to inter districts and also inter-state tours.
184	2022-2023	Refresher Residential Training to English, Mathematics and Science teachers working in Scheduled Tribe Valmiki Ashrama Schools in Karnataka
185	2022-2023	02 Days Awareness programme to Tribal Youth on Govt. Schemes
186	2021-2022	Training and Capacity Building

187	2020-2021	Refresher training to English, Mathematics and Science Teachers working in Scheduled Tribe Ashrama Schools in Karnataka.
188	2020-2021	Training on Forest Right Act (FRA) to Government Officers, N.G.O.s and other stake holders.
189	2020-2021	Training on Awareness Programme on Health and Hygiene including hand Wash Practices to school children of ST Ashrama Schools and Hostels.
190	2020-2021	Awareness Camp in tribal areas on (a) Drinking Water , (b) Sanitation, Hygiene and Communicable Diseases.
191	2020-2021	02 Days National Seminar on Role of Voluntary Organizations working in tribal areas
192	2020-2021	02 days National Seminar on Sustainable Development of Traditional lively hood of tribes in India
193	2020-2021	One day Regional Seminar on Tribal development in Karnataka-Issues and Challenges
194	2020-2021	One day Regional Seminar on Indigenous knowledge system among tribes in Karnataka.
	KERALA	
195	2023-2024	Training Programrnes on Wheels (Awareness Programme to Reduce Substance Abuse)
196	2023-2024	Training Programme for Enhancing Leadership Qualities among Elected Scheduled Tribe Representatives of Kerala
197	2023-2024	Five Days Workshop and Treatment Camp for Tribal Medicinal Practitioners of Kerala
198	2023-2024	Three Days Workshop for Tribal Artists

199	2023-2024	Two days Training Program for Non-teaching Staff of Model Residential Schools-Ashram Schools Tribal Schools of Kerala
200	2023-2024	Three Days Workshop on Disaster Management in Tribal Areas
201	2023-2024	Quiz Competition to Create Knowledge about Indigenous Culture and Art Forms among College Students
202	2023-2024	Workshop for Traditional Art forms of Malasar Mahamalar Community
203	2023-2024	Documentation of Vanishing Tribal Art Forms and Oral Literature and Workshop for their Revival
204	2023-2024	Publication of E Books on Research Reports of KIRTADS
205	2023-2024	KI RTADS Adhikalakendram Grant to 10 Performing Troops for Purchasing Musical Instruments and Costumes
206	2023-2024	Motives and Implications of Migration of Tribal People in Wayanad to the States of Karnataka and Tamil Nadu: An Appraisal
207	2023-2024	Modernisation and Strengthening of IT infrastructure of TRI
208	2023-2024	Providing Lighting Facilities and other basic amenities along with Landscaping in KIRTADS Campus.
209	2023-2024	Renovation of Training Hall and Administrative Block in KIRTADS
210	2023-2024	Two Day Hamlet Level Health Educational Awareness Training Program For Kadar Community
211	2020-2021	Training Programme for Enhancing Leadership Qualities among Elected Scheduled Tribe Representatives of Kerala
212	2020-2021	Documentation of Vanishing Tribal Art Forms and Oral Literature and Workshop for their Revival

213	2020-2021	Five Days Workshop and Treatment Camp for Tribal Medicinal Practitioners of Kerala
214	2020-2021	Three Days Workshop for Tribal Artists
215	2020-2021	Three Days Workshop on Disaster Management in Tribal Areas
216	2020-2021	Three Days National Seminar on Contemporary Health Issues.
217	2020-2021	Two Days Hamlet Level Health/ Educational Awareness Training Program For The Kadar Community.
218	2020-2021	Workshop for Traditional Art forms of Malasar/Mahamalar Community
219	2020-2021	37thThalakkal Chandu Memorial National Archery Competition
220	2020-2021	Training Programmes on Wheels (Awareness Programme to Reduce Substance Abuse)
221	2020-2021	The Confluence of Tribal Writers and Tribal Literature Festival
	LADAKH	
222	2024-2025	Tribal Digital Repository Related to Tribes in Ladakh
223	2024-2025	Conduct of Seminars and Conferences on Tribal issues in Ladakh.
224	2024-2025	One Week Culture Revival Workshop for Tribal Communities.
	MADHYA PRADESH	
225	2024-2025	Ornaments of Tribes (BHIL Tribe) Training on Ornamental design should be done through NEFT and TRIFED
226	2024-2025	Ornaments of Tribals (BAIGA Tribe) 2 Training on Ornaments design should be on Ornaments design should be Workshop One Year 05.00 done through NEFT and TRIFED

227	2024-2025	Ornaments of Tribes (GOND Tribe) Training on Ornaments design should be done through NEFT and TRIFED
228	2024-2025	A conduction of National workshop on Tribal Knowledge Traditions
229	2024-2025	Re orientation training of different development department officials posted in tribal areas.
230	2024-2025	Training of 30 Training Session for 900 revenue officers on Issuance of Caste Certificate
231	2024-2025	Training of Police Officers on Verification of Caste Certificate
232	2024-2025	Training to PRIs on various development schemes and protective measures
233	2024-2025	Printing and Publication
234	2023-2024	i. Re orientation training of different development departmental officials posted in tribal areas. ii.) Training of revenue officers on Issuance of Caste Certificate. iii) Training of Police Officers on Verification of Caste Certificate. iv) Training to PRIs on various development schemes and protective measures
235	2023-2024	Ornaments of Tribals (Bharia, Mawasi Tribes)
236	2021-2022	Facility of Video Conference (As per the recommendation of MoTA) (Duration One year)
237	2020-2021	Meet the Tribals-Workshop
238	2020-2021	Habital Right-Workshop
	MAHARASHTRA	
239	2024-2025	Conduct a Four days workshop on committee functioning for officers and staff of Scheduled Tribe Certificate Validity Committee Office

240	2024-2025	A one day health workshop/camp program for Scheduled Tribes Adolescent Girls in Tribal Government Ashram Schools and Hostels in Maharashtra State
241	2024-2025	Special guidance training for competitive empowerment of secondary and higher secondary teacher in ashram schools
242	2024-2025	To create public awareness. capacity building and training of CFRMC (community Forest Rights Management Committee) and Convergence Committee
243	2024-2025	Strengthening of Superintendents of ashram schools and wardens hostel
244	2024-2025	Organize the State Level Adivasi Janjati Gaurav Diwas Programme and Tribal Cultural Festival at Metropolitan cities of Maharashtra State
245	2024-2025	National Level Entrepreneurship Program
246	2024-2025	Study tour to Tribal Research institute, Odisha, Sikkim
247	2021-2022	Training for ST representatives in PRIs
248	2021-2022	In-service trainings for Class-3 employees
249	2020-2021	Competitive exam training for students in ashram schools/hostels
250	2020-2021	Training Program for capacity building for ST representatives in Panchayat Raj Institutions for consideration of funding under the PESA schemes
251	2020-2021	Tribal Livelihood Migration in Maharashtra Situational Analysis, Gap Assessment and Future Direction in six regions of Maharashtra MANIPUR
252	2024-2025	Tribal Literature conclave by Paite Literature Society at Churachandpur

	MEGHALAYA	
253	2022-2023	Organization of Seminar / workshop on Folklore as Pedagogy and Therapy.
	MIZORAM	
254	2024-2025	Skill Development Training and Entrepreneurship Programme for Tribal Youth (who completed Class XII and above in self-employment)
255	2024-2025	Audio-Visual documentation of the Typical Day to Day Traditional Live and Livelihood of the Bru Tribal Community in Mizoram
256	2024-2025	Revitalizing Heritage : Conservation and promotion of Traditional Mara Fabric Arts
257	2024-2025	ETW-RAID: Empowering Tribal Women: Rights Advocacy and inclusive Development
258	2024-2025	Mizoram State Tribal welfare and Development Policy
259	2022-2023	Tribal Art and Craft, Young Artists sustainable Development
260	2021-2022	Painting competition and showcasing
261	2021-2022	Tribal dance hunt activities in tribal dance
262	2020-2021	Virtual Tribal Art Development Workshop in Mizoram- workshop on painting competition at Aizwal
263	2020-2021	Re-structuring of Handloom Cluster in Thenzawl- Entrepreneurships development program with Baseline Survey, Training and capacity building at Serchhip
264	2020-2021	Research, Documentation and Promotion for Horticulture Potential in Serchhip District
	NAGALAND	

265	2024-2025	Organizing Career Counselling for students of 3 (three) EMRS in Nagaland
266	2024-2025	Organizing Workshop for Conservation of Forest under MongkolembaBlock, Mokokchung
267	2024-2025	Training on Naga Customary Law for Tribal leaders under Niuland district in collaboration with legal expert
268	2024-2025	Training on natural dye and block print for tribal youth
269	2024-2025	Training on leather and banana fibre products for tribal youth
270	2024-2025	Tailoring and pattern making with provision of machinery for 30 unemployed tribal women
271	2023-2024	Training on Mushroom Cultivation at Wanching village, Mon District
272	2023-2024	Training on Beadwork and Jewellery at Mon Town, Mon District
273	2023-2024	Orientation For Teaching Staff of EMRS at Tizit, Tuensang and Dimapur
274	2023-2024	2 (Two) Days Seminar on Tikhir Naga Tribe History, Traditional Practices and . Significance of Various Festivals
275	2023-2024	Training on Blacksmith shop at Wakching Town, Mon District
276	2023-2024	Training on Decorative Candle Making at Yonghong village, Mon District
277	2023-2024	Training on Bamboo, Cane and Woodcraft at Seyochung village, Kiphire District
278	2023-2024	Training on Crochet and Embroidery at Tuensang Town. Tuensang District
279	2023-2024	Training on Handloom at Kangching village, longleng District
280	2023-2024	Training on Incense Stick Making at Shamator Town, Shamator District

281	2023-2024	Training on pickling and Food Processing at Noklak Town, Noklak District
282	2023-2024	Training on Pottery Making at Mimi village. Kiphire District
283	2021-2022	One Day Skill Development Training for Tribal Youths (Phase-1) Duration Within 08 Months
284	2021-2022	Orientation Training for Math and Science Teachers in EMRS at TizitMon. -Tuensangand Dimapur. Proposed amount Duration Within 06 Months
	ODISHA	
285	2024-2025	Workshop cum Capacity Building Training on Lanjia Saura Painting (Idinal) for Lanjia Saora youth of Odisha
286	2023-2024	Capacity Building Training to Tribal Women SHG members on Value Addition and Food
287	2023-2024	Training Program on Caste Certificate Rules and Examination of Fake Caste Certificates (Training Program for Tahsildars, Police Officers and DWOs at RDC level)
288	2022-2023	National workshop on Sickle Cell 25.00 Anaemia in Baripada. Mayurbhanj District of Odisha In Collaboration with SCB Medical College, Cuttack and MoTA
289	2022-2023	Capacity Building Training for the ST PRI Representatives in residential mode
290	2022-2023	Capacity Building Training of tribal Artisans on product Diversification, Packaging or Branding and Digital Marketing of 500 Master Tribal Artisans(Batch of 50 Trainees in 10 Groups) and Market Linkage in collaboration with TRIFED,NIFT and ORMAS

291	2022-2023	Capacity Building Training of Tribal Women SHG Members on Value Addition of Mahua(100 Tribal Women representing 25 SHG groups in 3 batches) in collaboration with Odisha University of Agriculture and Technology(OUAT)
292	2022-2023	Capacity, Building of Research Scholars on Research Methodology, Project Formulation, Report writing, Sampling and Writing Case Studies (Building Capacity of Research Personnel and Interns of 27 TRIS) over a period of 21 Days in residential mode In collaboration with Anthropos India Foundation
293	2022-2023	Training to Teachers of ST and SC Department Residential Mode Schools the symptoms to identify the students suffering from Sick Cell and send those suspected for test and detection virtual Mode) In collaboration with ICMR or RMRC Experts)
294	2022-2023	Inhouse Capacity Building Training Program for Research Staff or Personnel
295	2021-2022	FRA Training Programs (capacity building) for various stakeholders
296	2021-2022	Capacity Building Training Programs on ORV, PESA, PCR, POA and Ongoing Schemes and Programs including an overview on tribal life and culture
297	2021-2022	Safety and Security of Children and Life Skill Education
298	2021-2022	Orientation or Capacity Building Training Programs for subject teachers of High School and Higher Secondary Schools under ST Department
299	2021-2022	Capacity Building Training Program of TRI Personnel or museum Staff on maintenance and management of Tribal Museums as an integral part of TRIs (Two weeks training program)

300	2021-2022	Providing Capacity Building Training to 2 Batches of Tribal Artisans on Packaging, Product diversification and Digital Marketing
301	2021-2022	Capacity Building Training to 2 Batches of Tribal Women SHG members on Value Addition and Food Processing of Minor Forest Produces
302	2021-2022	Researchers on Research Methodology, and report writing
303	2020-2021	Capacity Building Training Program for Head Masters / Head Mistress and all Teachers of all Schools under ST / SC Departmentt on School Management, Safety and Security, Life Skills and instructions to be passed on by teachers to students / boarders about precautions to be adopted in the backdrop of covid19 pandemic
304	2020-2021	Capacity Building Training for Subject Teachers of Higher Secondary Schools on class room transaction with students
305	2020-2021	Capacity Building Training for Subject Teachers of Higher Secondary Schools on transaction with students
306	2020-2021	Awareness and Capacity Building of SMC Members on School Management, their role and how to adopt the Covid 19 precautionary measures for children (one day duration in one batch)
307	2020-2021	Capacity Building Training Programme for ANWESHA Tutors, Hostel Superintendents. House Mothers, Zone Coordinators through webinar (including printing of IEC materials).
308	2020-2021	Training Program for the PA - ITDAs - DWOs and WEOs on school and Hostel Management
309	2020-2021	Orientation Training Program of selected Mentors and Mentees under GOAL Program - Through Webinar

310	2020-2021	Capacity Building Training for all the ST PRI Members and Key Stakeholders on Tribal Development Schemes and Programs (More than 30,000 ST PRI Members (Sarpanches and Nayeb Sarpaneh and Ward Members/ SET community members will undergo this awareness program)
311	2020-2021	Tribal Odisha Eye Disease Study (TOES) - pilot Project covering all 13 PVTGs across 20 Micro Projects (In collaboration with LV Prasad Eye Institute) LV Prasad Eye Institute will apply to MoTA for Centre of Excellence recognition
312	2020-2021	MAPPING OF POTENTIAL HABITAT RIGHTS OF PVTGs IN ODISHA which can be used as an input for taking forward the filing and settling the habitat rights claims for the PVTGs. SCSTRTI will also provide technical advice to other TRIs for preparation of the Potential Habitat Rights claim by initiative. UNDP will be the key collaborator and their technical expertise will be ensured.)
313	2020-2021	Capacity Building Training Program for PEER Educators of all Schools (including printing of IEC materials) on Safety and Security, Life Skills and precautions to be adopted in the backdrop of covid 19 pandemic.
	RAJASTHAN	
314	2024-2025	National Tribal Bhatti Painting and Mandana Art workshop
315	2024-2025	State level workshop on Tribal Wooden Art
316	2024-2025	State level program Mukhota
	SIKKIM	
317	2024-2025	To conduct exchange of visit of tribal and TRI officials best performing TRICKS for the Augmentation of State TREE of Sikkim
318	2024-2025	Capacity Building on STC/TSP for Government Official and Stakeholders

319	2020-2021	Video Conference set at Rs. 15.00 lakh inclusive of all taxes. (Duration-4 Months)
	TAMIL NADU	
320	2024-2025	Expanding Market Opportunities for Indigenous Designs
321	2024-2025	Empowering Tribal Women through Sustainable Livelihoods and Herbal Plantation Development
322	2024-2025	Exposure Visits and Tribal Confluence
323	2023-2024	Workshop on Livelihood opportunities (PVTGs in Tamil Nadu) for 6 days
324	2023-2024	Higher Education Awareness Training for EMRS Teachers in Tamil Nadu: Preparing Tribal Students for NEET, JEE, and Beyond (3 days)
325	2023-2024	Training Program on Snake Venom Extraction for Irula Tribal Youth
326	2023-2024	Career Guidance for GTR and EMRS Schools in Tamil Nadu (3 Days)
327	2023-2024	Capacity Building Training Program for District Superintendents of Police Engaged in ST Certificate Verification Cell
328	2022-2023	Outside the State (Tribal exposure visit) Group 2x 7.5
329	2022-2023	Workshop on Toda Embroidery
330	2022-2023	Workshop on Honey Bee collection for Irulas for 1 day
331	2022-2023	Workshop on Yoga practice for tribal youths
332	2022-2023	Training Programme on Bamboo Handicrafts making for Irulas and Kurumbas (2 days)
333	2022-2023	Higher Education awareness Training Programme for EMRS Higher secondary School students (2 days)

334	2022-2023	Government Schemes Awareness for Tribal communities
335	2021-2022	Workshop on Tribal Livelihood opportunities
336	2021-2022	Workshop on Tribal Art and Craft
337	2021-2022	Kota Black smith, carpentry
338	2021-2022	Workshop for Tribal Healers
	TELANGANA	
339	2024-2025	Empowering tribal youth through Skill Development for Self Employment
340	2024-2025	Workshop on implementation PLSA in Scheduled Areas with field functionaries
341	2024-2025	Workshop with the active NGOs identified by the POs of IDEAS on Tribal development activities and the schemes being under taken by the Central and State Govt.to enable the NGOs to make aware the Tribes accordingly.
342	2024-2025	Training to tribal craftsmen of making acrylic packaging
343	2024-2025	Capacity building training to the issuing authority on issuance of Community certificate for STs at select districts
344	2024-2025	Orientation of ST PRI Members in Cluster Mode for enhancing their capacity for conducting Gram Sabha and its roles and responsibilities
345	2024-2025	Preparation of Gram Sabha Manual
346	2021-2022	Orientation to the Research scholars of Anthropology, Sociology and other Social Sciences engaged in Research relating to the Tribal issues
347	2021-2022	Fine tuning skills of Tribal cuisine through NITHM - one week residential training to 50 Tribals

348	2021-2022	Capacity building to the field functionaries on LTR. RoFR and issuance of community certificate to STs Virtual mode
349	2021-2022	Setting up of Tribal Cultural Hub at Adivasi and Banjara Bhavan Adivasi Bhavan
350	2021-2022	Setting up of Tribal Cultural Hub at Adivasi and Banjara Bhavan Banjara Bhavan
351	2021-2022	Establishment of replica Koya model village in the premises of Tribal Museum, Medaram
352	2020-2021	Capacity building to Tribal Artisans for sustainable livelihood in 3 Batches each of 24 ST Youths. Each batch will be provided 4 months training and will be linked with market for sale of their products.
353	2020-2021	Training the ST PRI members on Government Schemes, Programs keeping in line with content developed through online mode - Dubbing and Translation in online mode
354	2020-2021	Workshops on issues like Poshan, Swatch Bharat, women trafficking etc., and Development of IEC materials (Audio and Video clippings in Telugu, English
355	2020-2021	International Conference (Virtual Webinar on Best practices on Tribal Development) including furnishing with VC system and other equipment to enable VIRTUAL MODE WEBNIARS
356	2020-2021	Training on Polygon mapping of RoFR individual and community claims and taking up of activities in convergence with line departments.
357	2020-2021	Celebration of World Indigenous Peoples Day, World Indigenous languages day and Museums day etc.
358	2020-2021	Minor Tribal Cultural Festivals

	TRIPURA	
359	2024-2025	Kokborok Coaching Classes for Non Kokborok speaking State Govt. Employees. Kokborok is one of the domical languages of Tripura and the second largest spoken languages. It is spoken by about 90 percent of its Tribal Population of Tripura mainly, Tripuri, Tripura.Riang, Jamatia, Noatia, Kalai, Murasing, Rupini and Uchai Tribes.
360	2024-2025	Organization of Tribal Games and Sports, Music, Folk Song, Traditional Dresses Show, Folk Dance etc. through out the State. (in 32 Places)
361	2024-2025	Tribal Cuisine of Tripura covering all the Tribes of Tripura. (Benefits. Nutritional value, Ingredients, Preparation Method, Significance Occasion etc.)
362	2024-2025	Training for repairing Smart Phone. Laptop, and Computer etc. for unemployed ST Youths of Tripura
363	2024-2025	Conducting 3 Days Food Processing Training among Tribal rural Women Producer Group: (Fruit Jam, Jelly, Juices, Pickles, Bamboo Shoot, lemons, Fish, Pickles, Chicken and Pork Pickle)
364	2024-2025	Organizing Health Camp (i) Awareness generation about common diseases like TB, Malaria and Water borne Diseases Diarrhoea, Stomach-ache, Screening and Management of Sickle Cell and other Blood Diseases. (ii) Counselling to the Lactating and Pregnant Women).
365	2024-2025	Awareness Programme on Alcoholism, Drug addiction, Witch-hunt, Safe Drinking Water and Sanitation Programme etc. among the Tribes of Tripura
366	2024-2025	Organizing exchange of visit for Tribal Group - 2 Group, TRI Officials, Employees.
367	2024-2025	Training on preparation of indigenous Costume of Tripura For unemployed SC Women. (Traditional Dress covering all the Tribes of

		Tripura and market Linkage)
368	2024-2025	Training on Embroidery for Unemployed SC women of Tripura.
369	2024-2025	Capacity Building Training for Village Committee Members for Development of Village Committee Plan covering all the VC of TTAADC areas of Tripura
370	2024-2025	Entrepreneurship Programmes for Employability prospects in Government and Private Sector for Unemployed ST Youths of Tripura.
371	2024-2025	Seminar on Tribal Languages and Literature of Tripura (Covering all the Tribal Languages including dying languages of Tripura).
372	2024-2025	Workshop on Tribal Women Achievers of Tripura at National and Interactional level: Empowering indigenous Excellence Achievements of tribal women in An, Music, Literature, Spons, Handicrafts, Traditional Medicinal Practice, Entrepreneurship etc.
373	2022-2023	2 days offline seminar on Challenges of Tribal development in the state of Tripura
374	2022-2023	2 days offline seminar on Sustainable natural resource management in the state of Tripura
375	2022-2023	Organizing 3 days state level tribal crafts mela (Exhibition-cum-sale) at Agartala
376	2022-2023	Organizing 3 days national tribal dance festival at Agartala
377	2022-2023	Organizing 2 days state level tribal painting/art competition and felicitation of eminent tribal artists
378	2022-2023	Support for sending troupes to national level dance and crafts melas across the country for participation
379	2022-2023	2 days FRA training progress (capacity building for various stake

		holders)
380	2022-2023	3 days orientation/capacity building training programme for Subject teacher of EMRS and Ashram schools under TW deptt.
381	2022-2023	2 days workshop on tribal livelihood opportunities.
382	2022-2023	2 days workshop on tribal healers
383	2022-2023	2 days fine tuning skills of tribal cuisine
384	2022-2023	2 days training on weaving and designing of traditional cloths and its marketing in the state and national level.
385	2021-2022	Workshop on Job opportunity of the unemployed ST youths of Tripura. (Duration 1 day).
386	2021-2022	Training on Mushroom cultivation for the ST farmers of Tripura. (Duration 7 days, 4 Batches).
387	2020-2021	Pre and Post Merger Indigenous Tribal Development Discourses in Tripura: A Diagnoses and Prognoses
388	2020-2021	Indigenous Tribal Movements in Tripura Underpinning of The Tribal Uprisings
389	2020-2021	Sensitization Programme Financial Literacy Campaign on Tribal Schemes (In 8 Districts)
390	2020-2021	The Career.Com Cutting Edge in Job Market Employability Enhancement Training Programme Series in Aviation sector (Air Hostess Cabin Crew), Merchant Navy Cruise, Hospitality, Army CISF, IT Sectors, Paramedics and Driving.
391	2020-2021	Career Advancement Training Series: A Training Module Kit For STs In Higher. Education

392	2020-2021	Awareness Programme on Alcoholism drug addiction witch-hunt Health Education Safe Drinking Water and Sanitation Programme etc. among the tribes of Tripura.
	UTTAR PRADESH	
393	2024-2025	Adi lakhpati Didi Mahasammelan
394	2024-2025	Tribal Entrepreneurship Conclave
395	2024-2025	Tourist Vloggers/Influencer Conclave (An initiative to highlight the hidden -tourism marvels in tribal areas of India)
396	2024-2025	Tribal Photo Exhibition and Live Painting
397	2024-2025	Health Camp
398	2024-2025	Documentation of Best Practices and beneficiaries of Government Schemes
399	2024-2025	Renewable Energy Solutions (hands on training) for tribal youth
400	2024-2025	Teacher Training Programme for EMRS and ATS teachers of UP
401	2024-2025	Training on Organic Farming in tribal dominated areas
402	2024-2025	Digital Literacy and information Technology Training
403	2024-2025	Workshop on Forest Rights Act for tribal community members. forest, revenue officer and PRI members
404	2024-2025	Workshop on Gaming for students of tribal institutions
405	2024-2025	Workshop on Robotics and experiential learning for students of EMRS and Ashram schools in association with IIT Kanpur and Department of IT and Electronics. Govt. of UP
406	2024-2025	Hand holding workshop on AR/VR technology (Promotion of STEM

		education among tribal children
407	2024-2025	Workshop on Graphic Designing and Video Editing for skilling tribal youth
408	2024-2025	Tribal Debate Competition on International and National issues
409	2024-2025	Painting Competition
410	2024-2025	Dance Competition - Group and Solo category
411	2024-2025	Essay Competition
412	2024-2025	Tribal Singing Competition
413	2024-2025	Hands on training on Wood Craftsmanship and competition among students
414	2024-2025	Tree Plantation Drive in tribal areas
415	2024-2025	Photography Competition -Hands on training and Competition
416	2021-2022	Organizing State Level Tribal Painting/Art Competition and Felicitating Tribal Artists and Entrepreneurs (inviting entries by post/courier) and felicitating them virtually or physically depending upon the situation Tentative Date March 2022
417	2020-2021	Organizing seminar for promotion of Forest Rights Act Atrocities Act and Land Acquisition Act
418	2020-2021	Training programs for capacity building of tribal ,artisans, artists, painters, people who paint / do art work on metal and cloth and kits And tool distribution
	UTTARAKHAND	
419	2024-2025	Workshop on Skill Upgradation, Capacity Building (Tribal Arts and Craft) Pottery and Clay Modelling, Canes and Bamboo Craft. Tribal Art and

		Painting
420	2024-2025	Workshop on Tribal Cuisine and Dance
421	2024-2025	Workshop on awareness of Tribals Constitutional Rights
422	2024-2025	Re-orientation training of departmental officers
423	2024-2025	Organization of FRA Orientation Training Program for the Key Government Financials and Community Representatives, PRI Members
424	2024-2025	Training and Capacity building of Hostel students on soft skills
425	2024-2025	Capacity building to ST PRI Members on various Tribal welfare schemes
426	2024-2025	Pre Science and Mathematics Olympiad training for selected ST Students and Subject teachers of Ashram Type Schools.
427	2024-2025	Orientation training for Teachers of EMRS and ATS in Science and Mathematics.
428	2024-2025	Training cum Awareness Programme on Alcoholism and drug addiction to the Scheduled Tribes Youths
429	2024-2025	Training of departmental officials on POCSO Act.
430	2024-2025	Capacity building to ST PRIs Members/Officers and stakeholders on FRA.
431	2024-2025	Target- NEET and JEE 2020 Program for Tribal Students.
432	2024-2025	Organization of National Tribal Craft Mela
433	2023-2024	launch of Awareness Campaign and organizing Training of Trainers workshop on Sickle Cell Disease (SCD)

434	2020-2021	Capacity Building Training Programme for Tribal Youth and Teachers 1 Computer Training 2 On Grid and Off Grid Solar System 3 LED Light 4 Refrigeration Beneficiaries - 400 Students Central Lab Facility at ITI Gularbhoj, Udham Singh Nagar
435	2020-2021	Training Programme for creating awareness among PRI, Departmental officers and Tribal Community
	WEST BENGAL	
436	2024-2025	Awareness programme on consequences of child marriage among the PVTGs of West Bengal
437	2024-2025	Sensitization cum awareness programme for Scheduled Tribes on different health scheme. issues of domestic violence and women Empowerment
438	2024-2025	Seminar - National Seminar on Tribal Life: issues and Challenges
439	2024-2025	Exhibition and fair on Food Practices among the PVTGs of West Bengal
440	2024-2025	Exhibition and fair on Art and Crafts among the SETs of West Bengal
441	2020-2021	Training cum Awareness Programme on domestic violence among elderly tribal people of West Bengal.
442	2020-2021	Training cum Awareness Programme on tribal development schemes taken up for women
443	2020-2021	National Seminar on continuity and changes among the tribes of West Bengal.

STATEMENT-IV**State-wise release primers released by TRIs**

S. No	State	Whether in use or not	Primers released
1	Maharashtra	In Use	48
2	Chhattisgarh	In Use	22
3	Jharkhand	Only Santal is in use - 3 primers	3
4	Andhra Pradesh	In Use	48
5	Odisha	31 primers in use, 94 is under progress	31
6	Karnataka	Under Progress	5
7	Telangana	In Use	16
	Total		173

CURRENT POWER GENERATION CAPACITY IN ASSAM**5408. SHRI JOYANTA BASUMATARY:**

Will the Minister of **POWER** be pleased to state:

(a) the details of Assam's current power generation capacity, regular power requirement or demand and quantum purchased from the neighbouring States;

- (b) the details of the progress of the Silchar Power Project, Margherita Thermal Project and Namrup Replacement Projects in Assam;
- (c) the reasons for the delay in completion of the above-mentioned power projects beyond the target deadline;
- (d) whether Assam incurs penalties for importing electricity from the neighbouring States beyond allotted limits and if so, the details thereof;
- (e) whether the Government has any plans to expedite the completion of the unfinished power projects in Assam and if so, the details of the specific timelines set for their completion and if not, the reasons therefor; and
- (f) the details of the total funds allocated for the said projects and the manner in which the allocated funds have been utilised for each of the specified power projects in Assam, project wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) : The details of Assam's current power generation capacity (location-wise) are given at **Statement-I**. The details of power supply position of Assam in terms of Energy and Peak Demand during the last three years and current year (upto February 2025), are given at **Statement-II**. As per the information provided by the State Government, Assam does not procure power from neighboring States

directly. However, 646 MW is procured by the State through tied-up Power Purchase Agreements (PPAs) from Central Generating Companies located in neighboring States as per the following details:

- (i) 285 MW is procured from NEEPCO's Kameng, Hydro Electric Project and Pare, Hydro Electric Project located in Arunachal Pradesh
- (ii) 240 MW is procured from ONGC Tripura Power Company (OTPC) located at Palatana, Tripura and 57 MW from Agartala Gas Based Power Station, Tripura
- (iii) 33 MW is procured from Doyang Hydro Electric Project, Nagaland
- (iv) 31 MW is procured from Loktak Hydro Electric Project, Manipur

(b) and (c) : The details of Silchar Power Project, Margherita Thermal Project and Namrup Replacement Projects in Assam indicating the present status and reason for delay are given at **Statement-III**.

(d) : Assam procures power through tied-up Power Purchase Agreement (PPAs) from Generating Companies located in neighboring States. Any shortfall is met from procurement through Power Exchange markets.

(e) and (f) : Presently, two power projects are under implementation by Assam Power generation Company Limited (APGCL) viz Lower Kopili Hydro Electric Project and Karbi Langpi Middle-II Hydro Power project. The details of these projects indicating the progress, funds allocation and utilized and expected date of completion are given at **Statement-IV**.

STATEMENT-I

The details of Assam's current power generation capacity (location-wise) as on 28.02.2025:

All figures in MW

Sta te	Ownership/S ector	Modewise breakup								Gran d Total
		Thermal					Renewable			
		Coal	Ligni te	Gas	Dies el	Total	Hydr o	RES	Nucle ar	
1	STATE SECTOR	0.00	0.00	306. 36	0.00	306.3 6	100. 00	5.01	0.00	411.3 7
2	PVT SECTOR	0.00	0.00	0.00	0.00	0.00	0.00	198. 44	0.00	198.4 4
3	CENTRAL SECTOR	750. 00	0.00	291. 00	0.00	1041. 00	250. 00	25.0 0	0.00	1316. 00
Total of Assam		750. 00	0.00	597. 36	0.00	1347. 36	350. 00	228. 45	0.00	1925. 81

STATEMENT-II

The details of power supply position of Assam in terms of Energy and Peak Demand during the last three years and current year (upto February 2025, provisional)

Year	Energy Requirement	Energy Supplied	Energy Not Supplied		Peak Demand	Peak Met	Demand not Met	
	(MU)	(MU)	(MU)	%	(MW)	(MW)	(MW)	(%)
2021-22	10,844	10,825	19	0.2	2,126	2,121	5	0.2
2022-23	11,465	11,465	0	0	2,379	2,376	3	0.1
2023-24	12,445	12,341	104	0.8	2,413	2,413	0	0
2024-25* (upto February, 2025)	11,897	11,891	6	0	2,812	2,687	125	4.4

Note: (*) Data for the month of February, 2025 is provisional

MU: Million Units

STATEMENT-III

The details of Silchar Power Project, Margherita Thermal Project and Namrup Replacement Projects of Assam Power Generation Corp Ltd in Assam:

Sl. No.	Project Name	Capacity (MW)	Location	Present Status / Reasons for delay
1.	Silchar Power Project	30	Sonabarighat, Cachar district	Project abandoned due to uncertainty of gas supply on firm basis
2.	Margherita Thermal Power Project	2 x 800	Village Saleki NC, Makum Mauza, Margherita, Tinsukia district	This Project was planned to be developed as a pit head Thermal Power Station using coal from North Eastern Coalfield Ltd (NECL). However, it was informed by CIL that sufficient quantity of coal will not be available for this Thermal Power Plant. Further, Margherita coal has high sulphur content which poses challenges for power generation due to increased emissions and corrosion. In view of these reasons, Government of Assam is not pursuing this project. Instead, Government of Assam is now planning to set up the thermal power plant of 2x800 MW capacity with allocation of coal under SHAKTI

				Policy.
3.	Namrup Replacement Power Project	100	NTPS, Namrup, Dibrugarh district	Project Commissioned on 16.07.2021

STATEMENT-IV

Details of projects under implementation :

Sl. No.	Project Name	Capacity (MW)	Fund allocation and utilized	Present progress and Estimated completion
1.	Lower Kopili Hydro Electric Project	120	Fund allocation: Rs 2,319.89 Cr. Fund Utilized: Rs 2,292.46 Cr.	Physical Progress- 88 % Estimated completion: December 2025
2.	Karbi Langpi Middle-II Hydro Power project	24	Total project cost: Rs 417.32 Cr. Fund allocated: Rs 70.63 Cr. Fund Utilized: Rs 70.63 Cr. including	Physical Progress- 5 % Estimated completion: October 2027

			mobilization advance, land compensation and civil works.	

**REMOVAL OF TREES TO STRENGTHEN AND DEVELOP
MULLAPERIYAR's BABY DAM**

5409. SHRI THANGA TAMILSELVAN:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware of the fact that the presence of around 27 huge trees standing on Mullaperiyar's baby dam which is 240 feet long and 8 feet wide, built parallel to the main dam, are meant to abolish all the excess water goes up in the main dam;

(b) if so, the details thereof;

(c) whether the Government would take necessary steps to get necessary permission from the Forest Department to fell down these 27 huge trees to strengthen and develop the said baby dam; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d): Mullaperiyar dam consists of Main dam, Natural mound, Baby dam and Earth dam in one alignment. Baby dam is not parallel to Main dam. The height of the Baby dam is 53 feet and width is 38 feet at bottom and 12 feet at the top and length is 240 feet. Baby dam and Earth dam are in the left flank and the spillway is in the right flank, which is meant for discharging the excess water above the allowable storage level. Baby dam is for storing water in the reservoir. In the downstream of the Baby dam, there are no huge trees, only 15 medium and small trees exist, as corroborated by the Supervisory Committee for the Mullaperiyar Dam in its various communications as well as the affidavit filed by the Supervisory Committee in respect of Writ Petition No. 880 of 2020 in the Hon'ble Supreme Court on 04.07.2023.

Strengthening the Baby dam and Earth dam was ordered in the Interim Order of the Hon'ble Supreme Court dated 27.02.2006 and the same was also reiterated in the Judgement dated 07.05.2014 of the Hon'ble Supreme Court.

However, the strengthening works of the baby dam and earthen dam could not be taken-up, as the permission order for the felling of trees downstream of the baby dam, granted earlier by Government of Kerala was revoked.

Government of Tamil Nadu had applied in PARIVESH 1.0 portal for granting permission to fell the trees downstream of baby dam in year 2015; and, the permission was granted in 2021. However, the permission was revoked within few days. Government of Kerala has requested Government of Tamil Nadu to

apply for the permission afresh on PARIVESH 2.0 portal of Ministry of Environment Forest and Climate Change.

NEW TRANSMISSION SYSTEM

5410. SHRI ANURAG SINGH THAKUR:

Will the Minister of **POWER** be pleased to state:

(a) the quantum of the maximum power demand recorded in the current Financial Year 2024-25;

(b) whether the Government has been able to meet the said demand and if so, the details thereof;

(c) whether there has been an increase in energy shortages at the national level during the said period, if so, the details thereof;

(d) the average availability of electricity in rural and urban areas as of February 2025; and

(e) whether new transmission systems have been added in respect of Transmission Lines and inter-regional Transfer Capacity during the year 2024 and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) to (c) :All India Peak Demand for FY 2024-25 (upto February, 2025) was 2,49,856 MW which occurred on 30.05.2024. This peak demand was successfully met with only a marginal gap of 2 MW.

There is adequate availability of power in the country. Present installed generation capacity of the country is 470 GW. Government of India has addressed the critical issue of power deficiency by adding 238 GW of generation capacity since April, 2014 transforming the country from power deficit to power sufficient. Further, addition of 2,01,088 circuit kilometer (ckm) of Transmission lines, 7,78,017 MVA of Transformation capacity and 82,790 MW of Inter-Regional capacity has been done since 2014 with capability of transferring 1,18,740 MW from one corner of the country to another.

The details of All India Power Supply Position of the country during the last three years and current year 2024-25 (upto February 2025) are given at **Statement**. This indicates that the gap between Energy Requirement and Energy Supplied has declined to marginal level of 0.1% only during current year 2024-25 (upto February, 2025). Even this marginal gap between Energy Requirement and Energy Supplied is generally on account of constraints in the State transmission/distribution network.

(d) : The average daily hour of power supply in rural and urban areas as of February, 2025 was 22.6 hrs and 23.4 hrs respectively.

(e) : During 2024 (01-01-2024 to 31-12-2024), 11,116 ckm of transmission lines (of 220 kV and above voltage level) and 2,200 MW of Inter-Regional transfer capacity have been added in the system.

STATEMENT

The details of All India power supply position during the last three years and current year (upto February 2025):

Year	ENERGY			
	Energy Requirement	Energy Supplied	Energy Not Supplied	
	(MU)	(MU)	(MU)	%
2021-22	13,79,812	13,74,024	5,787	0.4
2022-23	15,13,497	15,05,914	7,583	0.5
2023-24	16,26,132	16,22,020	4,112	0.3
2024-25* (upto February, 2025)	15,47,785	15,46,229	1,555	0.1

*Data for February, 2025 is Provisional.

नागौर में मेगा फूड पार्क

5411. श्री हनुमान बेनीवाल:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार राज्यों को मेगा फूड पार्कों की स्थापना के लिए वित्तीय सहायता प्रदान करती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत पांच वर्षों के दौरान राजस्थान में केन्द्र सरकार की वित्तीय सहायता से स्थापित मेगा फूड पार्कों का जिलावार ब्यौरा क्या है;

(ग) क्या सरकार का नागौर संसदीय निर्वाचन क्षेत्र के प्रसिद्ध कृषि उत्पादों को ध्यान में रखते हुए मेगा फूड पार्क स्थापित करने का विचार है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क): खाद्य प्रसंस्करण उद्योग मंत्रालय खेत से बाजार तक मूल्य श्रृंखला के साथ खाद्य प्रसंस्करण क्षेत्र के लिए आधुनिक बुनियादी ढांचे के निर्माण के लिए प्रधानमंत्री किसान संपदा योजना (पीएमएसकेवाई) की एक घटक योजना, मेगा फूड पार्क योजना (एमएफपीएस) को लागू कर रहा है। चूंकि मंत्रालय स्वयं ऐसी परियोजनाएं स्थापित नहीं करता है, इसलिए यह योजना के दिशानिर्देशों के अनुसार समय-समय पर जारी अभिरुचि की अभिव्यक्ति (ईओआई) के माध्यम से इच्छुक संस्थाओं/संगठनों से प्रस्ताव आमंत्रित करता है। मेगा फूड पार्क योजनाओं के तहत राज्यवार आवंटन नहीं किया गया है। 15वें वित्त आयोग चक्र के दौरान प्रतिबद्ध देनदारियों के प्रावधान के साथ सरकार ने 01.04.2021 से इस योजना को बंद कर दिया है। योजना की शुरुआत से, राजस्थान राज्य में सरकार द्वारा दो मेगा फूड पार्क को मंजूरी दी गई है। इसमें से एक मेगा फूड पार्क को पिछले पांच वर्षों के दौरान मंजूरी दी गई है।

राजस्थान राज्य में मेगा फूड पार्क योजना के तहत स्वीकृत परियोजनाओं और उनकी स्थिति का ब्यौरा **विवरण** में है।

(ख) से (घ): ऐसा कोई प्रस्ताव नहीं है, क्योंकि योजना 01.04.2021 से बंद कर दी गई है।

विवरण

राजस्थान राज्य में मेगा फूड पार्क योजना

एसपीवी/आईए नाम	राज्य/संघ राज्य क्षेत्र का नाम	जिले का नाम	अंतिम अनुमोदन की तिथि	कुल परियोजना लागत (करोड़ रुपये में)	स्वीकृत अनुदान (रुपये करोड़ में)	जारी अनुदान (करोड़ रुपये में)	स्थिति
ग्रीनटेक मेगा फूड पार्क प्राइवेट लिमिटेड	राजस्थान	अजमेर	19-फरवरी-2014	110.35	49.88	44.9	प्रचालित
श्री राम मेगा फूड पार्क प्राइवेट लिमिटेड	राजस्थान	बीकानेर	7-अप्रैल-2022	132.81	50	5.71	कार्यान्वयन के अंतर्गत

OBJECTIVES AND OUTCOMES OF ABY

5412. SHRI MALAIYARASAN D.:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the details of the Atal Bhujal Yojana (ABY);

- (b) the details of the specific objectives and expected outcomes from the implementation of the ABY in Tamil Nadu along with the number of districts covered;
- (c) the details of the total funds allocated and utilized so far for groundwater management initiatives in Tamil Nadu under ABY;
- (d) the manner in which the Government is planning to involve local communities, particularly farmers in the sustainable management of groundwater resources under ABY in Kallakurichi district of Tamil Nadu; and
- (e) the mechanism adopted by the Government to monitor the progress of ABY in Kallakurichi district of Tamil Nadu along with the measures taken/being taken to assess its impact on groundwater conservation and water usage practices?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Government of India is implementing Atal Bhujal Yojana, a Central Sector Scheme with a total outlay of Rs.6000 crore in 8,203 water stressed Gram Panchayats (**GPs**) of 229 administrative Blocks/ Talukas in 80 districts of 7 States, viz., Haryana, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh for a period of 6 years from 01.04.2020. Salient features of the scheme include community based monitoring and sharing of groundwater data, planning, capacity building and focused Information, Education and Communication (IEC) activities. This is the first of its kind scheme to focus on activities targeting reduction in water use such as micro-irrigation,

crop diversification, use of pipelines etc. for conservation of groundwater. GP-wise Water Security Plans (WSPs) having details about water budget and proposed demand side interventions such as micro-irrigation, crop diversification, use of pipelines etc. and supply side interventions such as check dams, farm ponds, recharge shafts and other artificial recharge / water conservation structures are prepared and executed through convergence of ongoing schemes with an aim to arrest decline in ground water level.

(b) to (e): This scheme is not being implemented in the state of Tamil Nadu.

KELA TUNNEL IN LADAKH

5413. SHRI RAJA RAM SINGH:

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

(a) whether the Government has approved funding for the Kela Tunnel in Ladakh under the Strategic Road Projects initiative, if so, the details thereof;

(b) the estimated cost of the project, timeline for its completion, and the current status of the Kela Tunnel project;

(c) the manner in which the tunnel would enhance connectivity and strategic mobility in the Ladakh region, specifically for defence and civilian purposes;

(d) whether the Government has conducted any environmental assessments for the project, if so, the details of the assessment reports and if not, the reasons therefor; and

(e) the details of the key stakeholders prior to project approval and the consultations held with stakeholders for the project?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (e): The Government through the Ministry of Road Transport and Highways is primarily responsible for the development and maintenance of National Highways (NHs) in the country.

As regards Kela tunnel in the Union Territory of Ladakh, the information is being collected and shall be laid on the Table of the House.

DEVELOPMENT OF ADVANCED TECHNOLOGIES UNDER MAHIR

5414. SHRI HAMDULLAH SAYEED:

Will the Minister of **POWER** be pleased to state:

(a) whether there has been progress under the Mission on Advanced and High-Impact Research (MAHIR) in developing advanced technologies for the power sector and if so, the details thereof;

(b) the details of the number of research projects approved under the scheme so far; and

(c) whether the Government has plans to ensure the commercialization of the technologies developed under the said scheme and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b): “Mission on Advanced and High-Impact Research (MAHIR)” is an initiative to identify emerging technologies in the power sector and develop them indigenously, at scale, for deployment.

The Mission has a two-tier structure - a Technical Scoping Committee (TSC) to examine research proposals on technical angle and an Apex Committee to finally approve the same. Central Power Research Institute (CPRI) has been made as a nodal agency for coordinating the mission and the approved projects will be funded by the Grants provided to CPRI for Rand D activities. MAHIR has made significant progress since its launch to support advanced high-impact research in power and renewable energy. A TSC was set up with experts from Academia, Utilities and Regulatory bodies to guide and evaluate research focus areas and project proposals. Priority research domains identified include:

- Alternatives to Li based Energy storage

- Geothermal energy
- Carbon capture and utilization
- AI and automation in the energy sector

Multiple consultations were held with experts, academia, and industry to refine research directions. A formal call for proposals was issued, resulting in submissions of proposals from various institutes, research organizations, academia and industry players. TSC have scrutinized the submitted proposals and have recommended 05 proposals for final consideration of Apex Committee.

(c) :As per the guidelines, the Mission shall fund pilot projects of technologies developed by Indian Start-ups and also facilitate its commercialization. The Start-ups will have to share the IPR with the Government of India/CPRI.

वैश्विक बाजार में खाद्य प्रसंस्करण क्षेत्र

5415. श्रीमती रूपकुमारी चौधरी:

डॉ. के. सुधाकर:

श्री खगेन मुर्मु:

क्या खाद्य प्रसंस्करण उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क): सरकार द्वारा छत्तीसगढ़ सहित देश में खाद्य प्रसंस्करण क्षेत्र को विकसित करने तथा राज्य की मुख्यतः कृषि आधारित अर्थव्यवस्था को ध्यान में रखते हुए इसे वैश्विक बाजार में प्रतिस्पर्धी बनाने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(ख) : छत्तीसगढ़ सहित देश में खाद्य उत्पादों की अंतर्राष्ट्रीय बाजारों में मजबूत उपस्थिति प्रदान करने के लिए ब्रांडिंग, विपणन और मूल्य संवर्धन को बढ़ावा देने के लिए सरकार द्वारा क्या पहल की जा रही है;

(ग): क्या भारतीय खाद्य उत्पादों को बेहतर बाजार पहुंच प्रदान करने तथा छत्तीसगढ़ सहित देश में राज्यों के कृषि प्रसंस्करण उद्योग को बढ़ावा देने के लिए कोई नए व्यापार समझौते किए जा रहे हैं अथवा निर्यात संवर्धन रणनीति विकसित की जा रही है; और

(घ) : यदि हां, तो छत्तीसगढ़ सहित वैश्विक व्यापार में देश की प्रतिस्पर्धात्मकता बढ़ाने में सहायता करने वाली बुनियादी ढांचा विकास योजनाओं, वित्तीय प्रोत्साहनों और अन्य सहायता तंत्रों का ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) से (घ): खाद्य प्रसंस्करण उद्योगों के समग्र विकास को बढ़ावा देने और सुनिश्चित करने के लिए, खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) अपनी केंद्रीय क्षेत्र “प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) योजना”, केंद्रीय क्षेत्र “खाद्य प्रसंस्करण उद्योग के लिए उत्पादन से जुड़ी प्रोत्साहन योजना (पीएलआईएसएफपीआई)” और केंद्र प्रायोजित “प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई)” योजना के माध्यम से छत्तीसगढ़ राज्य सहित पूरे देश में संबंधित

बुनियादी ढांचे की स्थापना/विस्तार को प्रोत्साहित कर रहा है। ये योजनाएँ क्षेत्र विशेष नहीं हैं, बल्कि माँग आधारित हैं।

15 वें वित्त आयोग चक्र के लिए 5520 करोड़ रुपये के कुल परिव्यय के साथ खाद्य प्रसंस्करण उद्योग स्थापित करने के लिए उद्यमियों को ऋण से जुड़ी वित्तीय सहायता (पूँजी सब्सिडी) प्रदान की जाती है। अब तक, खाद्य प्रसंस्करण उद्योग मंत्रालय ने छत्तीसगढ़ राज्य में पीएमकेएसवाई की संबंधित घटक योजनाओं के तहत 8 खाद्य प्रसंस्करण परियोजनाओं को मंजूरी दी है।

समृद्ध सूक्ष्म खाद्य प्रसंस्करण उद्यमों की स्थापना/उन्नयन के लिए वित्तीय, तकनीकी और व्यावसायिक सहायता प्रदान की जाती है। यह योजना 10,000 करोड़ रुपये के परिव्यय के साथ 2025-26 तक की अवधि के लिए चालू है। इस योजना का उद्देश्य वित्तीय, तकनीकी और व्यावसायिक सहायता के माध्यम से खाद्य प्रसंस्करण के असंगठित क्षेत्र में सूक्ष्म उद्यमों की प्रतिस्पर्धात्मकता को बढ़ाना और औपचारिकता को बढ़ावा देना है। यह मूल्य श्रृंखला विकास और सहायक बुनियादी ढांचे के संरेखण के लिए रूपरेखा प्रदान करता है। इस योजना में बैकवर्ड और फॉरवर्ड लिंकेज को मजबूत करना, सामान्य सुविधाओं का प्रावधान, इनक्यूबेशन सेंटर, प्रशिक्षण, विपणन और ब्रांडिंग की भी परिकल्पना की गई है। छत्तीसगढ़ राज्य में पीएमएफएमई योजना के तहत सहायता के लिए कुल 896 सूक्ष्म खाद्य प्रसंस्करण उद्यमों को मंजूरी दी गई है।

समृद्ध खाद्य प्रसंस्करण क्षेत्र के लिए पीएलआईएसएफ़पीआई योजना को केंद्रीय मंत्रिमंडल ने 31 मार्च 2021 को ₹10,900 करोड़ के बजट के साथ मंजूरी दी थी, जिसे 2021-22 से 2026-27 तक लागू किया जाना है। इस योजना के तहत, मंत्रालय विदेशों में भारतीय खाद्य ब्रांडों को बढ़ावा देने के लिए वित्तीय प्रोत्साहन प्रदान करता है, वैश्विक बाजारों में भारतीय ब्रांडेड उपभोक्ता खाद्य उत्पादों के लिए ब्रांडिंग और विपणन गतिविधियों के लिए सहायता प्रदान करता है। अब तक छत्तीसगढ़ राज्य में

पीएलआईएसएफपीआई योजना के तहत 28 फरवरी, 2025 तक सहायता के लिए 1 खाद्य प्रसंस्करण कंपनी को मंजूरी दी गई है।

कृषि आधारित अर्थव्यवस्था को देखते हुए , खाद्य प्रसंस्करण उद्योग मंत्रालय अपनी योजनाओं के माध्यम से, संबंधित योजना दिशानिर्देशों के अनुसार, विभिन्न प्रकार की खाद्य प्रसंस्करण इकाइयों की स्थापना के लिए छत्तीसगढ़ राज्य में संभावित उद्यमियों को वित्तीय सहायता प्रदान करता है। इन योजनाओं के तहत उपलब्ध प्रोत्साहनों का ब्यौरा **विवरण** में दिया गया है।

इन योजनाओं का उद्देश्य खेत से लेकर खुदरा बिक्री केन्द्र तक कुशल आपूर्ति श्रृंखला प्रबंधन के साथ आधुनिक बुनियादी ढांचे का निर्माण करना है, जिसमें भंडारण, परिवहन आदि शामिल हैं, जिससे किसानों को बेहतर लाभ मिल सके और रोजगार के बड़े अवसर पैदा हो सकें, प्रसंस्करण स्तर में वृद्धि हो और प्रसंस्कृत खाद्य पदार्थों के निर्यात में वृद्धि हो।

इसके अलावा, वैश्विक बाजार में भारतीय खाद्य उत्पादों के निवेश और सोर्सिंग को बढ़ावा देने के उद्देश्य से, खाद्य प्रसंस्करण उद्योग मंत्रालय ने 19 से 22 सितंबर 2024 के दौरान भारत मंडपम , नई दिल्ली में “वर्ल्ड फूड इंडिया” नामक एक मेगा इवेंट के तीसरे संस्करण का आयोजन किया, जिसका उद्देश्य घरेलू उद्योग को प्रदर्शित करना और इसे अंतर्राष्ट्रीय हितधारकों के साथ सहयोग के अवसर प्रदान करना था। यह कार्यक्रम वैश्विक खाद्य प्रसंस्करण कंपनियों, इनोवेटर्स, आपूर्ति श्रृंखला हितधारकों, उपकरण निर्माताओं आदि को एक सहयोगी मंच पर लाया और विदेशी कंपनियों को अपने भारतीय समकक्षों के साथ गठजोड़/व्यावसायिक अवसर प्रदान किए।

खाद्य प्रसंस्करण उद्योग मंत्रालय खाद्य प्रसंस्करण में निवेश के अवसरों और प्रगति को उजागर करने के लिए डब्ल्यूएफआई, 2025 का भी आयोजन कर रहा है। यह आयोजन वैश्विक निवेशकों, खुदरा विक्रेताओं, वितरकों, नीति निर्माताओं और अनुसंधान संस्थानों सहित प्रमुख हितधारकों को

एक साथ लाने पर केंद्रित होगा। यह आयोजन बाजार पहुंच बढ़ाने, निवेश को बढ़ावा देने और खाद्य उत्पादों के निर्यात को सुविधाजनक बनाने के लिए बी2बी मैचमेकिंग के अवसर, अंतर्राष्ट्रीय प्रतिनिधिमंडल और उद्योग गोलमेज सम्मेलन प्रदान करेगा। इन आयोजनों से व्यापार को बढ़ावा मिलने और उन्नत प्रौद्योगिकियों को अपनाने, टिकाऊ प्रथाओं को बढ़ावा देने और वैश्विक मानकों को पूरा करने के लिए उत्पाद की गुणवत्ता बढ़ाने के माध्यम से अंतर्राष्ट्रीय बाजार में भारत की उपस्थिति को मजबूत करने की उम्मीद है।

सरकार ने खाद्य प्रसंस्करण क्षेत्र में स्वचालित मार्ग से 100% प्रत्यक्ष विदेशी निवेश (एफडीआई) की अनुमति दी है। इसके अलावा, भारत में निर्मित और/या उत्पादित खाद्य उत्पादों के संबंध में ई-कॉमर्स सहित व्यापार के लिए सरकारी अनुमोदन मार्ग के माध्यम से 100% एफडीआई की अनुमति है।

विवरण

प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) के तहत उपलब्ध प्रोत्साहन

क्र. सं.	घटक योजना	सामान्य क्षेत्र में परियोजनाओं के लिए योजना लाभ (अनुदान सहायता)	दुर्गम क्षेत्रों के साथ-साथ अनुसूचित जाति/अनुसूचित जनजाति, एफपीओ, स्वयं सहायता समूहों की परियोजनाओं के लिए योजना के लाभ (अनुदान सहायता)
1.	एकीकृत शीत श्रृंखला और मूल्य संवर्धन अवसंरचना	पात्र परियोजना लागत का 35% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 10 करोड़ रुपये तक के अध्यधीन]	पात्र परियोजना लागत का 50% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 10 करोड़ रुपये तक के अध्यधीन]
2.	खाद्य प्रसंस्करण एवं परिरक्षण क्षमताओं का	पात्र परियोजना लागत का 35% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 5 करोड़ रुपये तक के अध्यधीन]	पात्र परियोजना लागत का 50% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 5 करोड़ रुपये तक के अध्यधीन]

	सृजन/विस्तार		
3.	कृषि प्रसंस्करण क्लस्टर अवसंरचना	सामान्य क्षेत्र में पात्र परियोजना लागत का 35% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 10 करोड़ रुपये तक के अध्यधीन]	पात्र परियोजना का 50% की दर से अनुदान सहायता [प्रति परियोजना अधिकतम 10 करोड़ रुपये तक के अध्यधीन]
4.	ऑपरेशन ग्रीन्स	एकीकृत मूल्य श्रृंखला विकास परियोजनाओं के लिए पात्र परियोजना लागत के 35% की दर से अनुदान सहायता दी जाएगी, अधिकतम अनुदान सहायता प्रति परियोजना ₹15 करोड़ होगी; तथा एकल कटाई-पश्चात अवसंरचना परियोजनाओं के लिए अधिकतम अनुदान सहायता प्रति परियोजना ₹10 करोड़ होगी।	एकीकृत मूल्य श्रृंखला विकास परियोजनाओं के लिए पात्र परियोजना लागत का अधिकतम 50% की दर से अनुदान सहायता दी जाएगी, अधिकतम अनुदान सहायता प्रति परियोजना ₹15 करोड़ होगी; तथा एकल कटाई-पश्चात अवसंरचना परियोजनाओं के लिए अधिकतम अनुदान सहायता प्रति परियोजना ₹10 करोड़ होगी।
5.	खाद्य सुरक्षा और गुणवत्ता आश्वासन - खाद्य परीक्षण प्रयोगशालाएँ	सरकारी संगठनों के लिए 100% अनुदान सहायता निजी संगठनों/संस्थाओं के लिए: पात्र लागत का 50% की दर से अनुदान सहायता।	निजी संगठनों/संस्थाओं के लिए: पात्र लागत का 70% की दर से अनुदान सहायता।
6.	मानव संसाधन एवं संस्थान-अनुसंधान एवं विकास	सरकारी संगठनों के लिए - उपकरण लागत, उपभोग्य सामग्रियों का 100% की दर से अनुदान, निजी संगठनों/विश्वविद्यालयों/संस्थानों के लिए उपकरण लागत का 50% की दर से अनुदान।	सरकारी संगठनों के लिए - उपकरण लागत, उपभोग्य सामग्रियों का 100% की दर से अनुदान निजी संगठनों/विश्वविद्यालयों/संस्थानों के लिए उपकरण लागत का 70% की दर से अनुदान।

खाद्य प्रसंस्करण उद्योग के लिए उत्पादन से जुड़ी प्रोत्साहन योजना (पीएलआईएस-एफपीआई)
के अंतर्गत उपलब्ध प्रोत्साहन

i. योजना के श्रेणी-I, श्रेणी-II और मिलेट आधारित उत्पाद घटकों के अंतर्गत प्रोत्साहन का दावा करने के लिए लाभार्थी को न्यूनतम वार्षिक बिक्री वृद्धि 10% प्राप्त करनी चाहिए। श्रेणी-I घटक के अंतर्गत, कंपनियों को अपनी उत्पादन क्षमता बढ़ाने के लिए प्रतिबद्ध निवेश करना होगा। यदि कोई कंपनी 2023-24 के अंत तक प्रतिबद्ध निवेश नहीं करती है, तो वह योजना के अंतर्गत प्रोत्साहन प्राप्त करने के लिए पात्र नहीं होगी।

ii. श्रेणी-III, अर्थात् ब्रांडिंग और मार्केटिंग घटक के अंतर्गत, कोई कंपनी विदेश में ब्रांडिंग और मार्केटिंग पर किए गए व्यय के 50% की दर से वित्तीय प्रोत्साहन के लिए पात्र है, जो खाद्य उत्पादों की बिक्री के अधिकतम 3% या प्रति वर्ष 50 करोड़ रुपये, जो भी कम हो, के अध्वधीन है। पांच वर्षों की अवधि में न्यूनतम व्यय 5 करोड़ रुपये होना चाहिए।

पीएमएफएमई योजना के तहत सूक्ष्म खाद्य प्रसंस्करण उद्यमों को उपलब्ध सहायता का विवरण

(i) व्यक्तिगत/समूह श्रेणी सूक्ष्म उद्यमों को सहायता: पात्र परियोजना लागत का 35% की दर से क्रेडिट-लिंक्ड पूंजी सब्सिडी, अधिकतम सीमा 10 लाख रुपये प्रति इकाई;

(ii) प्रारंभिक पूंजी के लिए स्वयं सहायता समूहों को सहायता: कार्यशील पूंजी और छोटे औजारों की खरीद के लिए खाद्य प्रसंस्करण में लगे स्वयं सहायता समूहों के प्रत्येक सदस्य को 40,000 रुपये की दर से प्रारंभिक पूंजी दी जाएगी, जो प्रति स्वयं सहायता समूह संघ के लिए अधिकतम 4 लाख रुपये होगी।

(iii) सामान्य अवसंरचना के लिए सहायता: एफपीओ, एसएचजी, सहकारी समितियों और किसी भी सरकारी एजेंसी को सामान्य अवसंरचना स्थापित करने के लिए सहायता देने के लिए 35% की दर से

ऋण से जुड़ी पूंजी सब्सिडी, जो अधिकतम 3 करोड़ रुपये होगी। सामान्य अवसंरचना अन्य इकाइयों और आम जनता के लिए भी उपलब्ध होगी, ताकि वे क्षमता के एक बड़े हिस्से का किराये के आधार पर उपयोग कर सकें।

(iv) *ब्रांडिंग और विपणन सहायता*: एफपीओ/एसएचजी/सहकारिता समूहों या सूक्ष्म खाद्य प्रसंस्करण उद्यमों के एसपीवी को ब्रांडिंग और विपणन के लिए 50% तक अनुदान।

(v) *क्षमता निर्माण*: इस योजना में उद्यमिता विकास कौशल (ईडीपी+) के लिए प्रशिक्षण की परिकल्पना की गई है: खाद्य प्रसंस्करण उद्योग और उत्पाद विशिष्ट कौशल की आवश्यकता को पूरा करने के लिए कार्यक्रम को संशोधित किया गया है।

FUNDS TO DARJEELING-KALIMPONG UNDER PMKSY

5416. SHRI RAJU BISTA:

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

(a) the details of key component of Pradhan Mantri Kisan SAMPADA Yojana including initiatives for infrastructure development and value addition in the agricultural sector;

(b) the total financial outlay and assistance provided to the States under the said scheme since its inception;

(c) the details of assistance provided to the districts of Darjeeling, Kalimpong and North Dinajpur under the scheme since its inception, year-wise;

(d) the impact of the scheme on improving farmers' income and reducing agricultural wastage across the country till January 2025; and

(e) the measures being taken by the Government to promote private sector participation and expand the scheme's coverage in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): The component schemes under PMKSY are as under:

- i. Infrastructure for Agro-Processing Clusters (APC Scheme)
- ii. Creation/Expansion of Food Processing and Preservation Capacities (CEFPPC Scheme)
- iii. Operation Greens (OG Scheme)
- iv. Integrated Cold Chain and Value Addition Infrastructure (ICC and VAI Scheme)
- v. Food Safety and Quality Assurance Infrastructure Scheme
- vi. Research and Development (Rand D Scheme) Human Resource and Institutions -Research and Development
- vii. Creation of Backward and Forward Linkages (CBFL Scheme) – discontinued w.e.f. 01.04.2021
- viii. Mega Food Parks (MFP Scheme) – discontinued w.e.f. 01.04.2021

(b) and (c): Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) is demand driven in nature and applications are invited through Expression of Interest (Eoi) from all over India including Darjeeling, Kalimpong and North Dinajpur. The funds are not allocated/sanctioned/released State-wise under any of the component schemes of PMKSY. The proposals received are scrutinized for their eligibility and evaluated based on the criteria fixed as per the extant scheme guidelines. Merit based approvals are given to the eligible proposals based on availability of funds. State-wise financial assistance approved under PMKSY since inception is at **Statement-I**. Details of approved projects in Darjeeling district are at **Statement-II**. No projects have been approved in the district of Kalimpong and North Dinajpur as on date.

(d): With Creation of Food Processing Infrastructure, the demand for Farm produce which is raw material for Food Processing industries increases leading to better prices to farmers and increasing farm gate profitability. Under component schemes of PMKSY till January 2025 a total of 1611 projects have been approved out of which 1097 are operational, benefitting 3331736 farmers.

Creation of post-harvest infrastructure and processing facilities leads to reduction in post-harvest losses. The component schemes under PMKSY provide financial assistance in the form of grants-in-aid to entrepreneurs for setting up of food processing/preservation infrastructure which, inter-alia, includes cold storages and refrigerated vehicles to minimize post-harvest losses.

As per the Evaluation Study conducted and submitted to the Ministry by NABARD Consultancy Services Pvt. Ltd. (NABCONS) in 2020 on “Impact of Units Implemented under Scheme for Integrated Cold Chain and Value Addition Infrastructure assisted by Ministry of Food Processing Industries (MoFPI)”, it was highlighted that due to interventions of the Integrated Cold Chain and Value Addition Infrastructure Scheme of Ministry of Food Processing Industries, while all sectors had shown some decrease in wastages, but Fruits and Vegetables, Dairy and Fisheries sector had shown significant reduction in wastages.

(e): Under the PMKSY scheme, project proposals are invited from time to time from across the country including rural areas by floating Expression of Interests (EoIs) on the Ministry’s website. Wide publicity is given to the component schemes under PMKSY by circulation through Press Information Bureau (PIB) and publishing in leading national and regional newspapers. Private sector participants including small farmers as well as entity/ organization such as FPOs/FPCs/NGOs/PSUs/Firms/Companies, etc. are eligible to avail benefits under the scheme.

Under the scheme of Promotional Activities of MoFPI, Ministry has provided financial assistance to various eligible organizations for organizing 60 events such as seminar, workshop, conference, exhibitions etc. across the country during the year 2024 to create awareness among private sector stakeholders on various schemes of the Ministry.

STATEMENT-I

State-wise financial assistance provided under PMKSY as on 28.02.2025			
S.No	State	Approved GIA (Rs Crore)	Released GIA (Rs Crore)
1	Andaman and Nicobar	3.17	3.04
2	Andhra Pradesh	763.99	452.55
3	Arunachal Pradesh	82.51	25.99
4	Assam	445.34	251.54
5	Bihar	170.60	96.87
6	Chandigarh	0.00	0.00
7	Chhattisgarh	79.47	61.42
8	Dadar and Nagar Haveli and Daman and Diu	3.64	3.47
9	Delhi	10.90	10.49
10	Goa	7.71	7.56
11	Gujarat	658.52	528.90
12	Haryana	411.16	283.04
13	Himachal Pradesh	308.47	245.66
14	Jammu and Kashmir	194.32	148.26
15	Jharkhand	0.94	0.77
16	Karnataka	399.69	290.87

17	Kerala	303.87	210.23
18	Ladakh	0.00	0.00
19	Lakshadweep	0.00	0.00
20	Madhya Pradesh	355.66	255.92
21	Maharashtra	1312.19	903.79
22	Manipur	59.19	22.90
23	Meghalaya	71.92	12.57
24	Mizoram	66.32	59.17
25	Nagaland	78.90	51.18
26	Orissa	206.85	146.43
27	Puduchery	0.81	0.70
28	Punjab	427.07	355.82
29	Rajasthan	325.37	183.15
30	Sikkim	3.64	3.64
31	Tamil Nadu	497.69	313.30
32	Telangana	404.44	228.20
33	Tripura	64.63	60.90
34	Uttar Pradesh	476.24	351.36
35	Uttarakhand	476.05	438.95
36	West Bengal	249.90	190.11
	Total	8921.17	6198.76

STATEMENT-II

Details of projects in Darjeeling District under PMKSY										
Sr . N o.	Scheme Name	State	Project Name	Date of Approval	Proje ct Cost (in Cr.)	Approv ed Grant- in-aid (Rs. in Cr)	Releas ed Grant- in-aid (Rs. in Cr)	Status	Employment	Farmer s Benefit ed
1	Creation / Expansion of Food Processing and Preservation Capacities Scheme (CEFPPC)	West Bengal	M/s Mahana nda Food Pvt. Ltd	07.12.2018	22.94	4.94	4.77	Operational	575	51
2	Creation / Expansion of Food Processing and Preservation Capacities Scheme (CEFPPC)	West Bengal	M/s Aarson Lozenges Factory	29.05.2019	4.75	1.31	1.23	Operational	150	51

'अमृत' के अंतर्गत हासिल की गई जल एवं सीवेज उपचार क्षमता

5417. श्री विजय बघेल:

सुश्री बाँसुरी स्वराज:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) देश भर में शहरी क्षेत्रों में, विशेषकर छत्तीसगढ़ में, 'अमृत' के अंतर्गत हासिल की गयी जल एवं सीवेज उपचार क्षमता का राज्यवार ब्यौरा क्या है;

(ख) सरकार द्वारा 'अमृत 2.0' के अंतर्गत दुर्ग संसदीय निर्वाचन क्षेत्र सहित छत्तीसगढ़ में राज्यवार, विशेषकर जिलावार कितनी परियोजनाओं को मंजूरी दी गई है; और

(ग) 'अमृत 2.0' के अंतर्गत अनुमोदित उक्त परियोजनाओं की परिचालन एवं रखरखाव लागत सहित कुल वित्तीय लागत का ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) अटल नवीकरण और शहरी परिवर्तन मिशन (अमृत) का कार्यान्वयन कर रहा है, जिसे 25 जून 2015 को देश भर के चयनित 500 शहरों (अब 15 विलय किए गए शहरों सहित 485 शहर) और कस्बों में शुरू किया गया था।

अमृत के अंतर्गत 4,734 मिलियन लीटर प्रतिदिन (एमएलडी) जल शोधन संयंत्र (डब्ल्यूटीपी) क्षमता और 4,447 एमएलडी सीवेज शोधन संयंत्र (एसटीपी) क्षमता सृजित की गई है, जिसमें से 317 एमएलडी डब्ल्यूटीपी क्षमता और 263.2 एमएलडी एसटीपी क्षमता छत्तीसगढ़ राज्य में सृजित की गई है। छत्तीसगढ़ सहित डब्ल्यूटीपी और एसटीपी क्षमता का राज्य-वार ब्यौरा **विवरण-1** में दिया गया है।

(ख) और (ग): अमृत 2.0 को 01 अक्टूबर, 2021 को सभी शहरी स्थानीय निकायों (यूएलबी)/शहरों में शुरू किया गया है। अमृत 2.0 के तहत, राज्यों/संघ राज्य क्षेत्रों को मिशन दिशा-निर्देशों के व्यापक

फ्रेमवर्क के अन्दर परियोजनाओं का चयन करने, प्राथमिकता देने, डिजाइन बनाने, कार्यान्वयन और निगरानी करने का अधिकार दिया गया है। अब तक अमृत 2.0 के तहत, आवासन और शहरी कार्य मंत्रालय द्वारा 1,89,087.31 करोड़ रु. (संचालन और रख-रखाव लागत सहित) की कुल 8,868 परियोजनाओं को अनुमोदित किया गया है। अनुमोदित परियोजनाओं का राज्य-वार ब्यौरा **विवरण-II** में दिया गया है।

अमृत 2.0 के अंतर्गत छत्तीसगढ़ में अब तक 3,308.19 करोड़ रु. (संचालन और रख-रखाव लागत सहित) की 76 परियोजनाओं को अनुमोदित किया गया है, जिनमें से दुर्ग संसदीय क्षेत्र (बेमेतारा और दुर्ग जिले) में 641.58 करोड़ रु. की 09 परियोजनाएं अनुमोदित की गई हैं। छत्तीसगढ़ में अनुमोदित परियोजनाओं का जिला-वार ब्यौरा **विवरण-III** में दिया गया है।

विवरण-I

अमृत के अंतर्गत जल शोधन संयंत्र क्षमता की राज्य-वार स्थिति

क्र. सं.	राज्य/संघ राज्य क्षेत्र	विकसित डब्ल्यूटीपी क्षमता (एमएलडी में)	विकास चरण में डब्ल्यूटीपी क्षमता (एमएलडी में)	कुल डब्ल्यूटीपी क्षमता (एमएलडी में)
1	आंध्र प्रदेश	272	47	319
2	अरुणाचल प्रदेश	9.5		9.5
3	असम		145.2	145.2
4	बिहार	34		34
5	चंडीगढ़	68		68
6	छत्तीसगढ़	317	35	352

7	दादरा और नगर हवेली	11		11
8	दिल्ली	3		3
9	गुजरात	955.85		955.85
10	हरियाणा	71	51.8	122.8
11	झारखंड	119		119
12	कर्नाटक	326.37		326.37
13	केरल	165	100	265
14	मध्य प्रदेश	334.5		334.5
15	महाराष्ट्र	445.7	238	683.7
16	मिजोरम	34.8		34.8
17	ओडिशा	86		86
18	पंजाब	113	405.89	518.89
19	राजस्थान		25.8	25.8
20	तमिलनाडु	729.4	125	854.4
21	त्रिपुरा	16.5		16.5
22	उत्तर प्रदेश	210	195	405
23	पश्चिम बंगाल	412.17	37.96	450.13
कुल		4733.79	1406.65	6140.44

अमृत के अंतर्गत सीवेज शोधन संयंत्र क्षमता की राज्य-वार स्थिति

क्र.सं.	राज्य/संघ राज्य क्षेत्र का नाम	विकसित एसटीपी क्षमता (एमएलडी में)	विकास चरण में एसटीपी क्षमता (एमएलडी में)	कुल एसटीपी क्षमता (एमएलडी में)
1	आंध्र प्रदेश	40	165	205
2	अरुणाचल प्रदेश		3	3
3	छत्तीसगढ़	263.2		263.2
4	दिल्ली		68	68
5	दमन और दीव	4.21		4.21
6	गुजरात	1582.4		1582.4
7	हरियाणा	231.86	44.37	276.23
8	हिमाचल प्रदेश	31.1		31.1
9	जम्मू और कश्मीर	8		8
10	झारखंड		36	36
11	कर्नाटक	132.55	78	210.55
12	केरल	11.6	16.2	27.8
13	मध्य प्रदेश	570.85	391.65	962.5
14	महाराष्ट्र	529.5	303.5	833
15	मेघालय	1.65		1.65
16	ओडिशा	0.12		0.12
17	पंजाब	131.25	380.5	511.75

18	राजस्थान	266.75	28	294.75
19	तमिलनाडु	289.97	210.03	500
20	तेलंगाना	18.25		18.25
21	उत्तर प्रदेश	280	128	408
22	उत्तराखंड	49.55		49.55
23	पश्चिम बंगाल	4.3		4.3
कुल		4447.11	1852.25	6299.36

विवरण-II

अमृत 2.0 के अंतर्गत राज्य-वार अनुमोदित परियोजनाएं

क्र.सं.	राज्य	अनुमोदित परियोजनाएं	
		संख्या	कुल लागत (करोड़ में)
1	अंडमान व निकोबार द्वीप समूह	1	34.9
2	आंध्र प्रदेश	552	8,517.69
3	अरुणाचल प्रदेश	19	185.02
4	असम	60	961.98
5	बिहार	64	8,481.14
6	चंडीगढ़	6	175.94
7	छत्तीसगढ़	76	3,308.19
8	दादरा और नगर हवेली तथा दमण और दीव	1	63.47

क्र.सं.	राज्य	अनुमोदित परियोजनाएं	
		संख्या	कुल लागत (करोड़ में)
9	दिल्ली	89	2,499.05
10	गोवा	24	173.42
11	गुजरात	922	17,717.74
12	हरियाणा	57	1,727.36
13	हिमाचल प्रदेश	49	321.66
14	जम्मू और कश्मीर	153	1,665.11
15	झारखंड	113	4,202.53
16	कर्नाटक	684	10,274.13
17	केरल	740	3,743.43
18	लद्दाख	3	195.05
19	लक्षद्वीप		
20	मध्य प्रदेश	1273	12,963.14
21	महाराष्ट्र	286	30,452.90
22	मणिपुर	32	155.73
23	मेघालय	1	121
24	मिजोरम	106	157.78
25	नागालैंड	64	218.9
26	ओडिशा	348	3,940.98

क्र.सं.	राज्य	अनुमोदित परियोजनाएं	
		संख्या	कुल लागत (करोड़ में)
27	पुदुचेरी	19	189.68
28	पंजाब	195	3,659.47
29	राजस्थान	321	10,823.72
30	सिक्किम	8	49.41
31	तमिलनाडु	1270	14,687.83
32	तेलंगाना	252	9,584.26
33	त्रिपुरा	18	191.53
34	उत्तर प्रदेश	655	26,758.53
35	उत्तराखंड	19	263.04
36	पश्चिम बंगाल	388	10,621.59
कुल		8868	1,89,087.31

विवरण-III

छत्तीसगढ़ में अमृत 2.0 के अंतर्गत जिला-वार अनुमोदित परियोजनाएं

क्र. सं.	ज़िले के नाम	अनुमोदित परियोजनाएं	
		संख्या	लागत (करोड़ में)
1	बालोद	3	93.65
2	बस्तर	3	88.81
3	बेमेटारा	1	3.10

4	बिलासपुर	10	293.27
5	धमतारी	3	113.73
6	दुर्ग	8	638.48
7	गरियाबंद	1	39.42
8	जांजगीर चम्पा	3	106.70
9	जशपुर नगर	5	112.51
10	कांकेर	4	86.94
11	कवर्धा	1	6.95
12	कोडागांव	1	111.01
13	कोरबा	2	145.25
14	कोरिया	4	271.92
15	महासमुंद	1	129.90
16	मुंगेली	5	219.04
17	रायगढ़	1	13.52
18	रायपुर	8	276.74
19	राजनंदगांव	5	195.40
20	सारंगढ-बिलाईगढ़	1	40.36
21	सरगुजा	3	146.28
22	सुकमा	1	83.96
23	सुरजपुर	2	91.24
	कुल	76	3308.19

NATIONAL POLITICAL PARTIES

5418. PROF. SOUGATA RAY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state;

(a) The details of the Government bungalows allotted to Election Commission-approved national parties of the country for their office / residence purposes in New Delhi.

(b) Whether any of the national parties approved by the Election Commission have been denied for the allotment of Government bungalows as their office purpose;

(c) If so, the details thereof along with the reasons for not sanctioning the Government bungalows to such parties; and

(d) The details of the government bungalows allotted to the office bearers like the President / General Secretary of the national political parties in New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The details of Government bungalows allotted to Election Commission-approved National Political Parties of the country for their office purposes in New Delhi is as below:

Sl. No	Name of Political Party	Allotted GPRA	Type	Date of Occupation
1.	Indian National Congress	5, Raisina Road	VIII	05.07.1976
		24, Akbar Road	VIII	18.07.1990
2.	Bharatiya Janata Party	14, Pt. Pant Marg	VII	07.04.1999
3.	National People's Party	75, North avenue	VA	12.08.2021
4.	Bahujan Samaj Party	029, Lodhi Estate	VIB	15.02.2024
5.	Aam Aadmi Party (AAP)	No. 1, Pandit Ravi Shankar Shukla Lane (Canning Lane), New Delhi	VII	25.07.2024

(b) and (c) : No.

(d): The details of Government bungalows allotted to office bearers like President/ General Secretary of National Political Parties of the country for their residence purposes in New Delhi is as below:

Sl. No.	Name of Political Party	Allotted GPRA	Type	Date of Allotment/ regularization
1.	Kumari Mayawati, President, Bahujan Samaj Party (BSP)	035, Lodhi Estate	VII	15.02.2024
2.	Shri Prakash Karat, General Secretary, Communist Party of India (Marxist)	36, Pandit Ravi Shankar Shukla Lane (Canning Lane), New Delhi	VII	27.12.2024

राजस्थान में प्रधानमंत्री विश्वकर्मा योजना

5419. श्री राजकुमार रोटः

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधानमंत्री विश्वकर्मा योजना के अंतर्गत वित्तीय और कौशल सहायता के लिए पात्र पारंपरिक कारीगरों और शिल्पकारों का ब्यौरा क्या है तथा व्यवसाय स्थापना के लिए प्रदान किए गए ऋण पर लागू ब्याज दर क्या है;

(ख) राजस्थान में उन पारंपरिक कारीगरों और शिल्पकारों का जिला/श्रेणी और वर्षवार ब्यौरा क्या है जिन्हें इस योजना के अंतर्गत वित्तीय और कौशल सहायता प्रदान की गई है;

(ग) क्या इस योजना के अंतर्गत अनुसूचित जाति और अनुसूचित जनजाति के लाभार्थियों को अन्य श्रेणियों की तरह पांच प्रतिशत ब्याज देना होता है; और

(घ) यदि हां, तो क्या सरकार का विचार अनुसूचित जातियों और अनुसूचित जनजातियों के व्यक्तियों को उनकी वित्तीय स्थिति पर विचार किए बिना उक्त योजना के अंतर्गत ब्याज मुक्त ऋण उपलब्ध कराने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इसके लिए क्या समयावधि निर्धारित की गई है और यदि नहीं, तो इसके क्या कारण हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) : पीएम विश्वकर्मा स्कीम के तहत, सभी सफलतापूर्वक पंजीकृत लाभार्थी कौशल प्रशिक्षण के लिए पात्र हैं। आधारभूत कौशल को पूर्ण करने के उपरान्त, लाभार्थी 5% की रियारती निश्चित ब्याज दर पर कोलेटरल-मुक्त उद्यम विकास ऋणों के लिए पात्र हैं। लाभार्थी 1,00,000 रुपए तक की पहली ऋण

किश्त का लाभ उठा सकते हैं तथा पहली किश्त के पुनर्भुगतान के बाद 2,00,000 रुपए तक की दूसरी किश्त का लाभ उठा सकते हैं। भारत सरकार 8% का ब्याज छूट में योगदान देती है। सभी ऋण कवरेज, पोर्टफोलियो आधार पर सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट के तहत सुरक्षित हैं।

(ख) : दिनांक 17.09.2023 को स्कीम की शुरुआत से अब तक, पीएम विश्वकर्मा स्कीम के तहत राजस्थान में वे लाभार्थी जिन्हें वित्तीय सहायता तथा आधारभूत कौशल प्रशिक्षण प्रदान किया गया है जिला-वार ब्यौरा **विवरण** पर दिया गया है। लाभार्थियों का श्रेणी-वार ब्यौरा निम्नानुसार है:

श्रेणी	पूर्ण के गए आधारभूत प्रशिक्षण	संस्वीकृत ऋण की संख्या
सामान्य	13,913	2,677
अन्य पिछड़ा वर्ग	135,544	31,495
अनुसूचित जाति	41,721	7,940
अनुसूचित जनजाति	12,317	1,907

(ग) और (घ): पीएम विश्वकर्मा स्कीम के तहत 5% की रियायती निश्चित ब्याज दर अनुसूचित जाति और अनुसूचित जनजाति लाभार्थियों सहित सभी लाभार्थियों के लिए एक समान है।

विवरण

राजस्थान में वित्तीय सहायता तथा आधारभूत कौशल प्रशिक्षण का जिला-वार ब्यौरा

जिला (राजस्थान)	पूर्ण किए गए प्रशिक्षण कार्यक्रम	संस्वीकृत ऋण आवेदनों की संख्या
अजमेर	8,593	1,966
अलवर	9,912	2,773

बांसवाड़ा	4,245	846
बारन	7,348	1,323
बाड़मेर	7,650	932
भरतपुर	7,934	1,608
भीलवाड़ा	5,733	1,291
बीकानेर	8,642	2,132
बुंदी	8,470	1,926
चित्तौड़गढ़	3,310	879
चुरू	11,637	2,520
दौसा	10,807	1,779
धौलपुर	3,187	552
डुंगरपुर	3,533	579
गंगानगर	4,291	953
हनुमानगढ़	7,753	1,639
जयपुर	13,079	3,231
जैसलमेर	4,641	1,623
जालौर	4,457	881
झालावाड़	5,875	1,276
झुनझुनु	5,135	1,310
जोधपुर	7,210	1,579
करौली	7,020	1,177

कोटा	4,679	962
नागौर	7,193	1,678
पाली	4,095	831
प्रतापगढ़	1,953	475
राजसमंद	3,336	887
सवाई माधोपुर	2,441	392
सीकर	5,258	962
सिरोही	2,193	482
टोंक	7,717	1,590
उदयपुर	4,168	985
सकल योग	203,495	44,019

ADVANCEMENT AND INNOVATIONS IN METRO SYSTEMS

5420. DR. KALANIDHI VEERASWAMY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of the recent advancements and innovations aimed to improve urban transport and enhance connectivity in metro systems across the country, State-wise including Tamil Nadu;

(b) the number of new metro projects initiated/under planning stages in Tamil Nadu along with their expected impact on urban mobility and congestion in major cities;

(c) the details of the technological improvements and modernizations being implemented in metro systems in Tamil Nadu to increase efficiency, sustainability and passenger comfort;

(d) the details of the funds allocated by the Government for expansion and development of the metro systems in Tamil Nadu along with the timeline fixed for their completion; and

(e) the steps taken/being taken by the Government to integrate metro systems with other modes of public transport in Tamil Nadu by ensuring seamless connectivity for passengers?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (c) :A number of advancements and technological innovations have taken place during the recent years in various Metro Rail operational in the country, improving efficiency, sustainability and passenger comforts. Some of the noteworthy technological advancements are:

(i) Introduction of Namo Bharat Train- India's first State of Art Namo Bharat train with design speed of 180 kmph and operational speed of 160 kmph has been

introduced on priority section between New Ashok Nagar to Meerut South Depot on Delhi- Meerut RRTS corridor;

(ii) European Train Control System (ETCS) – World's first State of Art ETCS level II with Hybrid level-III radio based train signaling system on Long Term Evolution (LTE) backbone has been introduced on Namo Bharat trains running between New Ashok Nagar to Meerut South Depot on Delhi- Meerut RRTS corridor enhancing passenger safety to a new level.

(iii) Platform Screen Door (PSD) - For improved safety and to reduce the risk of accidents, PSD has been jointly developed by Bharat Electronics Limited (BEL) with National Capital Region Transport Corporation (NCRTC);

(iv) National Common Mobility Card (NCMC) – One Nation-One card i.e. NCMC work on all NCMC enabled transport systems in the country;

(v) QR based Ticketing – QR based ticketing system has facilitated booking of tickets from Mobile based apps;

(vi) Unmanned Train Operations (UTO) – For improved efficiency and quality of service including better utilization of resources, UTO is functional on Delhi Metro Rail Corporation;

(vii) Indigenous Automatic Train Supervision system (i-ATS) – India's first Indigenously built Automatic Train Supervision System developed by the combined efforts of DMRC and Bharat Electronics Limited (BEL) has been implemented on Red Line of Delhi Metro.

Out of above technology improvements, National Common Mobility Card, QR based ticketing, platform screen doors etc. have been provided in Chennai Metro project. In addition, Chennai Metro Phase-2 has been planned for UTO operations.

(b), (d) and (e): Urban transport, which is an integral part of urban development, is a state subject. Hence, respective State Government/Union Territory (UT) is responsible for planning, initiating, integration of metro rail project with other modes of public transport and expansion of urban transport infrastructure. The Central Government considers financial assistance for such projects in cities or urban agglomerates, based on feasibility of the proposal and availability of resources, as and when posed by the concerned State Government/Union Territory (UT). Central Government has sanctioned Chennai Metro Rail Phase-I and Phase-I Extension projects with 54 km route length at the sanctioned cost of ₹ 22,149.92 crores. Government of India has released the entire fund to the tune of ₹ 15,355.78 crores for Chennai Metro Phase-I including its extension and the projects are fully operational. Further, Central Government has approved Chennai Metro Phase-II project as 50:50 Joint Venture project at the cost of Rs 63,246.4 crore in October 2024. As per sanction order, total contribution from Government of India for Chennai Metro Rail Phase-2 project is ₹ 7,424.9 Cr towards Equity and Subordinate Debt. In addition, Central Government is also providing pass through assistance against the external loan as per sanction order. Central

Government has released fund to the tune of Rs 5,554.15 crore for Chennai Metro phase-2 project since its sanction in the month of October 2024.

पीएमयूवाई के तहत शहरी मलिन बस्तियों में एलपीजी के उपयोग को बढ़ावा देना

5421. श्री लुम्बाराम चौधरी:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने स्वच्छ खाना पकाने की ऊर्जा तक पहुंच बढ़ाने और वायु गुणवत्ता में सुधार लाने के लिए शहरी मलिन बस्तियों में एलपीजी के उपयोग को बढ़ावा देने के लिए कोई कदम उठाए हैं;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) क्या सरकार ने प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के अंतर्गत एलपीजी कनेक्शन प्राप्त करने के लिए पात्रता मानदंड में ढील दी है ताकि अधिक से अधिक लोग इस योजना से लाभान्वित हो सकें और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) देश के ग्रामीण और दूरदराज के क्षेत्रों में एलपीजी वितरण बुनियादी ढांचे का ब्यौरा क्या है;

(ङ) गत दो वर्षों और चालू वर्ष के दौरान अपने एलपीजी सिलेंडरों को रिफिल कराने वाले प्रधानमंत्री उज्ज्वला योजना के लाभार्थियों की वर्षवार संख्या कितनी है; और

(च) पीएमयूवाई योजना ने ग्रामीण परिवारों, विशेषकर महिलाओं और ग्रामीण एवं दूरदराज के क्षेत्रों में रहने वाले परिवारों के जीवन पर किस प्रकार महत्वपूर्ण प्रभाव डाला है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (च): शहरी झुग्गियों सहित पूरे देश में गरीब परिवारों की वयस्क महिलाओं को बगैर जमानत राशि के एलपीजी कनेक्शन उपलब्ध करवाने के उद्देश्य से मई 2016 में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) शुरू की गई थी। पीएमयूवाई के तहत 8 करोड़ कनेक्शन जारी करने का लक्ष्य सितंबर, 2019 में हासिल कर लिया गया था। शेष गरीब परिवारों को शामिल करने के लिए 1 करोड़ अतिरिक्त पीएमयूवाई कनेक्शन जारी करने के लक्ष्य के साथ अगस्त, 2021 में उज्ज्वला 2.0 की शुरूआत की गई थी, जिसे जनवरी, 2022 में हासिल कर लिया गया था। इसके साथ ही सरकार ने उज्ज्वला 2.0 के तहत 60 लाख अतिरिक्त एलपीजी कनेक्शन जारी करने का निर्णय लिया तथा दिसंबर 2022 के दौरान उज्ज्वला 2.0 के तहत 1.60 करोड़ कनेक्शन के लक्ष्य को हासिल कर लिया गया है। इसके अतिरिक्त, सरकार ने पीएमयूवाई योजना के तहत वित्त वर्ष 2023-24 से 2025-26 तक की अवधि के लिए अतिरिक्त 75 लाख कनेक्शन जारी करने को अनुमोदित कर दिया था जिसे पहले ही जुलाई, 2024 के दौरान हासिल किया जा चुका है।

पीएमयूवाई के तहत एलपीजी कनेक्शन गरीब परिवारों की वयस्क महिलाओं के नाम पर जारी होता है, बशर्ते परिवार के किसी भी सदस्य के नाम पर कोई एलपीजी कनेक्शन न हो और अन्य नियमों और शर्तों को पूरी करता हो। सामाजिक आर्थिक जाति जनगणना से संबंधित परिवार (एसईसीसी) सूची में शामिल या अन्य सात श्रेणियों जैसे अनुसूचित जाति (एससी) परिवार, अनुसूचित जनजाति (एसटी) परिवार, अति पिछड़ा वर्ग (एमबीसी), पीएम आवास योजना (ग्रामीण) के लाभार्थी, अंत्योदय अन्न योजना (एएवाई) के लाभार्थी, वनवासी, द्वीप/नदी द्वीपों के निवासी, चाय बागान/पूर्व चाय बागान श्रमिक या गरीब परिवार जो उपरोक्त श्रेणियों के अंतर्गत शामिल नहीं हैं, वे 14 सूत्रीय घोषणा प्रस्तुत करके पीएमयूवाई कनेक्शन के लिए पात्र हैं। उज्ज्वला 2.0 के अंतर्गत प्रवासी परिवारों के लिए एक विशेष

प्रावधान किया गया है, जो पीएमयूवाई कनेक्शन के लिए आवेदन करने हेतु पते के प्रमाण और राशन कार्ड के स्थान पर स्व-घोषणा का उपयोग कर सकते हैं। दिनांक 01.03.2025 की स्थिति के अनुसार देश भर में 10.33 करोड़ पीएमयूवाई कनेक्शन हैं।

ग्रामीण और दूर-दराज के क्षेत्रों में एलपीजी की पहुंच में सुधार करने के उद्देश्य से ओएमसीज ने देश भर में 7959 डिस्ट्रीब्यूटरशिप्स (दिनांक 01.04.2016 से 31.12.2024 के दौरान कमीशन किए गए) कमीशन की है जिसमें से 7373 डिस्ट्रीब्यूटरशिप (अर्थात 93%)[रुरबन-1024, ग्रामीण-4974, दुर्गम क्षेत्रीय वितरक और राजीव गांधी ग्रामीण एलपीजी वितरक (डीकेवी + आरजीजीएलवी) - 1375] ग्रामीण क्षेत्रों में हैं। इसके अलावा देश में एलपीजी कवरेज अप्रैल 2016 में 62 प्रतिशत से सुधार होकर संतृप्ति के निकट पहुंच गया है। योजना के बारे में जागरूकता लाने और एलपीजी के उपयोग से संबंधित किसी भी मुद्दे को हल करने के लिए, तेल विपणन कंपनियां नियमित रूप से ग्राहकों के लिए एलपीजी पंचायतों का आयोजन करती हैं। सरकार ने पीएमयूवाई लाभार्थियों द्वारा एलपीजी की बेहतर खपत को प्रोत्साहित करने के लिए कई कदम उठाए हैं, जिनमें राजसहायता राशि से ऋण वसूली को स्थगित करना, अग्रिम नकद व्यय को कम करने के लिए 14.2 किलोग्राम से 5 किलोग्राम तक के सिलेंडर में अदला-बदली का विकल्प, 5 किलोग्राम डबल बोटल कनेक्शन का विकल्प, लाभार्थियों को निरंतर आधार पर एलपीजी का उपयोग करने के लिए मनाने हेतु प्रधानमंत्री एलपीजी पंचायत का आयोजन, जन जागरूकता शिविर आदि शामिल हैं। इन प्रयासों के परिणामस्वरूप, देश में एलपीजी कवरेज अप्रैल 2016 में 62% से बढ़कर अब लगभग संतृप्ति के करीब पहुंच गया है।

पीएमयूवाई की शुरुआत से वित्त वर्ष 2022-23 तक सरकार सिलेंडर के लिए जमानत राशि (एसडी), प्रेशर रेगुलेटर, सुरक्षा होज, डीजीसीसी बुकलेट और इंस्टॉलेशन शुल्क के लिए 1600 रु. प्रति पीएमयूवाई कनेक्शन तक व्यय को वहन कर रही है। वित्त वर्ष 2023-24 से इस व्यय को बढ़ाकर

14.2 किलोग्राम सिंगल बॉटल कनेक्शन/5 किलोग्राम डबल बॉटल कनेक्शन के लिए 2,200 रुपए प्रति कनेक्शन और 5 किलोग्राम सिंगल बॉटल कनेक्शन के लिए 1,300 रुपये प्रति कनेक्शन कर दिया गया है।

पीएमयूवाई उपभोक्ताओं के लिए एलपीजी को और अधिक किफायती बनाने तथा उनके द्वारा एलपीजी का निर्बाध उपयोग सुनिश्चित करने के निमित्त, सरकार ने मई, 2022 में पीएमयूवाई लाभार्थियों के लिए प्रति वर्ष 12 रीफिल तक 200 रुपए प्रति 14.2 किलोग्राम एलपीजी सिलेंडर (तथा 5 किलोग्राम सिलेंडर के लिए समानुपातिक यथानिर्धारित) की निर्धारित राजसहायता की शुरुआत की। अक्टूबर, 2023 में, सरकार ने प्रति वर्ष 12 रीफिलों तक प्रति 14.2 किलोग्राम एलपीजी सिलेंडर पर 300 रुपए तक (तथा 5 किलोग्राम सिलेण्डर के लिए समानुपातिक यथानिर्धारित) निर्धारित राजसहायता को बढ़ा दिया है। पीएमयूवाई उपभोक्ताओं के लिए 300 रुपए प्रति सिलेण्डर की निर्धारित राजसहायता के बाद, भारत सरकार 503 रुपए (दिल्ली में) के प्रभावी मूल्य पर 14.2 किलोग्राम एलपीजी सिलेंडर प्रदान कर रही है। यह देश भर में 10.33 करोड़ से अधिक उज्ज्वला लाभार्थियों को उपलब्ध है।

दिनांक 01.04.2022 की स्थिति के अनुसार जारी किए गए 8.99 करोड़ पीएमयूवाई कनेक्शनों में से 8.34 करोड़ ग्राहकों ने पिछले दो वित्त वर्ष अर्थात् अप्रैल 2022 और मार्च, 2024 के बीच के दौरान कम से कम एक रीफिल का लाभ उठाया है।

विभिन्न स्वतंत्र अध्ययनों और प्रतिवेदनों से अभिज्ञात हुआ है कि पीएमयूवाई योजना का ग्रामीण परिवारों, विशेषकर ग्रामीण और दूरदराज के क्षेत्रों में रहने वाले महिलाओं और परिवारों के जीवन पर विशेष सकारात्मक प्रभाव पड़ा है। इसके कुछ प्रमुख लाभ निम्नानुसार हैं :-

- i. पीएमयूवाई के परिणामस्वरूप पारंपरिक रूप से भोजन पकाने के तरीकों, जिसमें लकड़ी, गोबर और फसल अवशेषों जैसे ठोस ईंधन को जलाना शामिल है, में बदलाव आया है। स्वच्छ ईंधन के उपयोग से घर के अंदर वायु प्रदूषण कम होता है, जिससे श्वसन से जुड़ी स्वास्थ्य समस्याओं, विशेषकर महिलाएँ और बच्चे जो पारंपरिक रूप से घरेलू धुएँ के संपर्क में अधिक आते हैं, में सुधार होता है।
- ii. ग्रामीण क्षेत्रों में परिवार, विशेषकर दूरदराज के क्षेत्रों में, अक्सर अपने समय और ऊर्जा का एक महत्वपूर्ण हिस्सा पारंपरिक रूप से भोजन पकाने का ईंधन इकट्ठा करने में निकाल देते हैं। एलपीजी ने गरीब परिवारों की महिलाओं द्वारा भोजन पकाने में लगने वाले समय और मेहनत को कम किया है। इस प्रकार, उनके पास उपलब्ध खाली समय का उपयोग कई क्षेत्रों में आर्थिक उत्पादकता बढ़ाने के लिए किया जा सकता है।
- iii. बायोमास और पारंपरिक ईंधन से एलपीजी में बदलाव से भोजन पकाने के प्रयोजन से लकड़ी और अन्य बायोमास पर निर्भरता कम हो जाती है, जिससे वनों की कटाई और पर्यावरण क्षरण में कमी आती है। इससे न केवल परिवारों को लाभ होता है, बल्कि व्यापक रूप से पर्यावरण संरक्षण सम्बन्धी प्रयासों में भी योगदान मिलता है।
- iv. बेहतर भोजन पकाने की सुविधाओं के साथ, पोषण पर संभाव्य सकारात्मक प्रभाव पड़ता है। परिवारों के लिए विभिन्न प्रकार के पौष्टिक भोजन पकाना आसान हो जाता है, जिससे समग्र स्वास्थ्य में संवर्धन होता है।

इसके अलावा, पीएमयूवाई उपभोक्ताओं के लिए घरेलू एलपीजी की पहुंच और किफायत में सुधार करने के उद्देश्य से सरकार द्वारा उठाए गए विभिन्न कदमों के परिणामस्वरूप पीएमयूवाई लाभार्थियों की प्रति व्यक्ति खपत (प्रति वर्ष लिए गए 14.2 कि. ग्रा. वाले एलपीजी सिलेंडरों के संदर्भ

में) (वित्त-वर्ष 2020-21) में 3.68 से बढ़कर वित्त-वर्ष 2023-24 में 3.95 तथा वित्त- वर्ष 2024-25 (दिनांक 01.03.2025 की स्थिति के अनुसार) 4.43 हो गई है।

**NATIONAL SCHEDULED TRIBES FINANCE AND DEVELOPMENT
CORPORATION**

5422. SHRI PRABHAKAR REDDY VEMIREDDY:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the schemes being implemented by National Scheduled Tribes Finance and Development Corporation (NSTFDC) for income generation and self-employment of tribals;

(b) the extent to which Adivasi Mahila Sashaktikaran Yojana is helping tribal women along with details of the loans given to tribal women in Andhra Pradesh during the last five years and the current year, year and district-wise;

(c) whether it is true that the loan is provided only up to Rupees two lakhs and there have been demands for increasing the same; and

(d) if so, the details thereof along with the steps taken/proposed to be taken by the Government to increase the loan amount to Rupees ten lakhs?

**THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI
DURGA DAS UIKEY):**

(a): National Scheduled Tribes Finance and Development Corporation (NSTFDC), a Central Public Sector Enterprise (CPSE) under the Ministry of Tribal Affairs, provides credit linkage by extending concessional loans to the eligible Scheduled Tribe persons through State Channelising Agencies (SCAs) for undertaking income generation activities/ self-employment under its various schemes. The detail of schemes under which the loans are being extended is given below:

Term Loan Scheme: NSTFDC provides Term Loan for viable projects costing upto ₹50 lakh per unit. Under the scheme, financial assistance is extended upto 90% of the cost of the project and the balance is met by way of subsidy/ promoter contribution/ margin money.

Adivasi Mahila Sashaktikaran Yojana (AMSY): This is an exclusive scheme for economic development of Scheduled Tribes Women. Under the scheme, NSTFDC provides loan upto 90% for projects costing upto ₹2 lakh.

Micro Credit Scheme for Self Help Groups (MCF): This is an exclusive scheme for Self Help Groups for meeting small loan requirement of ST member. Under the scheme, the Corporation provides loans upto ₹50,000/- per member and maximum ₹5 Lakh per Self Help Group (SHG).

Adivasi Shiksha Rrinn Yojana (ASRY): This is an Education loan scheme to enable the ST students to meet expenditure for pursuing technical and professional education including Ph.D. in India. Under this scheme, the

Corporation provides financial assistance upto ₹10.00 lakh per eligible family. The students are eligible for interest subsidy from Ministry of Education, Govt. of India during the moratorium period i.e. course period plus one year after completion of course or six months after getting the job, whichever is earlier.

(b) :Under the scheme of Adivasi Mahila Sashaktikaran Yojana (AMSY), NSTFDC has not received any proposal from the state of Andhra Pradesh during the last five years and current year (upto 28.03.2025). However, the Corporation has assisted women under Micro Credit Scheme for SHG members through Stree Nidhi Credit Co-Operative Federation, working exclusively for women SHGs. The detail of women assisted in the State of Andhra Pradesh under Micro Credit Scheme for SHGs during the last five years and current year up to 28.03.2025 is given below:

S. No.	Financial Year	No. of Women Beneficiaries
1.	2019-20	25
2.	2020-21	12806
3.	2021-22	2004
4.	2022-23	11787
5.	2023-24	24792
6.	2024-25 (Up to 28.03.2025)	12000

(c) to (d) :NSTFDC has not received any proposals from the implementing agencies regarding increase in the quantum of loan limit under Adivasi Mahila Sashaktikaran Yojana (AMSY).

EXPANSION OF DHARTI AABA MISSION IN JAMMU AND KASHMIR

5423. DR. HEMANT VISHNU SAVARA:

SHRI SHANKAR LALWANI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

the manner in which the Union Government is collaborating with the Government of Jammu and Kashmir, local authorities and other relevant stakeholders to ensure the smooth implementation and success of the expanded Dharti Aaba Mission?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

Dharti Aaba Janjatiya Gram Utkarsh Abhiyan comprises of 25 interventions implemented by 17 line Ministries and aims to saturate infrastructural gaps in 63,843 villages, improve access to health, education, Anganwadi facilities and providing livelihood opportunities in 549 districts and 2,911 blocks in 30 States/UTs in 5 years including 393 villages in 112 blocks of 20 districts in UT of

Jammu and Kashmir. Each concerned Ministry has been allocated budget and targets under Abhiyan and responsible for implementing the intervention assigned to it. The Abhiyan aims at Saturation through convergence and outreach. Ministry of Tribal Affairs has also requested State Governments / UTs Administrations / District Administrations including Jammu and Kashmir for organizing IEC camps which are aimed at awareness generation on the Abhiyan and facilitating in preparation of basic documents like Aadhar Card, Jandhan Bank account etc which are required for availing benefits under different schemes. Further, based on the proposals of UT of Jammu and Kashmir, Ministry of Tribal Affairs has approved projects worth Rs.8.77 Cr under the abhiyan.

EMISSIONS FROM TRANSPORT SECTOR

5424. SHRI ADITYA YADAV :

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

- (a) whether the Government has taken cognizance of a recent study conducted by The Energy and Resources Institute (TERI) which stated that emissions from the country's transport sector could significantly impact climate goals, as vehicle numbers and fuel demand are projected to soar through 2070; and
- (b) if so, the details of the preventive steps proposed to be taken by the Government keeping in view the fact that the country's transport sector is driving

a surge in fuel consumption and carbon emissions, with potential global implications

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): 1. Government in the Ministry of Road Transport and Highways has taken the following key initiatives :

(i) Notified Bharat Stage (BS) VI Emission limits including use of alternative fuels vide G.S.R 889 dated 16.09.2016 to reduce pollutants from motor vehicles.

(ii) Notified E20 as a Mono fuel vide G.S.R 27 (E), dated 5th January, 2024 for all category of vehicles.

(iii) Notified Hydrogen as a fuel vide GSR 885(E) dated 16th December 2022 for ICE BS-IV vehicles.

(iv) Notified the Vehicle Scrapping Policy vide G.S.R 720 dated 5th October 2021 to phase out older, unfit polluting vehicles under the framework of the Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989.

2. Government has taken following initiatives to promote adoption of Electric Vehicles (EVs) in the country:

(i) Notification issued vide S.O. 5333(E) dated the 18th October, 2018 to grant exemption from the requirements of the permit to the battery operated transport vehicles.

(ii) Notification issued vide G.S.R. 525(E) dated the 2nd August, 2021 to grant exemption of Battery Operated Vehicles from payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.

(iii) Notification issued vide G.S.R. 302(E) dated the 18th April, 2023 to grant exemption of All India Tourist Permit for battery-operated vehicles from payment of permit fee.

(iv) Notification issued vide G.S.R. 167(E) dated the 1st March, 2019 to facilitate retro-fitment of hybrid electric system or electric kit to vehicles.

(v) Notification issued vide G.S.R. 749(E) dated the 7th August 2018 enabling registration mark of Battery Operated Vehicles in Yellow colour on Green background for the transport vehicles and for all other cases, in White colour on Green background.

(vi) Further, an advisory dated 12th August 2020 has been issued to all States and UTs regarding sale and registration of two-wheeled Electric Vehicles without batteries.

3. The Government in the Ministry of Heavy Industries (MHI) has formulated following Schemes to incentivise and promote adoption of Electric Vehicles :

(i) PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme: PM E-DRIVE Scheme has been notified on 29th September 2024 for promotion of electric mobility and to reduce dependence of fossil fuels in the country. The scheme has an outlay of ₹10,900 Crore over a period of two years from 01.04.2024 to 31.03.2026. The Electric Mobility Promotion Scheme (EMPS) 2024 implemented for the period of 06 months, from 01.04.2024 to 30.09.2024, is subsumed in the PM E-DRIVE scheme. This scheme aims to incentivise sale of e-2W, e-3W, e-Trucks, e-Ambulances, and ebuses. The scheme also supports development of charging infrastructure and upgradation of vehicle testing agencies.

(ii) Production Linked Incentive Scheme for Automobile and Auto Component Industry (PLI-Auto): Government on 15th September 2021 has approved PLI-Auto Scheme for enhancing manufacturing capabilities for Advanced Automotive Technology (AAT) products with a budgetary outlay of ₹25,938 Crore.

(iii) Production Linked Incentive (PLI) Scheme for manufacturing Advanced Chemistry Cells (ACC): Government on 12th May, 2021 approved PLI-ACC in order to promote manufacturing of ACC in the country with a budgetary outlay of ₹18,100 Crore. The scheme envisages to establish a cumulative ACC battery manufacturing capacity of 50 GWh.

(iv) Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) Scheme Phase-II (FAME-II): FAME-II was implemented for a period of 5 years with effect from 1st April, 2019 with a total budgetary support of ₹11,500 Crore. Under FAME-II, Phased Manufacturing Programme (PMP) was introduced with the objective of domestic manufacturing of electric vehicles, its assemblies/ sub-assemblies and parts/sub-parts thereby increasing the domestic value addition.

(v) PM e-Bus Sewa-Payment Security Mechanism (PSM) Scheme: This Scheme notified on 28th October 2024, has an outlay of ₹3,435.33 Crore and aims to support deployment of more than 38,000 electric buses. The objective of Scheme is to provide payment security to ebus operators in case of default by Public Transport Authorities (PTAs).

(vi) Scheme for Promotion of Manufacturing of Electric Passenger Cars in India (SPMEPCI): This scheme was notified on 15th March 2024 to promote the manufacturing of electric cars in the country. This scheme requires applicants to invest a minimum of ₹4150 Crore and to achieve a minimum Domestic Value Addition (DVA) of 25% at the end of the third year and DVA of 50% at the end of the fifth year.

REVIVAL OF SABEYA AIRFIELD/AIRPORT

5425. DR. ALOK KUMAR SUMAN:

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

(a) whether the Government is aware that there is a commercial viability and heavy traffic demand at the Sabeya (Hathuwa) Airport/Airfield and if so, the details thereof;

(b) whether the Government has taken any measures for the revival of said Airport/Airfield;

(c) if so, the details thereof along with the details of the initiative taken for approving the terminal building design for the revival of the said Airfield and if not, the reasons therefor;

(d) whether the Government has sent any team for the assessment of the said Airfield, if so, the details thereof and if not, the reasons therefor;

(e) whether it is a fact that the Government has not approved/released any budget for revival of the said Airfield to start operational activity by small aircrafts and if so, the reasons therefor;

(f) whether the Government has initiated any action plan for the revival of the said Airfield since its inclusion in the RCS-UDAN Scheme; and

(g) if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (g): An airport which is included in the awarded routes of UDAN and requires upgradation/development for commencement of UDAN operations, is developed under the 'Revival of unserved and underserved airports' scheme. On development and readiness of the airport, Selected Airline Operators (SAOs) commence operations on the awarded UDAN routes connecting these airports.

Sabeya (Hathua) airstrip, Bihar is available in the list of unserved airports in the UDAN Document. None of the airline bidder has submitted the proposal to operate RCS flight from Sabeya (Hathua) airport till the completion of five bidding rounds conducted so far. In case, any airline submits a bid for routes connecting to Sabeya Airstrip in future rounds of bidding, the same will be considered as per provisions of the UDAN scheme.

PMUY BENEFICIARIES

5426. SHRI VISHNU DAYAL RAM:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI MAHENDRA SINGH SOLANKY:

SHRI NABA CHARAN MAJHI:

SHRIMATI MAHIMA KUMARI MEWAR:

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

(a) whether the Government has provided any specific relaxation to migrant households to get a LPG connection under Pradhan Mantri Ujjwala Yojana (PMUY) and if so, the details thereof;

(b) the number of PMUY beneficiaries who have refilled their LPG cylinders during the last two years; and

(c) the manner in which the PMUY has led to a significant impact on the lives of rural households, especially women and families in rural and remote areas of Rajasthan and Madhya Pradesh particularly in Dewas Lok Sabha Constituency?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c): Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. The target to release 8 crore connections under PMUY was achieved in September 2019. To cover the remaining poor households, Ujjwala 2.0 was launched in August 2021 with a target to release 1 crore additional PMUY connections, which was achieved in January 2022. Subsequently, the Government decided to release 60 lakh more LPG connections under Ujjwala 2.0 and the target of 1.60 crore Ujjwala 2.0 connections was also achieved during December 2022. Further, Government approved release of

additional 75 lakh connections under PMUY Scheme for the period FY 2023-24 to 2025-26 which has already been achieved during July 2024. As on 01.03.2025, there are 10.33 crore PMUY connections across the country. Details of LPG connections, as on 01.03.2025, under PMUY Scheme in Madhya Pradesh and Rajasthan and Dewas Lok Sabha constituency (which covers Dewas, Sehore, Agar Malwa and Shajapur district) are at **Statement**.

LPG connection under PMUY is released in the name of adult women of the poor households, provided no LPG connection exists in the name of any family member of the household and fulfilling other terms and conditions. Under Ujjwala 2.0, a special provision has been made for migrant families who can use a self-declaration instead of Proof of Address and Ration Card to apply for a PMUY connection.

Out of the 8.99 crore PMUY connections released as on 01.04.2022, 8.34 crore customers have availed at least one refill during last two financial years i.e. between April 2022 and March 2024.

Various independent studies and reports have shown that PMUY scheme has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas. Some key benefits are briefly explained below:

(i) PMUY had resulted in a shift from traditional cooking methods that involve burning solid fuels like wood, dung and crop residues. The use of cleaner fuel

lowers indoor air pollution, leading to improved respiratory health, particularly among women and children who are traditionally more exposed to household smoke.

(ii) Households in rural areas, especially those in remote locations, often spend a significant portion of their time and energy in collecting traditional cooking fuels. LPG has reduced drudgery and the time spent on cooking by women of poor households. The free time, thus, available with them can be utilized in multiple spheres for enhanced economic productivity.

(iii) Transition from biomass and traditional fuels to LPG reduces the dependency on wood and other biomass for cooking purposes, leading to a decrease in deforestation and environmental degradation. This benefits not only the households but also contributes to broader environmental conservation efforts.

(iv) With improved cooking facilities, there is a potential positive impact on nutrition. Families may find it easier to cook a variety of nutritious meals, contributing to better overall health.

STATEMENT

Details of connections released under PMUY Scheme –

As on 01.03.2025

State/UT	Number of PMUY Customers
Madhya Pradesh	88,47,087

Rajasthan	73,81,514

Source: Indian Oil Corporation Limited on Industry basis

District	Number of PMUY Connections (In lakh)
Dewas	1.30
Sehore	1.75
Shajapur	1.34
Agar Malwa	0.84

Source: IOCL on industry basis

WILLINGDON ISLAND ROAD CORRIDOR PROJECT

5427. SHRI HIBI EDEN:

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

(a) whether the National Highways Authority of India (NHAI) has taken any steps to designate Nettoor as a converging point for four National Highway corridors, if so, the details thereof and if not, the reasons therefor;

(b) whether discussions between NHAI, the Naval Base and Cochin Port Authority have successfully resolved land acquisition requirements for the Willingdon Island

corridor and whether any further approvals are needed to proceed with construction, if so, the details thereof and if not, the reasons therefor;

(c) whether the Government has finalized the revised alignment and Detailed Project Report (DPR) for the Willingdon Island road corridor project, if so, the details thereof and if not, the reasons therefor; and

(d) whether NHAI has decided to establish a cloverleaf intersection at Nettoor on NH 66 instead of a trumpet flyover to accommodate the projected traffic from the bypass and three Greenfield National Highways and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d): The Detailed Project Report (DPR) for the development of the Kundanoor - Angamaly road, part of the Ernakulam Bypass project on NH-544, is currently in progress. The scope of the DPR includes an alignment study, feasibility study, and pre-construction activities (including land acquisition assessment). As a part of feasibility study, Nettoor is identified as junction point of proposed NH-544, existing NH-966B and NH-66.

The alignment options which includes a cloverleaf intersection at Nettoor is under review in consultation with Defence and Cochin Port Authorities. The decision regarding construction work shall be taken up after the outcome of DPR,

fulfillment of the criteria, requirement of connectivity, inter-se priority and synergy with PM Gati Shakti National Master Plan.

HOAX BOMB THREATS TO AIRLINES

5428. SHRIMATI DAGGUBATI PURANDESWARI

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

- (a) whether the Government has recorded an increase in hoax bomb threats to airlines in recent years and if so, the details thereof;
- (b) the number of individuals arrested in connection with such threats in 2024 and the legal actions taken against them;
- (c) the impact of these threats on airline operations and passenger safety including any financial implications;
- (d) the measures implemented by the Government to prevent and respond to such hoax bomb threats ensuring minimal disruption to air travel; and
- (e) the manner in which these initiatives align with the Government's commitment to maintaining robust aviation security and public confidence in air travel?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a): As per Bureau of Civil Aviation Security (BCAS), the aviation security regulator in the country, a total of 836 hoax bomb threats have been received by Airline Operators since 2022 till 25th March 2025. The details of such threat messages is as under::

Year	Number of bomb threat received;
2022	13
2023	71
2024	728
2025 (upto 25.03.2025)	24

(b) to (e): 13 people have been arrested in 2024 for making hoax bomb threats to airlines. BCAS has mandated robust protocols for handling such threats in coordination with Law Enforcement Agencies, Central Security Agencies, CISF and stakeholders, leading to minimal impact on flight operations. Bomb Threat Contingency Plan (BTCP), a detailed contingency plan, is in place to handle such threats. As a part of BTCP, every airport has a designated Bomb Threat Assessment Committee (BTAC) which analyses the threat and takes action. In

order to deal with hoax bomb threats, BCAS has issued advisories to all the Civil Aviation stakeholders in the country to ensure maintenance of robust aviation security infrastructure and uphold public confidence in air travel.

उड़ान प्रशिक्षण संस्थानों की स्थापना

5429. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का महाराष्ट्र के विभिन्न संसदीय निर्वाचन क्षेत्रों में नए उड़ान प्रशिक्षण संस्थानों (एफटीआई) की स्थापना करने का विचार है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) और (ख): नागर विमानन महानिदेशालय (डीजीसीए) द्वारा निर्धारित नियमों और विनियमों के अनुसार उड़ान प्रशिक्षण संस्थानों (एफटीआई) को अनुमोदन प्रदान किया जाता है। विनियामक अपेक्षाओं और वित्तीय व्यवहार्यता को ध्यान में रखते हुए, कोई भी इच्छुक संगठन/ व्यक्ति, महाराष्ट्र सहित देश में किसी भी स्थान पर नया एफटीआई स्थापित करने के लिए डीजीसीए को आवेदन कर सकता है।

अमरावती, महाराष्ट्र में एफटीओ की स्थापना के लिए अनुमोदन प्रदान करने हेतु एअर इंडिया (एअर इंडिया उड़ान प्रशिक्षण अकादमी) का प्रस्ताव, वर्तमान में डीजीसीए के विचाराधीन है। इसके

अतिरिक्त, औरंगाबाद हवाईअड्डे पर एफटीआई/ एफटीओ की स्थापना के लिए भूमि आवंटन हेतु मैसर्स डी वाई पाटिल एविएशन अकैडमी प्राइवेट लिमिटेड का अनुरोध भारतीय विमानपत्तन प्राधिकरण (एएआई) के विचाराधीन है।

वर्तमान में, महाराष्ट्र में 09 डीजीसीए अनुमोदित एफटीओ प्रचालनरत हैं।

पूर्वांचल क्षेत्रों में घटता जल स्तर

5430. श्री रामभुआल निषाद:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वर्षों और वर्तमान वर्ष के दौरान विभिन्न राज्यों में जल संकट की समस्या और नदियों के घटते जल स्तर के संबंध में सरकार द्वारा कितने अध्ययन किए गए हैं;

(ख) सुलतानपुर सहित पूर्वांचल के किन-किन क्षेत्रों में जल की उपलब्धता में कमी हुई है और उक्त अवधि के दौरान गोमती नदी के जल प्रवाह में कितनी कमी दर्ज की गई है; और

(ग) सरकार द्वारा जल संरक्षण, जल प्रबंधन, किसानों को पर्याप्त जल आपूर्ति और गोमती नदी में निर्बाध जल प्रवाह हेतु क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग): नदियों का प्रवाह एक गतिशील मापदंड है और यह कई उप-मापदंडों पर निर्भर करता है जैसे वर्षा, इसका वितरण पैटर्न, अवधि और जलग्रहण में तीव्रता, जलग्रहण क्षेत्र की स्थिति, वनस्पति और जल की निकासी/उपयोग।

केंद्रीय जल आयोग (सीडब्ल्यूसी) देश भर में विभिन्न स्थानों पर नदियों पर हाइड्रोलॉजिकल अवलोकन करता है। गोमती नदी के 04 स्थानों, नामतः सुल्तानपुर, नीमसार, भटपुरवाघाट और माईघाट के लिए वार्षिक निर्वहन डेटासेट इस प्रकार हैं:

गोमती नदी पर सीडब्ल्यूसी एचओ स्टेशनों का वार्षिक निर्वहन (एमसीएम) (2021- 2025)				
वर्ष	नीमसार	भटपुरवाघाट	सुल्तानपुर	माईघाट
2021-2022	17.47	20.27	113.22	215.27
2022-2023	17.93	21.35	65.99	134.15
2023-2024	14.22	24.71	61.13	119.85
2024-2025*	19.52	29.97	30.85	127.6

*जून से मार्च तक आंशिक जल वर्ष

किसी भी क्षेत्र या देश की औसत वार्षिक जल उपलब्धता काफी हद तक जल-मौसम विज्ञान और भूवैज्ञानिक कारकों पर निर्भर करती है। “भारत के जल संसाधनों का आकलन” सीडब्ल्यूसी, 2024 के अध्ययन के अनुसार, देश के नदी घाटियों में औसत वार्षिक जल संसाधन लगभग 2115.95 बीसीएम आकलित किया गया है।

केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) पूरे देश में भूजल स्तर की निगरानी क्षेत्रीय स्तर पर प्रत्येक वर्ष चार बार मार्च/अप्रैल/मई, अगस्त, नवंबर और जनवरी के माह के दौरान मैन्युअल रूप से करता है।

देश के सक्रिय भूजल संसाधनों का मूल्यांकन वर्ष 2022 से केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) और राज्य सरकारों द्वारा संयुक्त रूप से वार्षिक रूप से किया जा रहा है। “भारत के सक्रिय भूजल संसाधनों का राष्ट्रीय संकलन, 2024” दिनांक 31.12.2024 को जारी किया गया। वर्ष 2020 और

2024 के लिए भूजल उपलब्धता (वार्षिक निष्कर्षण योग्य भूजल संसाधन) के संबंध में सुल्तानपुर सहित पूर्वांचल का जिला-वार ब्यौरा **विवरण** में प्रस्तुत किया गया है।

‘जल’ राज्य का विषय है, इसलिए जल संसाधनों के संवर्धन, संरक्षण और कुशल प्रबंधन के लिए मुख्य रूप से संबंधित राज्य सरकारों द्वारा कदम उठाए जाते हैं। राज्य सरकारों के प्रयासों को संपूरित करने के लिए, केंद्र सरकार विभिन्न योजनाओं और कार्यक्रमों के माध्यम से उन्हें तकनीकी और वित्तीय सहायता प्रदान करती है।

केंद्रीय भूजल बोर्ड (सीजीडब्ल्यूबी) ने लगभग 25 लाख वर्ग किलोमीटर के पूरे मानचित्रित क्षेत्र में राष्ट्रीय जलभृत मानचित्रण (एनएक्यूयूआईएम) परियोजना पूरी कर ली है। जलभृत मानचित्र और प्रबंधन योजनाएँ तैयार कर ली गई हैं और कार्यान्वयन के लिए संबंधित राज्य एजेंसियों के साथ साझा की गई हैं। प्रबंधन योजनाओं में पुनर्भरण संरचनाओं के माध्यम से विभिन्न जल संरक्षण उपाय शामिल हैं।

प्रधानमंत्री कृषि सिंचाई योजना- हर खेत को पानी- भूजल योजना एक केंद्र प्रायोजित योजना है, जिसे जल संसाधन, नदी विकास और गंगा संरक्षण विभाग, जल शक्ति मंत्रालय द्वारा शुरू किया गया है, जिसका उद्देश्य भविष्य में भूजल के विकास की पर्याप्त संभावना वाले क्षेत्रों में छोटे और सीमांत किसानों को सिंचाई सुविधा प्रदान करना है। अब तक 10 राज्यों नामतः असम, अरुणाचल प्रदेश, गुजरात, नागालैंड, मणिपुर, मिजोरम, त्रिपुरा, तमिलनाडु, उत्तर प्रदेश और उत्तराखंड में 13 परियोजनाएँ कार्यान्वित की जा चुकी हैं।

पीएमकेएसवाई-एचकेकेपी-जीडब्ल्यू योजना के अंतर्गत पूर्वांचल क्षेत्र के छह जिले (सुल्तानपुर जिला सहित) बस्ती, गोरखपुर, मिर्जापुर, सिद्धार्थ नगर, सोनभद्र और सुल्तानपुर शामिल हैं। योजना के अंतर्गत पूर्वांचल क्षेत्र के उपरोक्त जिलों में कुल 4449 ट्यूबवेल और 125 ब्लास्ट वेल (डग वेल) का

निर्माण किया गया है और 11850 हेक्टेयर कमान क्षेत्र निर्मित किया गया है। जल शक्ति मंत्रालय और अन्य केंद्रीय मंत्रालयों द्वारा जल संरक्षण, भूजल के नियंत्रण और विनियमन तथा देश भर में वर्षा जल संचयन/कृत्रिम पुनर्भरण आदि को बढ़ावा देने के लिए उठाए गए विभिन्न कदमों को यूआरएल पर देखा जा सकता है:

<https://cdnbbsr.s3waas.gov.in/s3a70dc40477bc2adceef4d2c90f47eb82/uploads/2024/07/20240716706354487.pdf>

विवरण

वर्ष 2020 और 2024 के लिए हेक्टेयर-मीटर (एचएएम) में भूजल उपलब्धता (वार्षिक निष्कर्षण योग्य भूजल संसाधन) के संबंध में पूर्वांचल के लिए जिले-वार विवरण

		2020			2024		
क्र.सं.	जिले का नाम	कुल वार्षिक भूजल पुनर्भरण (एचएएम)	वार्षिक निष्कर्षण योग्य भूजल संसाधन (एचएएम)	वर्तमान वार्षिक भूजल निष्कर्षण (एचएएम)	कुल वार्षिक भूजल पुनर्भरण (एचएएम)	वार्षिक निष्कर्षण योग्य भूजल संसाधन (एचएएम)	वर्तमान वार्षिक भूजल निष्कर्षण (एचएएम)
1	अंबेडकर नगर	80402.51	73340.4	45489.06	80543.11	72488.78	45553.36
2	अयोध्या	99866.63	91977.5	58064.09	95269.54	85742.61	53415.97
3	आजमगढ़	121000.1	113251.72	77664.18	140317.67	127154.42	75508.28
4	बहराइच	140697.54	132290.95	71553.68	148939.14	139593.44	82599.43

5	बलिया	93528.69	87063.26	54613.51	95436.89	85893.17	53641.2
6	बलरामपुर	95175.8	87291.34	49287.85	98039.58	91195.86	52254.34
7	बस्ती	78844.63	72479.21	45540.57	83453.81	75397.22	49332.24
8	चंदौली	55974.33	51442.68	27066.02	56804.22	51421.87	29578.38
9	देवरिया	141143.86	129077.54	76345.2	147163.11	134166.95	83718.23
10	फ़तेहपुर	148919.71	138088.75	97031.29	116584.93	106602.72	80046.23
11	गाजीपुर	100703.66	95062.52	57827.28	105416.87	95654.61	56303.52
12	गोंडा	100810.16	95098.48	58169.34	122252.69	112972.64	69238.73
13	गोरखपुर	177653.66	162574.57	97151.13	173978.61	159038.02	101424.6
14	जौनपुर	131876.34	121359.98	86187.13	131093.51	119174.87	83626.02
15	कौशाम्बी	55906.21	51456.45	39375.51	51407.65	46266.88	37079.46
16	कुशीनगर	175791.06	158877.47	67323.3	173784.99	157015.89	81590.32
17	महाराजगंज	107526.86	99669.26	60069.89	112828.38	103591.24	66356.32
18	मऊ	50015.31	46121.39	30293.36	51145.46	46650.57	30258.11
19	मिर्जापुर	63759.08	58442.03	35246.31	62568.8	57060.42	35265.93
20	प्रतापगढ़	147965.2	137620.66	102870.05	141696.61	129527.85	99523.08
21	प्रयागराज	147078.38	135052.05	100192.68	143024.6	128986.46	93790.05
22	संत कबीरनगर	47250.37	44263.87	29291.62	53971.7	48574.52	29277.72
23	संत रविदास नगर	36687.9	33517.54	26900.69	87848.74	79063.87	62897.17

24	श्रावस्ती	49082.38	46628.26	27476.49	57550.25	52479.2	30016.08
25	सिद्धार्थनगर	92838.87	87601.59	54082.48	96469.22	88147.16	56683.74
26	सोनभद्र	25204.08	23373.77	15115.34	57363.6	51768.25	26334.41
27	सुल्तानपुर	90915.59	83642.92	50417.96	94429.06	84986.17	52412.36
28	वाराणसी	57048.76	53394.36	48703.45	51219.99	46631.29	41171.74
कुल		2713667.67	2510060.52	1589349.46	2830602.7	2577246.95	1658897

PROJECTS SANCTIONED UNDER JJM IN KERALA

5431. ADV DEAN KURIAKOSE:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of the projects sanctioned under the Jal Jeevan Mission (JJM) in Kerala during the last five years and the current year, district-wise;
- (b) the process adopted for the selection of projects for special assistance under JJM in Kerala; and
- (c) the number of the projects recommended by the State Government of Kerala for inclusion under Special Assistance?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c): Since August 2019, Government of India in partnership with States is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of potable water to every rural household of the country, including those in all the districts of Kerala, through functional tap water connection.

At the start of the Mission, only 16.64 lakh (23.51%) rural households were reported to have tap water connections in Kerala. So far, as reported by the State as on 31.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 21.92 lakh additional rural households have been provided with tap water connections. Thus, as on 31.03.2025, out of 70.77 lakh rural households in the State, more

than 38.56 lakh (54.48%) households are reported to have tap water supply in their homes.

Drinking Water being a State subject, States have been empowered to plan, design, approve, implement and operate and maintain the drinking water supply schemes. Government of India supplements the efforts of the States by providing technical and financial assistance. As per operational guidelines for the implementation of Centrally Sponsored Programme Jal Jeevan Mission, State Level Scheme Sanctioning Committee (SLSSC), headed by Chief Secretary/ Addl. Chief Secretary/ Principal Secretary/ Secretary in-charge of Public Health Engineering (PHE)/ Rural Water Supply (RWS) Department, approves the schemes/ projects being taken up under JJM. As such, district-wise details of individual projects/ schemes for rural water supply projects are not maintained at the Government of India level.

RECRUITMENT IN CIVIL AVIATION SECTOR

5432. SHRI TANGELLA UDAY SRINIVAS :

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

(a) the details of the total sanctioned strength, number of personnel in position and number of vacancies in the Directorate General of Civil Aviation, Bureau of

Civil Aviation Security and Airports Authority of India during the last five years and the current year, year-wise;

(b) the number of vacancies filled in these organizations during the said period, year-wise;

(c) the specific recruitment target set by the Government for filling vacancies in the financial year 2025-26 along with the timeline fixed for achieving the same;

(d) the details of the funds allocated and utilised for recruitment and manpower expansion in these organizations during the said period, year-wise;

(e) the details of the budgetary provisions made under the Union Budget 2025-26 for recruitment-related expenses;

(f) whether the said provisions adequately reflect the Government's plan to fill these vacancies and if so, the details thereof along with the steps taken to expedite the recruitment process; and

(g) whether any special drives, contractual appointments and alternative hiring mechanisms are being considered to address manpower shortages and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a): The details of the total sanctioned strength, number of personnel in position and number of vacancies in the Directorate General of Civil Aviation (DGCA), Bureau of Civil Aviation Security (BCAS) and Airports Authority of India (AAI) during the last five years is enclosed as **Statement-I**.

(b): The number of vacancies filled in the respective organization during the last five years is given at **Statement-II**.

(c): In DGCA, 441 posts have been created in the restructuring exercise finalized during 2022 and 2024 (416 created in 2022 and 2023 and 25 in 2024). The process of filling up involves framing of recruitment rules and the action by the recruiting agencies like Union Public Services Commission (UPSC) and Staff Selection Commission (SSC). The recruitment is a continuous process and posts are filled up according to the prescribed procedure.

BCAS is a deputation based organisation wherein personnel are recruited on deputation basis from other departments and is a dynamic process.;

AAI has tentatively planned 1098 Executive level recruitment for FY 2025-26 under the Mission Mode Recruitment of Government, which are likely to be completed as per following schedule.;

(i) 66 appointments in August, 2025;

(ii) 723 in October 2025, and ;

(iii) 309 in November 2025.;

(d) to (f): In DGCA and BCAS, no separate funds are earmarked for recruitment of persons. The persons recruited are paid out of budgetary allocations given to the Department at various stages of Budget Estimates, Revised Estimates and through Supplementary. The recruitment is conducted every year based on vacancies through UPSC, SSC and on deputation basis. The details of the funds allocated and utilized for salaries, professional services and allowances in respect of DGCA and BCAS during the last five years are attached as **Statement-III**.

AAI has made a budgetary provision (Budget Estimates) for F.Y. 2025-26 for recruitment and manpower expansion of Rs.61.48 Crores. Based on tentative recruitment plan, estimated budget provisions are accordingly made. The details of the funds allocated and utilized for recruitment and manpower expansion in AAI during the last five years are attached as **Statement-IV**.

(g): In DGCA and BCAS, contractual appointments and alternative methods of hiring are resorted to based on provisions contained in relevant rules and the extant government policy applicable from time to time. In DGCA, total number of 107 consultants/Young Professional/FOIs on contract basis, and in BCAS, total of 14 consultants were hired to address manpower shortages.

AAI awards certain works on contract basis under the provisions of the Contract Labour (Regulation and Abolition) Act, 1970 in the activities which are

sporadic in nature such as Bird Scaring, Security Services, and some of maintenance activities through outsourcing model on need basis.

STATEMENT-I

Sanctioned strength, number of personnel in position and number of vacancies during the last five years of the organizations as follows:

(i) Directorate General of Civil Aviation:

Year	Sanction Strength	Filled	Vacancies
2025 (till 31.03.2025)	1692	878	814
2024	1692	881	811
2023	1667	832	835
2022	1251	820	431
2021	1233	790	443
2020	1233	762	471

(ii) Bureau of Civil Aviation Security:

Year	Sanctioned Strength	Filled	Vacancies
2025 (till 31.03.2025)	598	374	224
2024	598	411	187

2023	596	384	212
2022	595	394	201
2021	592	333	259

(iii) Airports Authority of India:

Year	Sanctioned Strength	Filled	Vacancies
2025 (till 31.03.2025)	25730	16228	9502
2024	24882	16078	8804
2023	25118	16061	9057
2022	27495	16186	11309
2021	27155	16828	10327
2020	27074	17448	9626

STATEMENT-II

The number of vacancies filled in these organizations during the last five years is

(i) Directorate General of Civil Aviation:

Year	No. of vacancies filled
2025 (till 31.03.2025)	5

2024	44
2023	0
2022	0
2021	37
2020	47

(ii) Bureau of Civil Aviation Security:

Year	No. of Vacancies filled
2025 (till 31.03.2025)	05
2024	139
2023	63
2022	95
2021	52

(iii) Airports Authority of India:

Year	No. of Vacancies filled
2025 (till 31.03.2025)	15
2024	232
2023	211

2022	952
2021	0 (Covid-19 pandemic period)
2020	425

STATEMENT-III

Funds allocated and utilized for Salaries, Professional Services and Allowances in respect of DGCA and BCAS during the last five years

(i) Directorate General of Civil Aviation:

(Rs. in Crores)

F. Y.	Budget Head	Budget Estimate	Expenditure
2024-25	Salaries	63.43	62.09
	Professional Services	83.00	74.77
	Allowances*	53.12	52.27
2023-24	Salaries	74.40	59.64
	Professional Services	75.65	73.21
	Allowances*	49.85	44.30
2022-23	Salaries	100	98.89
	Professional Services	55.00	54.03
2021-22	Salaries	92.00	90.21

	Professional Services	48.00	46.25
2020-21	Salaries	86.59	82.00
	Professional Services	45.00	35.21

(*This head was created from FY 2023-24)

(ii) Bureau of Civil Aviation Security:

(Rs. in Crores)

F. Y.	Budget Head	Budget Estimate	Revised Estimate	Expenditure
2024-25	Salaries	48.05	53.5	56.37
	Professional Services	2	2	1.2
2023-24	Salaries	67.8	46.6	47.51
	Professional Services	2	2	0.9
2022-23	Salaries	52.5	47.5	45.25
	Professional Services	0.6	0.6	0.3
2021-22	Salaries	29	36.74	37.69
	Professional Services	0.3	0.3	0.24
2020-21	Salaries	28.99	27.98	28.13
	Professional Services	0.3	0.25	0.19

STATEMENT-IV**Funds allocated and utilized for recruitment and manpower expansion in****Airports Authority of India:****(Rs. In Crores)**

F.Y.	FUNDS ALLOCATED (Revised Estimate)	FUNDS UTILISED
2019-20	1.87	0.54
2020-21	1.12	0.01
2021-22	22.22	18.63
2022-23	28.15	17.01
2023-24	52.27	44.77
2024-25 (Provisional)	71.31	0.82

AVERAGE ENERGY EFFICIENCY OF TPPS**5433. SHRI PUTTA MAHESH KUMAR:****SHRI MAGUNTA SREENIVASULU REDDY:**Will the Minister of **POWER** be pleased to state:

(a) whether the Government has conducted any study/survey regarding the energy efficiency of Thermal Power Plants (TPPs) in the country during the last five years;

(b) if so, the details and the average energy efficiency thereof;

(c) the details of the steps taken/being taken to increase energy efficiency and output of thermal power plants across the country especially in Andhra Pradesh; and

(d) whether the Government has considered for upgrading the existing technology in thermal power plants to increase efficiency across the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b): As per the report of Central Electricity Authority, the all India thermal efficiency of coal and lignite based plants is 35.02 % in the year 2022-23. The all India thermal Efficiency of Coal and Lignite Based Plants for the years 2018-19 to 2022-23 are given below:

Year	Efficiency (%)
2018-19	35.62
2019-20	35.69
2020-21	35.88
2021-22	35.11
2022-23	35.02

(c) and (d) : To improve the energy efficiency in Thermal Power Plants (TPPs), the TPP sector has been included under the PAT scheme. This scheme stipulates improvement in the heat rate of TPPs in a cycle of 3 years. This scheme covers a total capacity of 184 GW including 11.2 GW capacity of TPPs in Andhra Pradesh. As a result of implementation of the scheme, the TPP sector has achieved energy savings of 7.73 million tonnes of oil equivalent (MToE) including 0.146 MToE in Andhra Pradesh.

Power generation is a de-licensed activity and promoters of TPPs take conscious decision in regard to suitable technologies for their TPPs. However, Ministry of Power encourages installation of efficient Super-critical/ Ultra Super-critical units over sub-critical coal based thermal units as these units are more efficient than sub-critical units.

As on 28.03.2025, 98 super critical units totaling to 68,070 MW and 8 Ultra Supercritical units totaling to 5,560 MW have been installed in the country including 8 super critical units with total capacity of 5,840 MW in Andhra Pradesh.

RENTAL HOUSING FOR INDUSTRIAL WORKERS

5434. SHRI SRIBHARAT MATHUKUMILLI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the dormitory-type rental housing scheme for industrial workers has been implemented and if so, the details thereof, location-wise;
- (b) the details of the funds sanctioned along with the progress made under the said scheme, particularly in industrial clusters including those in Andhra Pradesh;
- (c) whether the participation of the private sector in the said scheme has been limited due to regulatory hurdles such as low Floor Area Ratio (FAR) and Ground Coverage Ratio (GCR) compared to international standards which restrict both horizontal and vertical expansion and if so, the details thereof;
- (d) the measures taken/being taken by the Government to address these regulatory hurdles and encourage greater private-sector participation in the said scheme; and
- (e) whether the Government proposes to introduce any policy and regulatory reforms as highlighted by NITI Aayog to integrate workers' accommodation into industrial planning, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) to (e): Ministry of Housing and Urban Affairs (MoHUA) launched Affordable Rental Housing Complexes (ARHCs) as a sub-scheme of Pradhan Mantri Awas

Yojana - Urban (PMAY-U) to provide dignified living to urban migrants/poor including industrial workers near their workplace through single/double bedroom units or dormitory beds in the country, including Andhra Pradesh. This scheme is implemented through two models:

i. Model-1: Utilizing existing Government funded vacant houses constructed under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Rajiv Awas Yojana (RAY) to convert into ARHCs through Public Private Partnership (PPP) or by Public Agencies,

ii. Model-2: Construction, Operation and Maintenance of ARHCs by Public/Private Entities on their own available vacant land.

Beneficiaries of ARHCs are urban migrants/poor from Economically Weaker Section (EWS)/Low Income Group (LIG). They include labour, urban poor (street vendors, rickshaw pullers, other service providers etc.), industrial workers, and migrants working with market/trade associations, educational/health institutions, hospitality sector, long term tourists/visitors, students or any other persons of such category.

So far, no proposal under ARHCs has been received from the State Government of Andhra Pradesh. The State/UT-wise number of ARHCs sanctioned, completed under both models along with the details of Technology

Innovation Grant sanctioned under Model-2 by the Ministry in the country are at **Statement.**

The scheme has witnessed active participation of Private Sector in Model-2. As per the Scheme Guidelines, public/private entities are encouraged to invest in the rental housing sector and develop ARHCs through various benefits/incentives provided by Governments.

Further, In the Union Budget 2024-25, Government has announced rental housing with dormitory-type accommodation for industrial workers to be facilitated in public-private partnership (PPP) mode with Viability Gap Funding (VGF) support and commitment from anchor industries. For this purpose, ₹2,500 crore has been provisioned in 2025-26 budget.

Further, learning from the experiences of 9 years implementation of PMAY-U, MoHUA has launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country to construct, purchase and rent a house by eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The scheme guidelines are available at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf>.

ARH vertical of PMAY-U 2.0 aims to create a conducive environment by incentivizing Public/Private Entities to leverage investment for creating affordable rental housing stock. It promotes the creation of adequate rental housing for eligible EWS/LIG beneficiaries including industrial workers who do not want to own a house but require housing for short term basis. As per scheme guidelines of PMAY-U 2.0, Public/Private Entities can construct, operate and maintain ARH projects containing Single/Double bedroom unit or dormitory beds to provide accommodation for eligible beneficiaries.

S. No.	Name of State/UT	Name of City	No. of vacant houses converted into ARHCs
1	Chandigarh	Chandigarh	2,195
2	Gujarat	Surat	393
3		Ahmedabad	1,376
4		Rajkot	698
5	Rajasthan	Chittorgarh	480
6	Jammu and Kashmir	Jammu	336
7	Uttarakhand	Lalkuan	100
8		Dehradun	70
Total			5,648

B. State/UT-wise details of ARHC units sanctioned and construction completed by Public/Private Entities under Model-2 of the scheme:

S. No.	Name of		Name of Entity	Total Units	Construction completed
	State	City			
1	Tamil Nadu	Sriperumbudur	SPR City Estates Pvt. Ltd.	18,112	6,160
2		Sriperumbudur	SPR Construction Pvt. Ltd.	3,969	3,969
3		Hosur	Tata Electronic Pvt. Ltd.	13,500	6,576
4		Chennai	State Industries Promotion Corporation	18,720	18,720
5		Chennai	Chennai Petroleum Corporation Ltd.	1,040	-
6		Chennai	SPR Construction Pvt. Ltd.	5,045	-
7	Chhattisgarh	Raipur	Indian Oil Corporation Ltd.	2,222	-
8	Assam	Kampur Town	Guwahati Refinery Indian Oil Corporation Ltd.	2,222	-
9	Uttar Pradesh	Prayagraj	Indian Oil Corporation Ltd.	1,112	-
10	Gujarat	Surat	Mitsumi Housing Pvt. Ltd.	453	-
11	Telangana	Nizampet	Sivani Infra Pvt. Ltd.	14,490	-
12	Andhra	Kakinada	Coastal Developers Pvt. Ltd.	736	-

13	Pradesh	Vizianagram	Coastal Developers Pvt. Ltd.	652	-
Total				82,273	35,425

DRINKING WATER PROBLEM IN KUTTANAD

5435. SHRI KODIKUNNIL SURESH:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is aware of the severe drinking water crisis due to increasing salinity, pollution and inadequate infrastructure in Kuttanad, Kerala;
- (b) if so, the details thereof along with the details of any ongoing or proposed central assistance for improving drinking water availability in the region;
- (c) whether the Government has received any proposals from the State Government of Kerala for desalination plants, pipeline infrastructure or other water supply projects for Kuttanad;
- (d) if so, the details and status thereof along with the estimated timeline for implementation; and
- (e) whether the Government would consider a special drinking water package for Kuttanad under the Jal Jeevan Mission (JJM) or any other central scheme and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) to (e): Since August 2019, Government of India in partnership with States is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of potable water to every rural household of the country, including those in the Kuttanad, Alappuzha district of Kerala, through functional tap water connection i.e. at a service level of 55 litre per capita per day (lpcd), of prescribed quality (BIS:10500), on regular and long-term basis.

At the start of the Mission, only 1.85 lakh (33.61%) rural households were reported to have tap water connections in Alappuzha. So far, as reported by the State as on 31.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 1.80 lakh additional rural households have been provided with tap water connections. Thus, as on 31.03.2025, out of 5.52 lakh rural households in the Alappuzha district of Kerala, more than 3.65 lakh (66.20%) households are reported to have tap water supply in their homes.

To achieve 100 per cent coverage through continued implementation of mission, Hon'ble Finance Minister during her budget speech 2025-26 has announced extension of Jal Jeevan Mission until 2028 with enhanced total outlay.

Drinking Water being a State subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. The choice of technology, best suited to the context in a State/ UT,

including use of desalination, for making provision of potable water supply to households lies with the respective State/UT Governments. Further, as per operational guidelines for the implementation of Centrally Sponsored Programme Jal Jeevan Mission, State Level Scheme Sanctioning Committee (SLSSC), headed by Chief Secretary/ Addl. Chief Secretary/ Principal Secretary/ Secretary in-charge of Public Health Engineering (PHE)/ Rural Water Supply (RWS) Department, approves the schemes/ projects being taken up under JJM.

Numerous projects *inter alia* including projects aiming at strengthening water storage, distribution systems, or purification facilities are implemented concurrently at various levels across the States for achieving the envisaged objectives. As such, project-wise details of individual projects/ schemes for rural water supply projects are not maintained at the Government of India level.

CENTRAL ROAD INFRASTRUCTURE FUND IN KARNATAKA

5436. SHRI B. Y. RAGHAVENDRA:

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

(a) the amount of money collected and spent under the Central Road and Infrastructure Fund (CRIF) in the last five years and the current year for the State of Karnataka;

(b) the details of ongoing road projects under CRIF in Karnataka; and

(c) whether the Government has identified new roads for development under CRIF in Karnataka, if so, the current status thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): Year-wise details of accrual of funds and the funds released for development and maintenance of State roads under Central Road and Infrastructure Fund (CRIF) Scheme in the State of Karnataka during the last five years and the current year are as under:

Year	Accrual (Rs. in Cr)	Release (Rs. in Cr)
2019-20	476.84	382.57
2020-21	439.77	434.99
2021-22	443.11	442.90
2022-23	513.13	465.27
2023-24	608.06	660.91*
2024-25	608.81	453.85

- Funds have been released more than the accrual for the Financial Year 2023-24 from the unspent balance of previous years of the State.

(b): Total 319 CRIF works in a length of about 1856 km and amounting to Rs.2151.28 crore are in various stages in the State of Karnataka. These works are scheduled for completion in a phased manner by the year 2027.

(c): The development and maintenance of State roads is the responsibility of respective State Government/ U.T. Administration. The Government gives approval of list of works on State Roads in due consideration of proposals received from respective State Government /UTs as per accrual under CRIF. The detailed technical, financial and administrative sanction is granted by respective State/ U.T. Authorities. The Government releases funds based on Utilisation Certificate received from the State Government/ U.Ts.

PROJECTS UNDER AIBP IN ANDHRA PRADESH AND TELANGANA

5437. SHRI Y. S. AVINASH REDDY:

SHRI RAMASAHAYAM RAGHURAM REDDY:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the details of projects that are planned to be supported through the Accelerated Irrigation Benefit Programme (AIBP) and other sources of funding including the priority regions identified for irrigation development; and

(b) whether any ongoing or new irrigation projects in Andhra Pradesh and Telangana have receive financial support under the AIBP and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) :Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) was launched during the year 2015-16, with an aim to enhance physical access of water on farm and expand cultivable area under assured irrigation, improve on-farm water use efficiency, introduce sustainable water conservation practices, etc. Accelerated Irrigation Benefits Programme component of PMKSY is mainly for expeditious completion of major and medium irrigation projects.

Total 106 nos. ongoing Major/Medium Irrigation Projects (MMI) were identified, in consultation with States, under PMKSY-AIBP during 2016-17. Out of these, 63 nos. projects have been completed and 43 nos. projects are ongoing. Details of 106 nos. projects are given at **Statement-I**. Further, details of new projects included under PMKSY-AIBP and other projects are given at **Statement-II**. Under, Special Package for Maharashtra central assistance is being provided to 8 nos. Major/ Medium Irrigation (MMI) projects in drought prone districts in Vidarbha and Marathwada regions and rest of Maharashtra. List of projects under Special Package for Maharashtra is placed as **Statement-III**.

(b): Yes, 7 nos. ongoing irrigation projects in Andhra Pradesh and 11 nos. ongoing irrigation projects in Telangana are getting central assistance under PMKSY-AIBP scheme. The details of projects in Andhra Pradesh are given in **Statement-IV** and the details of projects in Telangana are given in **Statement-V**.

STATEMENT-I**Details of PMKSY-AIBP Projects**

Sl. No.	State	Project	Project Status
1.	Andhra Pradesh	Maddigedda Project	Completed
2.		Musurumilli Reservoir	Ongoing
3.		Gundlakamma Project	Ongoing
4.		Pushkara LIS	Ongoing
5.		Tadipudi LIS	Ongoing
6.		Thotapalli Barrage Project	Ongoing
7.		Yerracalva Project	Ongoing
8.		Tarak Rama Teertha Sagaram	Ongoing
9.	Assam	Champamati Project	Completed
10.		Dhansiri Project	Completed
11.		Borolia Project	Ongoing
12.	Bihar	Durgawati Project	Ongoing
13.		Punpun Project	Ongoing
14.	Chhattisgarh	Maniyari Tank Project	Completed
15.		Kharung Project	Completed
16.		Kelo Irrigation Project	Ongoing
17.	Goa	Tillari Project	Completed

18.	Gujarat	Sardar Sarovar Project	Ongoing
19.	Jharkhand	Subernarekha Multipurpose Project	Ongoing
20.	Karnataka	Sri Rameswar Irrigation Project	Completed
21.		Bhima LIS Project	Completed
22.		Karanja Project	Completed
23.		NLBC System Project	Completed
24.		Upper Tunga Project	Ongoing
25.	Kerala	Muvattupuzha Project	Ongoing
26.		Karapuzha Project	Ongoing
27.	Madhya Pradesh	Singhpur Project	Completed
28.		Mahuar Project	Completed
29.		Sagad Project	Completed
30.		Sindh Project Phase II	Completed
31.		Indira Sagar Project Canal Ph - I and II	Completed
32.		Omkareshwar Project Canal Phase-IV	Completed
33.		Indira Sagar Project Canal Phase - V	Completed
34.		Bansagar Unit 2	Completed
35.		Barriyarpur LBC	Completed
36.		Sanjay Sagar (Bah) Project	Completed
37.		Bargi Diversion Project Phase - I	Completed

38.		Mahi Project	Completed
39.		Mahan Project	Completed
40.		Omkareshwar Project Canal Phase-II	Completed
41.		Omkareshwar Project Canal Phase-III	Completed
42.		Indira Sagar Project Canal Phase - III	Completed
43.		Indira Sagar Project Canal Phase – IV	Completed
44.		Pench Diversion Project	Ongoing
45.		Bargi Diversion Phase 2	Ongoing
46.		Bargi Diversion Ph. 3	Ongoing
47.		Bargi Diversion Ph. 4	Ongoing
48.	Maharashtra	Bawanthadi (IS) Project	Completed
49.		Lower Panzara Project	Completed
50.		Dongargaon Project	Completed
51.		Warna Project	Completed
52.		NandurMadhmeshwar Ph-II	Completed
53.		Upper Kundalika Project	Completed
54.		Lower Dudhna Project	Completed
55.		Khadakpurna Project	Completed
56.		Dhom Balaakwadi Project	Completed
57.		Wang project	Completed

58.		Gadnadi Project	Completed
59.		Krishna Koyna Lift Irrigation Scheme	Completed
60.		Arjuna Project	Completed
61.		Tillari Project	Completed
62.		Tarali Project	Completed
63.		Sangola Branch Canal Project	Completed
64.		Bembla River Project	Completed
65.		Upper Pen Ganga Project	Ongoing
66.		Lower Wardha Project	Ongoing
67.		Waghur Project	Ongoing
68.		Aruna Medium Project	Ongoing
69.		Lower Pedhi Project	Ongoing
70.		Gosikhurd (National) Project	Ongoing
71.		Kudali Medium Project	Ongoing
72.		Morna Project	Ongoing
73.		Nardave Project	Ongoing
74.	Manipur	Dolaithabi Barrage Project	Completed
75.		Thoubal Multipurpose Project	Ongoing
76.	Odisha	Upper Indravati Project	Completed
77.		Rukura Project	Completed

78.		RET irrigation Project	Completed
79.		Telengiri Project	Completed
80.		Lower Indra Project	Completed
81.		Subernarekha Project	Ongoing
82.		Kanupur Project	Ongoing
83.		Integrated Anandpur Barrage	Ongoing
84.		Kandi Canal Extension (Ph.II)	Completed
85.	Punjab	Rehabilitation of 1 st Patiala Feeder and Kotla Branch	Completed
86.		Narmada Canal Project	Completed
87.	Rajasthan	Modernization of Gang Canal	Completed
88.		Gollavagu Project	Completed
89.		Rallivagu project	Completed
90.		Mathadivagu Project	Completed
91.		Sri Komaram Bheem Project	Completed
92.	Telangana	J Chokha Rao D LIS	Ongoing
93.		Palemvagu Project	Ongoing
94.		PeddavaguNeelwai Project	Ongoing
95.		Rajiv Bheema LIS Project	Ongoing
96.		Sri Rama Sagar Project St. 2	Ongoing
97.		PeddavaguJagannathpur Project	Ongoing

98.		Indiramma Flood Flow Canal	Ongoing
99.	Uttar Pradesh	Bansagar Canal Project	Completed
100.		Saryu Nahar Project	Completed
101.		Arjun SahayakPariyojna	Ongoing
102.		Madhya Ganga Canal Ph 2	Ongoing
103.	UT of Jand K	Rajpora Lift Project	Completed
104.		Restoration and Modernization of Main Ravi Canal	Completed
105.		Tral Lift irrigation Project	Completed
106.	UT of Ladakh	PrakachikKhawas Project	Ongoing

STATEMENT-II

NEWLY INCLUDED PMKSY - AIBP PROJECTS /OTHER PROJECTS

Sl. No.	State	Project
1	Maharashtra	JiheKathapur Project
2	Himachal Pradesh	Nadaun Project
3	Rajasthan	Parwan multipurpose project
4	Tamil Nadu	Kannadian channel
5	Assam	ERM of Shukla Irrigation
6	Manipur	ERM of Loktak LIS (PH-1)

7	Uttarakhand	Jamrani Multipurpose project
8	Maharashtra	BodwadParisarSinchan Yojna, Phase-I
9	Himachal Pradesh	Phina Singh Multipurpose
10	Uttarakhand	Lakhwar Multipurpose Project -National project
11	Himachal Pradesh	Renukaji project -National project
12	Punjab	Shahpur Kandi dam project -National project
13	Punjab, Rajasthan	Relining of Rajasthan Feeder and Sarhind feeder
14	Jharkhand, Bihar	North Koel project
15	Andhra Pradesh	Polavaram irrigation project -National project

STATEMENT-III

PROJECTS UNDER SPECIAL PACKAGE FOR MAHARASHTRA

SI No.	Name of the Project	District Benefitted
1	Tembhu lift irrigation Scheme	Satara
2	Urmodi project	Satara
3	Sulwade Jamphal Kanoli lift irrigation Scheme	Dhule
4	Shelgaon Barrage Medium Project	Jalgaon
5	Ghungshi Barrage lift irrigation Scheme	Akola
6	Purna Barrage No.2 (Nerdhamana)	Akola
7	Jigaon project	Buldhana

8	Warkhed Londhe project	Jalgaon

STATEMENT-IV

PROJECTS UNDER PMKSY-AIBP IN ANDHRA PRADESH

Sl.No.	Projects	Ultimate Irrigation Potential (Hectare)	Irrigation Potential Created (Hectare)	Central Assistance released (Rs. in Crore)	Regions (Districts) benefitted
1	KOR Gundlakamma Reservoir Project	32,400	26784	111.14	Prakasam
2	Thotapalli Reservoir Project	79005	59908	99.73	Bapatla
3	Taraka Rama Theertha Sagar Reservoir	10000	0	36.45	Vizianagaram, Srikakulam
4	Tadipudi LIS	83609	63757	48.22	Vizianagaram
5	Pushkar LIS	75235	58317	47.08	East Godavari, Eluru, West Godavari
6	Musurumilli Reservoir Project	9164	9031	93.205	East Godavari, Alluriseetharamaraju, Kakinada, Anakapalli
7	Yerrakalava Reservoir Project	9996	6070	28.46	Alluriseetharamaraju, East Godavari

STATEMENT-V**PROJECTS UNDER PMKSY-AIBP IN TELANGANA**

Sl. No.	Projects	Ultimate Irrigation Potential (Hectare)	Irrigation Potential Created (Hectare)	Central Assistance released (Rs. in Crore)	Regions (Districts) benefitted
1.	J. Chokka Rao Devadula Lift Irrigation Scheme	248786	128140	865.03	Hanumakonda, Warangal (Rural), Jayashakar, Bhupalapally, Jangaon, Siddipet, Karimnagar, Suryapet, Mulugu, Yadadri
2.	Rajiv Bhima Lift Irrigation Scheme	82153	61110	64.75	Wanaparthy, Nagarkurnool, Mahaboobnagar
3.	SRSP Stage-II	178066	156062	39.29	Warangal (Rural), Nalgonda, Mahabubabad, Khammam, Jangaon and Suryapet
4.	Indiramma Flood Flow Canal	28571	21192	0.00	Rajanna Sircilla, Karimnagar, Siddipet, Warangal Urban, Jangaon, Jagtiyal
5.	Neelwai	5260	3237	0.00	Mancherial

6.	Jagannathpur	6073	0	2.29	Kumram Bheem, Asifabad
7.	Sri Komaram Bheem	9915	9029	0.00	Kumram Bheem, Asifabad
8.	Palemvagu	6230	0	0.00	Mulugu
9.	Ralivagu (Completed)	918	918	0.00	Mancherial
10.	Mathadivagu (Completed)	3440	3440	5.34	Kumram Bheem, Asifabad
11.	Gollavagu (Completed)	3845	3845	4.78	Mancherial

ALLOCATION OF FUNDS UNDER TRIBAL SUB PLAN

5438. DR. GUMMA THANUJA RANI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the funds allocated under the Tribal Sub Plan component for various schemes implemented by the Department of Fisheries since 2019-20 in the country, State-wise including Andhra Pradesh;

(b) whether the allocation of the funds for Andhra Pradesh was zero in 2020-21 and if so, the reasons therefor;

(c) whether the Government is aware that Andhra Pradesh has a sizeable tribal population, if so, the details thereof;

(d) whether the Government has taken this into account and urged the utilization of the funds under the Tribal Sub Plan component and if so, the details thereof;

(e) whether the Government has received any representation from the State Government of Andhra Pradesh regarding the utilization of the funds under this component in 2020-21 and if so, the details thereof; and

(f) the reasons for denial of the funds, if any?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b): State-wise details of funds including Andhra Pradesh allocated under the Tribal Sub Plan/Development Action Plan for Scheduled Tribes (DAPST) by the Department of Fisheries since 2019-20 is given at **Statement-I**. Rs. 655.38 lakhs were released to Andhra Pradesh by Department of Fisheries in 2020-21 under DAPST.

(c) :As per Census 2011, Andhra Pradesh has a total population of 4,93,86,799 out of which 26,31,145 are Scheduled Tribes which is approximately 5.3% of State's population.

(d) :Ministry of Tribal Affairs is implementing various schemes/programmes for the welfare and development of the Scheduled Tribes (STs) in the country. Details of funds released to Andhra Pradesh under the schemes of Ministry during the last four years is given at **Statement-II**.

Ministry regularly communicates with State Governments to ensure utilization of funds released to them. Ministry convenes meetings with State Government officials for ensuring timely submission of proposals, speeding up of implementation of the schemes, and reviewing the physical and financial progress.

(e) and (f): DAPST fund was released to Andhra Pradesh in 2020-21.

STATEMENT-I

Funds released to States/UTs under TSP by Department of Fisheries							
(Rs. In Lakh)							
		Blue Revolution	Pradhan Mantri Matsya Sampada Yojana				
S. No	Name of the State/UT	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
1	A and N Island	0	40	21.8	0	0	0

2	Andhra Pradesh	46.44	655.38	27.29	0	205	300
3	Arunachal Pradesh	0	230.24	0	2442.38	1237.5	1621.14
4	Assam	0	219.88	653.95	471.52	793.29	750
5	Bihar	0	203.78	32	0	173.74	200
6	Chhattisgarh	388.08	623.02	727.35	1242.32	1865.41	1500
7	Daman and Diu	0	19.9	0	0	0	0
8	Delhi	0	55.15	0	0	0	0
9	Goa	0	8.78	0	0	0	0
10	Gujarat	0	71.69	0	0	0	0
11	Haryana	64.26	0	0	0	0	0
12	Himachal Pradesh	1.79	169.03	78.21	149.28	46.76	0
13	Jammu and Kashmir	0	344.85	149.08	38.62	18.88	28.9
14	Jharkhand	0	227.61	454.22	372.98	549.46	1000
15	Karnataka	0	251.51	1008.9	300	881.82	1000
16	Kerala	0	68.8	95.9	0	0	0
17	Lakshadweep	0	325	0	0	0	0
18	Madhya Pradesh	382.13	417.03	1379.6	235.78	1139.02	2558.99

19	Maharashtra	98.8	200	0	300	714.62	0
20	Manipur	0	38.86	601.5	269.28	1000	700
21	Meghalaya	12	311.55	485.84	659.07	1172	1000
22	Mizoram	481.45	546.86	1329.81	694.93	717.76	1730.94
23	Nagaland	2250.56	0	1340.22	1227.8	1665.63	1668.74
24	Odisha	0.21	244.35	396.05	200	69.89	300
25	Puducherry	0	0	0	0	0	0
26	Punjab	0	0	0	0	0	0
27	Rajasthan	0	12.32	0	0	0	100
28	Sikkim	27.22	152.55	218.63	522.52	0	150
29	Tamil Nadu	0	0	0	0	0	300
30	Telangana	0	67.5	217.29	0	0	300
31	Tripura	21.43	0	864.66	455.95	455.95	300
32	Uttar Pradesh	100.08	0.61	0	0	0	0
33	Uttarakhand	38.75	78.48	283.09	307.97	339.97	336.48
34	West Bengal	0	0	0	208.22	0	0
35	Ladakh	0	37.5	108	218.55	162.5	490.44
36	NFDB/Misc	688	616.6	370.18	0	7.5	834.85
	Total	4601.20	6238.83	10843.57	10317.17	13216.70	17368.24

*As per the information received from Department of Fisheries.

STATEMENT-II

Funds released to Andhra Pradesh under the schemes of Ministry during last four years

(Rs. in Lakhs)

Sr.No	Scheme/programmes	2020-21	2021-22	2022-23*	2023-24*
1	Aid To Voluntary Organisations Working for The Welfare of Scheduled Tribes	50.26	162.29	183.01	92.19
2	Grants Under Proviso to Article 275(1) Of the Constitution	2055.55	2638.65	0.00	0.00
3	Post Matric Scholarship Tribal	6039.35	8991.45	13356.50	11471.08
4	Pre Matric Scholarship Tribal	1433.81	3935.06	0.00	5700.16
5	Special Central Assistance to Tribal Sub Schemes /Pradhan Mantri Adi Adarsh Gram Yojana	4954.96	0.00	0.00	0.00
6	Eklavya Model Residential School (EMRS)	6199.12	14591.28	12600.57	10795.05
7	Support To Tribal Research Institutes (TRIs)	455.00	432.75	219.13	125.00

* Provisional

**Ministry-wise details of financial progress with respect to Andhra Pradesh
under PMJANMAN (As on 14.01.2025)**

(Rs. in crore)

MoRD (PMAY- G)	MoRD (PMGSY)	MoHFW (NRHM)	MoWCD (POSHAN 2.0)	MoE (SSA)	MoP (RDSS)	MNRE	MoC (DoT- USOF)	MoTA	
								MPC	VDVK
44.33	280.53	40.31	43.44	18.85	88.71	8.38	94.50	14.97	3.105

*As per information from line Ministries

SHORTAGE OF DRINKING WATER IN RURAL AREAS OF RAJASTHAN

5439. SHRI KULDEEP INDORA:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has taken any special initiatives through its various schemes to ensure that rural areas of water deficient districts of Rajasthan get sufficient and safe supply of drinking water;
- (b) if so, the details thereof; and
- (c) the steps taken/being taken by the Government to ensure that the rural areas of Sriganganagar and Hanumangarh districts get safe drinking water during the last three years and the current year?

**THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):**

(a) to (c): Since August 2019, Government of India is implementing Jal Jeevan Mission (JJM), in partnership with States/ UTs, including water deficient districts of Rajasthan, to make provision of tap water supply to every rural household of the country in adequate quantity (55lpcd) of prescribed quality (BIS:10500) on long term basis. Drinking water is a state subject, and hence, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the JJM, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

As reported by the state government of Rajasthan on JJM IMIS, on 15.08.2019, only 11.68 lakh (10.85%) rural households had tap water connections. Since then, around 48.77 lakh additional rural households have been provided with tap water connections under JJM. Thus, as on 31.03.2025, out of 107.75 lakh rural households in state, the provision of tap water supply is available to approximately 60.46 lakh (56.12%) rural households.

As reported by state on JJM-IMIS, in Sriganganagar district, on 15.08.2019, 12,926 (7.01%) rural households had tap water connections. Since then, 1,55,139 additional rural households have been provided with tap water connections under JJM. Thus, as on 31.03.2025, out of 1,84,311 rural households, the provision of tap water supply is available to 1,68,065 (91.19%) rural households in the district.

Similarly, in Hanumangarh district, on 15.08.2019, 77,784 (26.61%) rural households had tap water connections. Since then, 1,74,330 additional rural households have been provided with tap water connections under JJM. Thus, as on 31.03.2025, out of 2,92,298 rural households, the provision of tap water supply is available to 2,52,114 (86.25%) rural households in the district.

CLUSTER-BASED MSMEs DEVELOPMENT PROGRAMMES

5440. DR. SANJAY JAISWAL:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) whether the Ministry is implementing cluster-based MSME development programmes in backward regions like West Champaran;
- (b) if so, the details of such clusters established in the district during the last three years and the industries they focus on;
- (c) whether there are plans to set up business incubation centers in West Champaran to promote entrepreneurship and innovation;
- (d) if so, the expected timeline and the type of support (financial, technical and marketing) these centers would provide; and

(e) the steps being taken to link MSMEs in West Champaran with national and international e- commerce platforms to expand their market reach and improve competitiveness?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): Ministry of MSME is implementing Micro and Small Enterprises Cluster Development Programme (MSE-CDP) scheme across the country. The objective of the MSE-CDP scheme is to enhance the sustainability, competitiveness and growth of Micro and Small Enterprises (MSEs) by addressing common issues such as improvement of technology, skill and quality etc. for their holistic development adopting cluster development approach by extending financial assistance as GoI grant to establish Common Facility Centers (CFCs) in the existing clusters and establish/up-grade infrastructural facilities in new/existing industrial estates/areas/flatted factory complexes. It is a demand driven scheme and proposals under the scheme are received from the State/UT Governments as per their need. No proposal from West Champaran under MSE-CDP has been received so far.

(c) and (d): Ministry of MSME is also implementing the Incubation component of MSME Innovative Scheme under MSME Champions Scheme. This provides opportunity to Institutions such as Technical Colleges, Universities, other

Professional Colleges/Institutes, Rand D Institutes, NGOs involved in incubation activities, MSME-DIs/ Technology Centres or any Institute/ Organization of Central/ State Government to apply for registration as a Host Institute (HI) and act as a Business Incubator (BI). It is a demand driven scheme and no proposal for the registration of Host Institutions (HIs) / Business Incubators (BIs) under Incubation component of MSME Innovative scheme has been received so far from West Champaran district.

(e): Open Network for Digital Commerce (ONDC) is an initiative of Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry, Government of India, aimed to democratize digital commerce and enable small businesses to capitalize on the benefits of digital commerce by creating a level playing field. This initiative provides equal opportunities to small businesses including MSMEs, artisans, and self-help groups (SHGs) to leverage digital commerce and expand their market reach. The Ministry of MSME has launched a MSME Trade Enablement and Marketing (TEAM) Scheme, designed to onboard 5 lakh Small and Medium Enterprises (SMEs) onto ONDC.

FUNDS TO PROMOTE FPI IN BHIWANI-MAHENDRAGARH

5441. SHRI DHARAMBIR SINGH:

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

- (a) whether the Government has allocated any funds to promote food processing industries in Bhiwani-Mahendragarh;
- (b) if so, the details of the funds allocated and projects implemented during the last three years and the current year;
- (c) whether the Government plans to establish mega food parks and cold storage facilities in this region;
- (d) if so, the status of these projects and their beneficiaries; and
- (e) whether the Government provides any special grants or concessions to agri-based startups and MSMEs, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (d) : In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure through its Central Sector “Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme”, Central Sector “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” and Centrally sponsored “PM Formalization of Micro Food Processing Enterprises (PMFME)” Scheme across the country including Bhiwani and

Mahendragarh districts of Haryana. These schemes are not region specific but demand driven.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total outlay of Rs 5520 Cr for 15th Finance Commission Cycle.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores.

Being central sector schemes, no state-wise budget allocation is done under PMKSY and PLISFPI. Year-wise total allocation and funds utilized under PMKSY and PLISFPI since 2021-22 and funds released under PMFME schemes in Haryana State since 2021-22 are at **Statement-I** and the details of projects approved under these schemes in Haryana State since 2021-22 is placed at **Statement-II**.

MoFPI does not set up food processing industries on its own. However, it incentivizes setting up of these Industries through Grants to entrepreneurs. The Mega Food Park Scheme has been discontinued by the Ministry since

01.04.2021. MoFPI, under its schemes, does not provide financial assistance for establishment of standalone cold storages facilities. However, it incentivizes creation of cold storage infrastructure as part of food processing projects under relevant component schemes of PMKSY.

Department of Agriculture and Farmers Welfare is implementing Mission for Integrated Development of Horticulture (MIDH) under which capital assistance is provided for various horticulture activities including Construction/ Expansion/ Modernization of cold storages of capacity up to 5000 MT in the country on the basis of Annual Action Plan (AAP) received from States/UTs.

(e): Ministry extends financial support to prospective entrepreneurs including agri-based startups for setting up of different kinds of food processing industries, as per respective scheme guidelines. Entrepreneurs in the Micro, Small and Medium Enterprises (MSME) sector are also incentivized under the schemes of MoFPI. The details of incentives available under these schemes are at **Statement-III.**

STATEMENT-I

Details of funds allocated and funds utilized in the schemes of MoFPI

(Rs in Crores)

Year	2021-22		2022-23		2023-24		2024-25	
Scheme	R.E.	A.E.	R.E.	A.E.	R.E.	A.E.	R.E.	A.E.

								21.03.2025
PMKSY	791	713.49	673	561.92	745	666.21	630	472.34
PLISFPI	10	7.38	801	489.83	1150	590.45	699.96	186.58

R.E.—Revised Estimates, A.E.- Actual Expenditure

Funds released to Haryana State under PMFME Scheme

(Rs in Crores)

Sl. No.	State /UT	2021-22	2022-23	2023-24	2024-25 (28.02.2025)
1	Haryana	3.98	5.46	11.25	25

STATEMENT-II

A. List of approved projects in Haryana State under Component Scheme of PMKSY since 2021-22

Sr. No	Project Name	District	Date of Approval	Project Cost (Rs in Cr.)	Approved Grant-in-aid (Rs in Cr.)
Component Scheme--Integrated Cold Chain and Value Addition Infrastructure Scheme					
1	M/s Choudhery Cheese Bazar Pvt.Ltd	Hissar	08.12.2022	72.48	9.23
2	M/S VS Anand Food Processing	Sonepat	28.06.2023	54.5055	10
3	M/s S M Foods	Gannaur	29.02.2024	38.9	10

4	M/s ASTER Cargo Private Limited	Nuh (Mewat)	29.02.2024	72.1	10
5	M/s Sunrise Victuals Private Limited	Sonipat	29.02.2024	38.86	7.29
Component Scheme--Infrastructure for Agro-Processing Clusters Scheme					
6	M/s Anant Raj Limited	Rewari	10.11.2022	37.67	10
Component Scheme--Creation / Expansion of Food Processing and Preservation Capacities Scheme					
7	M/s Shree Shyam Snacks Food Pvt Ltd	Hisar	05.12.2022	11.82	3.32
8	M/s Indies Global Foods Industries Pvt Ltd	Sonepat	05.12.2022	11.87	3.40
9	M/s Parav Milk and Milk Products	Sirsa	05.12.2022	3.11	1.05
10	M/s RCOM Oils And Solvex Private Limited	Bhiwani	24.01.2023	20.70	5.00
11	M/s Darshan Foods Pvt. Ltd.	Rewari	08.07.2023	12.06	3.30
12	M/s Shree Shyam Snacks Pvt. Ltd.	Hisar	29.02.2024	21.11	5.00
13	M/s MKR Foods	Sonepat	29.02.2024	8.25	2.87

B. Micro Food Processing Industry based proposals approved in Haryana

State under PMFME scheme since 2020-21

S.No.	State/ District	Number of Micro Food Processing Industries approved
1	Haryana	1319

2	Bhiwani	48
3	Mahendragarh	18

C. List of projects with committed Investments under PLISFPI Scheme in Haryana State since 2021-22

S.No	Name of the Applicant	Target Segment	Plant city	Committed Investment (Rs in Cr)
1	M/s Bikanervala Foods Private Limited	Consumer Products (RTC/RTE)	Faridabad	10.26
2	M/s Bikanervala Foods Private Limited	Consumer Products (RTC/RTE)	Sonepat	9
3	M/s Bikanervala Foods Private Limited	Consumer Products (RTC/RTE)	Sonepat	10.9
4	M/s Gujarat Co-Operative Milk Marketing Federation Ltd	Consumer Products (RTC/RTE)	Faridabad	4.1
5	M/s Gujarat Co-Operative Milk Marketing Federation Ltd	Consumer Products (RTC/RTE)	Gurgaon	13.75
6	M/s Gujarat Co-Operative Milk Marketing Federation Ltd	Consumer Products	Rohtak	26.52

		(RTC/RTE)		
7	M/s Lrm Spices Private Limited	Category 2-Organic	Sonepat	0
8	M/s Nestle India Ltd.	Millet LE	Panipat	0
9	M/s Btw India Pvt Ltd	Millet MSME	Sonepat	0

STATEMENT-III

Incentives available under Pradhan Mantri Kisan Samapada Yojana

(PMKSY)

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]
2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]

		per project]	
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be ₹10 crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/entities: grant-in-aid of @ 70% of the eligible cost
6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations/universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations/Universities/ Institutions, Grants @ 70% of equipment cost.

Incentives available under Production Linked Incentive Scheme for Food**Processing Industry (PLIS-FPI)**

i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.

ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50 crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises**under PMFME Scheme**

(i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;

(ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.

(iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any

Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv). *Branding and Marketing Support*: Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v). *Capacity Building*: The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

MAKE IN INDIA INITIATIVE FOR MSMEs

5442. SHRI BIDYUT BARAN MAHATO:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the measures and strategies taken by the Government to enhance the growth of MSMEs, especially in fostering innovation, improving ease of doing business, and facilitating access to new markets; and

(b) the manner in which the "Make in India" initiative is being integrated into the MSME sector and the steps being taken to promote indigenous manufacturing,

reduce dependence on imports and create new opportunities for MSMEs under this initiative?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): Government has taken a number of measures to enhance the growth of MSMEs, which includes measures for fostering innovation, improving ease of doing business, and facilitating access to new markets.

The Ministry of MSME implements the MSME Champions Scheme aimed at modernizing MSMEs by enhancing productivity, reducing wastages, improving competitiveness, and facilitating their national and global reach. This Scheme comprises three components: i) MSME-Sustainable (ZED) Certification Scheme, ii) MSME-Competitive (Lean) Scheme and iii) MSME-Innovative (Incubation, Design and IPR) Scheme.

The MSME-Innovative Scheme fosters innovation through a combination of innovation in incubation, design intervention and by protecting IPR in a single mode approach to create awareness amongst MSMEs about India's innovation and motivate them to become MSME Champions.

To improve ease of doing business for MSMEs, a number of initiatives have been taken which are as given below:

- i. New revised criteria for classification of MSMEs, based on Investment and Turnover, adopted to widen the ambit of the MSME sector.
- ii. “Udyam Registration” for MSMEs launched for Ease of Doing Business.
- iii. Ministry of MSME launched Udyam Assist Platform, for bringing Informal Micro Enterprises (IMEs), in the formal ambit. Registered IMEs can avail the benefits of Priority Sector Lending.
- iv. Non-tax benefits extended for 3 years in case of an upward change in status of MSMEs.
- v. Ministry of MSME has launched Samadhaan Portal for filing of grievances and monitoring of outstanding dues to the MSEs from the buyers of goods and services.
- vi. Launching of an online Portal “Champions” in June, 2020 to cover many aspects of e-governance including redressing grievances and handholding of MSMEs.

To provide an assured market share to Micro and Small Enterprises (MSEs), Procurement Policy for Micro and Small Enterprises Order, 2012 has been issued. Procurement and Marketing Support Scheme (PMSS) extends benefits to MSEs for gaining market access through participation in Trade Fairs/ Exhibitions, Vendor Development Programmes, adoption of Modern Packaging Technique, e-Commerce platforms, etc.

Under the International Cooperation (IC) Scheme, financial assistance is provided on reimbursement basis to the eligible Central/State Government

organizations and Industry Associations to facilitate participation of MSMEs in the international exhibitions/fairs/buyer-seller meets held abroad and for organizing international conference/seminar/workshops in the country.

As informed by DPIIT, Make in India' Initiative was launched on 25th September, 2014 to facilitate Investment, foster Innovation, build best in class Infrastructure, and make India a hub for manufacturing, design, and innovation. Presently, Make in India 2.0 focuses on 27 sectors implemented across various Ministries/Departments and State Governments. One of the significant measures taken up by the Government keeping in view India's vision of becoming 'Atmanirbhar', is the launch of Production Linked Incentive (PLI) Schemes for 14 key sectors to enhance India's Manufacturing capabilities and Exports.

The Ministry of MSME, in order to help the MSMEs to grow technologically and to enhance their competitiveness, has established new Technology Centres (TCs) and Extension Centres (ECs) across the country. These TCs/ECs provide various services like technology support, skilling, incubation and consultancy to MSMEs and skill seeker, which makes them capable to manufacture in the country in addition to reducing the dependence on import and create new opportunities. To digitally empower MSEs, the Trade Enablement and Marketing (TEAM) Scheme has been launched.

बरेली में भूजल संरक्षण के लिए विशेष योजना

5443. श्री छत्रपाल सिंह गंगवार:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) बरेली में स्वच्छ जलापूर्ति से संबंधित ब्यौरा क्या है और जल जीवन मिशन (जेजेएम) की प्रगति क्या है;

(ख) क्या बरेली में भूजल संरक्षण के लिए कोई विशेष योजना क्रियान्वित की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) उक्त क्षेत्र में गंगा की सफाई में हुई प्रगति का ब्यौरा क्या है और उक्त प्रयोजन के लिए कितना बजट आवंटित किया गया है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क): भारत सरकार देश के सभी ग्रामीण परिवारों को नियमित और दीर्घकालिक आधार पर निर्धारित गुणवत्ता और पर्याप्त मात्रा में सुरक्षित तथा पीने योग्य नल जल की आपूर्ति का प्रावधान करने के लिए प्रतिबद्ध है। इस दिशा में, भारत सरकार ने अगस्त 2019 से राज्यों की भागीदारी से कार्यान्वित किए जा रहे जल जीवन मिशन (जेजेएम) की शुरुआत की। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की सहायता करती है।

जल जीवन मिशन (जेजेएम) की प्रगति के बारे में बरेली सहित राज्य/जिला-वार विवरण <https://ejalshakti.gov.in/jjmreport/JJMIndia.aspx> पर जेजेएम आईएमआईएस डैशबोर्ड पर उपलब्ध है।

(ख): बरेली सहित देश में भूजल संरक्षण को बढ़ावा देने के लिए विभिन्न कदम उठाए गए हैं। प्रमुख पहलों में से एक, जल शक्ति अभियान – कैच द रेन अभियान, अपने विभिन्न संस्करणों में, जल संरक्षण और वर्षा जल संचयन संरचनाओं, पारंपरिक जल निकायों के नवीनीकरण, पुनः उपयोग तथा

पुनर्भरण संरचनाओं, वाटरशेड विकास आदि पर केंद्रित है। इसके अलावा, जेएसए: सीटीआर के तहत एक विशेष पहल जल संचय जन भागीदारी (जेएसजेबी) 6 सितंबर 2024 को शुरू की गई है, जिसका उद्देश्य सहयोगी समुदाय-संचालित जल संरक्षण प्रयासों को बढ़ावा देना है और स्थानीय समुदायों, उद्योगों तथा अन्य हितधारकों की सक्रिय भागीदारी सुनिश्चित करते हुए, कम लागत, वैज्ञानिक रूप से डिज़ाइन की गई कृत्रिम पुनर्भरण संरचनाओं के माध्यम से जल प्रबंधन को बढ़ाने पर ध्यान केंद्रित करना है। इसके अतिरिक्त, बोरवेल पुनर्भरण संरचनाओं के लिए जेजेएम कार्यसंबंधी दिशानिर्देशों के अंतर्गत प्रोत्साहिता/सहायता प्रदान की जाती है। इसके अलावा, भारत सरकार 7 राज्यों अर्थात् हरियाणा, गुजरात, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान और उत्तर प्रदेश के 80 जिलों में 8,213 जल की कमी वाली ग्राम पंचायतों (जीपी) में अटल भूजल योजना भी कार्यान्वित कर रही है ताकि खेतों में जल की भौतिक पहुंच बढ़ाई जा सके और सुनिश्चित सिंचाई के तहत खेती योग्य क्षेत्र का विस्तार किया जा सके, कृषि जल उपयोग दक्षता में सुधार किया जा सके, स्थायी जल संरक्षण व्यवहारों, आदि को शुरू किया जा सके।

(ग): नमामि गंगे कार्यक्रम के अंतर्गत, गंगा नदी और इसकी सहायक नदियों की सफाई और पुनरुद्धार के लिए विविध तथा समग्र उपाय किए गए हैं। इन हस्तक्षेपों में ई-फ्लो, ग्रामीण स्वच्छता, वनीकरण, जैव विविधता संरक्षण, जन भागीदारी आदि सुनिश्चित करते हुए, अपशिष्ट जल शोधन, ठोस अपशिष्ट प्रबंधन, नदी मुहाना प्रबंधन (घाट और शवदाहगृह) शामिल हैं। जनवरी 2025 तक, 40,121.48 करोड़ रुपये की अनुमानित लागत से कुल 492 परियोजनाएं शुरू की गई हैं, जिनमें से 307 परियोजनाएं पूरी हो चुकी हैं और कार्यशील हैं।

विशेष रूप से, बरेली, उत्तर प्रदेश में 63 मिलियन लीटर प्रतिदिन (एमएलडी) एसटीपी के निर्माण के लिए 271.39 करोड़ रुपये की लागत वाला एक सीवेज शोधन संयंत्र (एसटीपी) स्वीकृत किया गया है, जिसका कार्य पूरा कर लिया गया है और इसे शुरू कर दिया गया है।

COASTAL HIGHWAYS

5444. SHRI PARSHOTTAMBHAI RUPALA:

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

(a) the details of the coastal highways planned and under progress along the country's coastline, including the route alignment, length and estimated cost of each project, State-wise including Gujarat;

(b) the measures taken to ensure the environmental sustainability and social responsibility of the coastal highway projects including the conduct of environmental impact assessments and the relocation of affected communities;

(c) the allocation of funds for coastal highway projects in the current financial year;

(d) the timeline set by the Government for the completion of the coastal highway projects; and

(e) the impact of the coastal highway projects on the economic development, tourism and connectivity of coastal regions particularly in the State of Gujarat?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Development and maintenance of NHs, including NHs in coastal areas, is a continuous process. Works on NHs are accordingly taken up based on the traffic density, condition of the road, inter-se priority, availability of funds and synergy with PM GatiShakti National Master Plan (NMP).

At present, 27 NHs projects in 1,025 km length costing ₹65,111 crore are under construction in the country for improving accessibility and connectivity to the mainland coastline. State / Union Territory (UT) –wise details of these projects, including for the State of Gujarat, are at **Statement**.

Further, Government has taken up preparation of Detailed Project Report (DPR) for development of NHs in 890 km length for improving connectivity to the mainland coastline, including 67 km long stretch from Narayan Sarovar to Nalia and 30 km long stretch from Pipaliya to Maliya in the State of Gujarat.

(b): Environmental and Social Impact Assessment and mitigation measures are part of Detailed Project Report (DPR) of all NHs projects, including NHs in coastal areas. Further, all NHs development projects are planned in line with PM GatiShakti National Master Plan (NMP) Principles. The DPR module tool developed by the Government along with the available features in the dynamic Geographic Information System (GIS) platform based PM Gati Shakti NMP Portal is helpful for optimizing the NHs project alignments and planning of projects considering information related to existing physical / geographical features, forest

areas, eco-sensitive areas, etc., in minimizing ecological impacts, requirements of clearances and faster and more effective project preparation. In addition, all projects costing more than ₹500 crore are consulted through Network Planning Group (NPG) at the Detailed Project Report (DPR) stage itself, having representation from all the stakeholders including NITI Aayog, and the advice of NPG is suitably incorporated.

(c): Budgetary allocation for development and maintenance of NHs, including NHs in coastal areas, during the FY 2024-25 is ₹2,90,245 crore.

(d): At present, 27 NHs projects in 1,025 km length costing ₹65,111 crore are under construction in the country for improving accessibility and connectivity to the mainland coastline, with completion in a phased manner by FY 2026-27.

(e): Infrastructure sector is the prime mover of the economy and contributes to the faster economic growth and development. Government has taken up development of NHs, including capacity augmentation and development of Way Side Amenities at approximate intervals of 40-60 km along NHs, for improving accessibility and connectivity to the mainland coastline, including for the State of Gujarat, thereby reducing transportation cost and time for movement of goods and passengers to and from ports and industrial clusters for enhanced trade and logistics efficiency, besides providing boost to coastal tourism.

STATEMENT

State / UT – wise details of NHs projects under construction in the country, including for the State of Gujarat, for improving accessibility and connectivity to the mainland coastline: -

Sl. No.	State	Nos.	Length (in km)	Cost (₹ Crore)
1	Andhra Pradesh	2	90	1,128
2	Goa	1	71	952
3	Gujarat	2	110	1,298
4	Kerala	16	522	52,575
5	Maharashtra	3	104	3,782
6	Tamil Nadu	3	128	5,376

DEVELOPMENT OF AIRPORT INFRASTRUCTURE IN TAMIL NADU

5445. KUMARI SUDHA R. :

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

(a) the number of flights and helicopters operated from/to the airfield in Puducherry;

(b) whether helipads would be established in Mayiladuthurai/Kumbakonam/Thanjavur to promote cultural and spiritual tourism in the Cauvery Delta districts region and if so, the details thereof;

(c) whether the Government is operating or maintaining any defence helipads in the Nagapattinam region and if so, the details thereof; and

(d) whether the said helipads could be used for civilian purposes and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a): The number of aircraft movements handled at Puducherry from 2019 to 2024 is 3207.

(b) to (d): There is no such plan under consideration of the Government.

तेल एवं प्राकृतिक गैस की खोज के लिए सर्वेक्षण

5446. श्री राजेश रंजन:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने उत्तर बिहार और नेपाल के तराई क्षेत्र में बहने वाली कोसी-सप्तकोशी, गंडक, महानंदा, कमला बलान और गंगा नदियों में तेल और प्राकृतिक गैस की खोज के लिए कोई सर्वेक्षण किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) यदि नहीं, तो क्या सरकार उक्त नदियों में तेल और प्राकृतिक गैस की खोज के लिए किसी कार्य योजना पर विचार विमर्श कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (ग) : भारत के तेल एवं प्राकृतिक गैस भंडारों को तलछटीय बेसिनों में वर्गीकृत किया गया है। कोसी-सप्तकोशी, गंडक, महानंदा, कमला बलान, गंगा नदियाँ गंगा पंजाब तलछटीय बेसिन का हिस्सा हैं। सरकार ने वर्ष 2017-2021 के दौरान गंगा पंजाब बेसिन से संबंधित 2-आयामी (2डी) भूकंपीय डेटा का 766 लाइन किलोमीटर (एलकेएम) अधिग्रहित किया है। इसके अलावा, ऑयल एंड नेचुरल गैस कॉर्पोरेशन (ओएनजीसी) ने अब तक बिहार के तराई क्षेत्र में 1431.56 एलकेएम 2 डी भूकंपीय डेटा और उत्तर बिहार क्षेत्र में 524.765 एलकेएम 2डी भूकंपीय डेटा और 404.33 वर्ग किलोमीटर (एसकेएम) 3-आयामी (3डी) भूकंपीय डेटा अधिग्रहित किया है। सरकार ने गंगा पंजाब बेसिन में क्रमशः 308.32 वर्ग कि.मी. और 302.57 वर्ग कि. मी. क्षेत्रफल वाले दो ब्लॉक जीवी-ओएनएचपी-2021/1 और जीवी-ओएनएचपी-2021/2 वर्ष 2022 में प्रदान किए हैं जिसमें से क्रमशः 308.32 वर्ग कि. मी. और 52.13 वर्ग कि. मी. बिहार राज्य में है।

CREATE FOR SUPPORT TO RURAL ENTERPRISES**5447. SHRI MUKESHKUMAR CHANDRAKAANT DALAL:**

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) whether the Centre for Rural Enterprise Acceleration through Technology (CREATE) has been set up to support rural enterprises, if so, the details thereof;
- (b) the key facilities and training programme provided by CREATE;
- (c) the manner in which the initiative aims to enhance local productivity and improve the quality of products in the region;
- (d) the estimated impact of CREATE on improving the livelihoods of local communities and enabling artisans to earn higher remuneration; and
- (e) whether the Government plans to establish similar centres in other regions to promote rural enterprise development and economic growth particularly in Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) :The Centre for Rural Enterprise Acceleration through Technology (CREATE) has been set up at Leh to support rural enterprises, enhance local productivity, product quality and improve livelihoods of the local traditional artisans.

(b) :The Centre for Rural Enterprise Acceleration through Technology (CREATE) is a Pashmina wool processing unit which has been set up for conversion of dehaired Pashmina to Pashmina Roving.

(c) and (d): Before establishment of the CREATE, no Pashmina wool roving processing facility was available in Leh, and therefore the same was being done from units based in different states. The setting up of CREATE makes availability of Pashmina roving facility, locally at Leh, leading to high productivity, consistent product quality due to automation and high earnings for the artisans. It also reduces wastage of costly Pashmina fibre.

Increased productivity will lead to increase of earnings of spinners and weavers.

It, further, helps in conserving the art of Pashmina spinning and weaving.

(e): As of now, KVIC has no plan to establish similar centre in Gujarat State.

PLI SCHEME FOR DRONE MANUFACTURING

5448. SUSHRI SAYANI GHOSH:

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

- (a) whether the Government proposes to introduce a new PLI Scheme for manufacturers of drones and drone components in the country and if so, the details thereof;
- (b) the details of the achievements of the first PLI Scheme for the said manufacturers under which an outlay incentive of Rs 120 crores was set aside by the Government in September 2021;
- (c) the reasons for the discontinuation of the said PLI Scheme;
- (d) whether the Government is aware that 90% of flight controllers used in small drones in the country are imported from China; and
- (e) if so, the details thereof along with the steps taken by the Government for indigenisation of drone components?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (c): The scheme of Production Linked Incentive for drones and drone components of Ministry of Civil Aviation was notified on 30th September, 2021 with a total incentive of Rs 120 crores spread over three Financial Years (FYs), FY 2021-22 to FY 2023-24. The Scheme period is now over. Under the scheme a total amount of Rs 98.32 crores (approx.) was disbursed.

(d) and (e) :As per the available data submitted by Unmanned Aircraft System (UAS) manufacturers in India with respect to Flight controllers installed in Small class UAS model Type Certified by Directorate General of Civil Aviation (DGCA) and registered with Unique Identification Numbers as on date, 39 percent of Flight Controllers have been sourced from manufacturers based in China. The PLI Scheme of the Ministry included the indigenous manufacture of drone components.

STATUS OF SMART CITIES MISSION

5449. SHRI ANAND BHADAURIA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Smart Cities Mission (SCM) is set to end on 31st March, 2025 and if so, the details thereof;

(b) the details of the cities that have completed all the projects under the said mission and declared 'Smart Cities' along with the details of the projects completed so far, city-wise; and

(c) the details of the cities where projects have not been completed under the said mission along with the details of the incomplete projects, city-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): On the requests received from the States/ UTs, Government of India has extended the Smart Cities Mission (SCM) up to 31.03.2025 for completion of its ongoing projects.

(b) and (c): As on 04.03.2025, 7,504 projects (93% of total projects) amounting to ₹1,50,306 crore have been completed and 559 projects amounting to ₹14,239 crore are ongoing in the 100 cities selected under SCM. The city-wise details of projects completed and ongoing is at **Statement**.

STATEMENT

Details of city-wise projects completed and ongoing under SCM

(Amount in ₹ Crore)

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Andaman Nicobar Islands	18	511	7	40	11	472
Port Blair	18	511	7	40	11	472
Andhra Pradesh	280	6,589	235	5,661	45	928
Amaravati	19	903	14	746	5	157
Kakinada	92	1,908	80	1,731	12	177

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Tirupati	104	2,083	79	1,611	25	472
Visakhapatnam	65	1,695	62	1,574	3	122
Arunachal Pradesh	75	1,032	55	615	20	417
Itanagar	32	521	22	378	10	143
Pasighat	43	512	33	237	10	275
Assam	21	755	19	722	2	32
Guwahati	21	755	19	722	2	32
Bihar	152	5,349	126	4,211	26	1,138
Bhagalpur	27	1,504	25	1,395	2	109
Biharsharif	61	1,449	52	1,143	9	306
Muzaffarpur	30	966	22	626	8	340
Patna	34	1,430	27	1,046	7	383
Chandigarh	97	2,694	96	2,692	1	2
Chandigarh	97	2,694	96	2,692	1	2
Chhattisgarh	520	4,443	494	4,009	26	435
Atal Nagar	52	944	45	856	7	89
Bilaspur	126	1,765	115	1,529	11	236
Raipur	342	1,734	334	1,624	8	110
Dadra and Nagar Haveli	29	853	11	406	18	448

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Silvassa	29	853	11	406	18	448
Daman and Diu	54	1,037	43	706	11	332
Diu	54	1,037	43	706	11	332
Delhi	129	1,034	120	874	9	160
NDMC	129	1,034	120	874	9	160
Goa	51	1,051	42	849	9	202
Panaji	51	1,051	42	849	9	202
Gujarat	354	11,451	345	11,019	9	432
Ahmedabad	70	2,655	69	2,626	1	29
Dahod	36	984	31	795	5	189
Gandhinagar	43	1,046	41	836	2	210
Rajkot	71	2,184	70	2,179	1	5
Surat	82	2,638	82	2,638	-	-
Vadodara	52	1,943	52	1,943	-	-
Haryana	164	2,079	141	1,700	23	379
Faridabad	44	929	33	753	11	176
Karnal	120	1,150	108	947	12	202
Himachal Pradesh	291	1,552	265	1,206	26	346
Dharamshala	80	656	57	366	23	290

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Shimla	211	896	208	840	3	56
Jammu and Kashmir	288	6,597	265	6,166	23	430
Jammu	127	2,969	118	2,779	9	190
Srinagar	161	3,627	147	3,387	14	240
Jharkhand	26	1,847	26	1,847	-	-
Ranchi	26	1,847	26	1,847	-	-
Karnataka	917	13,808	891	13,393	26	415
Belagavi	217	2,780	211	2,716	6	63
Bengaluru	57	1,050	56	1,031	1	19
Davanagere	128	1,976	125	1,933	3	43
Hubballi-Dharwad	81	1,950	78	1,817	3	133
Mangaluru	105	2,573	93	2,425	12	149
Shivamogga	112	1,381	111	1,372	1	9
Tumakuru	217	2,099	217	2,099	-	-
Kerala	177	3,003	153	2,571	24	432
Kochi	98	1,761	87	1,567	11	194
Thiruvananthapuram	79	1,242	66	1,004	13	239
Lakshadweep	8	11	8	11	-	-
Kavaratti	8	11	8	11	-	-

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Madhya Pradesh	788	15,070	758	14,410	30	661
Bhopal	82	2,791	82	2,791	-	-
Gwalior	83	1,572	76	1,367	7	205
Indore	232	3,759	231	3,751	1	7
Jabalpur	130	2,197	130	2,197	-	-
Sagar	80	1,782	77	1,659	3	123
Satna	86	1,357	71	1,098	15	259
Ujjain	95	1,613	91	1,547	4	66
Maharashtra	348	17,044	324	15,146	24	1,898
Aurangabad	47	2,835	44	2,623	3	213
Kalyan-Dombivali	19	1,245	15	716	4	529
Nagpur	47	1,768	38	1,508	9	260
Nashik	54	3,197	50	2,986	4	211
Pimpri-Chinchwad	25	1,304	24	1,172	1	132
Pune	55	3,333	55	3,333	-	-
Solapur	49	1,651	48	1,407	1	244
Thane	52	1,712	50	1,402	2	310
Manipur	27	513	19	247	8	266
Imphal	27	513	19	247	8	266

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Meghalaya	13	517	10	453	3	64
Shillong	13	517	10	453	3	64
Mizoram	45	508	32	278	13	230
Aizawl	45	508	32	278	13	230
Nagaland	40	689	38	591	2	98
Kohima	40	689	38	591	2	98
Odisha	107	3,589	104	3,427	3	162
Bhubaneswar	32	2,072	31	2,057	1	15
Rourkela	75	1,517	73	1,370	2	147
Puducherry	80	595	67	312	13	283
Puducherry	80	595	67	312	13	283
Punjab	205	4,450	179	3,969	26	481
Amritsar	44	1,911	39	1,759	5	152
Jalandhar	80	1,197	71	975	9	222
Ludhiana	81	1,342	69	1,235	12	108
Rajasthan	579	8,640	566	8,368	13	272
Ajmer	179	2,224	174	2,166	5	58
Jaipur	170	2,545	165	2,369	5	177
Kota	87	2,154	84	2,116	3	38

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Udaipur	143	1,717	143	1,717	-	-
Sikkim	54	1,660	46	1,423	8	237
Gangtok	28	743	23	652	5	91
Namchi	26	917	23	771	3	146
Tamil Nadu	730	17,954	717	17,626	13	328
Chennai	49	1,104	48	1,097	1	7
Coimbatore	72	1,455	72	1,455	-	-
Erode	55	1,304	55	1,304	-	-
Madurai	16	1,900	16	1,900	-	-
Salem	114	1,861	114	1,861	-	-
Thanjavur	103	996	101	974	2	23
Thoothukudi	75	1,038	75	1,038	-	-
Tiruchirappalli	83	1,548	79	1,315	4	233
Tirunelveli	82	1,819	80	1,806	2	13
Tiruppur	28	2,833	26	2,796	2	37
Vellore	53	2,096	51	2,081	2	15
Telangana	169	2,918	108	2,249	61	669
Greater Warangal	119	1,800	72	1,364	47	436
Karimnagar	50	1,117	36	884	14	233

State/ City	Total		Completed		Ongoing	
	Projects	Amount	Projects	Amount	Projects	Amount
Tripura	77	808	74	761	3	46
Agartala	77	808	74	761	3	46
Uttar Pradesh	891	21,145	868	20,423	23	722
Agra	62	2,369	62	2,369	-	-
Aligarh	52	1,830	47	1,600	5	230
Bareilly	88	1,476	88	1,476	-	-
Jhansi	78	1,868	78	1,868	-	-
Kanpur	91	3,060	89	3,000	2	60
Lucknow	103	2,126	102	2,115	1	11
Moradabad	41	1,461	39	1,425	2	35
Prayagraj	144	2,326	142	2,262	2	64
Saharanpur	115	1,287	104	966	11	321
Varanasi	117	3,342	117	3,342	-	-
Uttarakhand	33	1,144	32	939	1	204
Dehradun	33	1,144	32	939	1	204
West Bengal	226	1,604	220	987	6	618
New Town Kolkata	226	1,604	220	987	6	618
Total	8,063	1,64,545	7,504	1,50,306	559	14,239

As per information provided by States / UTs / Smart Cities Mission as on 4 March 2025.

GROUND WATER DEPLETION CRISIS

5450. SHRI SUKHDEO BHAGAT:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Central Ground Water Board's report, 2023 indicates that 256 out of 755 districts in India are facing critical or overexploited ground water levels and if so, the details thereof;

(b) whether NITI Aayog's Composite Water Management Index (CWMI) warns that 40% of India's population may have no access to drinking water by 2030 and if so, the details thereof along with the steps taken/being taken by the Government to address this issue;

(c) the reasons for Government's failure to effectively curb groundwater depletion despite the implementation of schemes like Atal Bhujal Yojana;

(d) whether the Government acknowledges that 85% of rural drinking water supply relies on groundwater and if so, the details thereof along with the measures taken/being taken to ensure its sustainability; and

(e) whether the Government proposes to enforce stricter regulations for ground water extraction instead of relying on voluntary compliance and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): In the Dynamic Ground Water Resource Assessment-2023 report prepared by the Central Ground Water Board (CGWB), 705 districts in the country have been assessed, out of which 24 districts were under the 'Critical' category and 98 districts were under 'Over-Exploited' category. The details of such districts is provided in **Statement**.

(b): Drinking water is a state subject. However, Government of India is implementing the Jal Jeevan Mission (JJM), since August 2019, with an objective to provide safe and potable tap water supply in adequate quantity, of prescribed quality and on a regular and long-term basis to all rural households in the country. So far, as reported by State/UTs, as on 20.03.2025 out of 19.36 Crore rural households in the country, approximately 15.53 Crore (80.22%) households have been provided with safe drinking water through tap water supply.

With respect to Urban areas, Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 scheme has been launched on 01 October 2021 in all Urban Local Bodies (ULBs)/ cities, with an aim to enable them to become 'self-reliant' and 'water secure'. Supplying clean water is also covered under the scope of AMRUT 2.0 and so far, 3,587 water supply projects have been approved across the country, covering various cities.

(c): Analysis of available data indicates that there has been overall improvement in ground water situation in the country over the past few years, except in some water stressed pockets. During the period from 2017 to 2024, annual ground

water recharge in the country has increased from 436.15 Billion Cubic Meters (BCM) to 446.90 BCM, whereas, total annual ground water extraction for all purposes has remained stable from 244.92 BCM to 245.64 BCM. Further, the Stage of Ground water Extraction (SoE), which is defined as a ratio of total annual ground water extraction to total annual extractable ground water, has declined from 61.6% to 60.47%, thus indicating reduction in ground water stress.

Further, arresting the decline of ground water is an important outcome indicator under Atal Bhujal Yojana. As per the recent assessment conducted, 1,333 Atal Jal Gram Panchayats and 61 blocks in the year 2024 have shown improvement in groundwater levels.

(d): Source sustainability is an important focus area of the schemes and projects undertaken by the Ministry of Jal Shakti. Schemes like Groundwater Management and Regulation Scheme, Atal Bhujal Yojana, Jal Shakti Abhiyan, etc. strive to ensure sustainability of ground water sources, especially those which are being utilized for drinking purposes. Measures like construction of rain water harvesting and artificial recharge structures, which include ponds, check dams, recharge shafts, rooftop rain water harvesting structures etc. are taken up under these schemes for augmenting aquifer potential and to ensure their sustainability.

Further, development of reliable drinking water sources and/ or augmentation of existing sources to provide long-term sustainability of water supply system in villages is an integral part of Jal Jeevan Mission. To achieve this

objective, the operational guidelines for the implementation of JJM stipulate that any water supply scheme should be taken up under JJM only after the recommendation of a Source Finding Committee of the respective state government. This ensures that the identified water source through which the scheme is planned, has sufficient yield for sustaining water supply as per required norm, for the scheme design period. Additionally, strengthening of drinking water sources is also taken up in convergence with other schemes such as MGNREGS, Finance Commission grants to rural local bodies/ PRIs, MP and MLA's Local Area Development Fund, District Mineral Development Fund, CSR fund, etc.

(e) :Water is a state subject and regulation of ground water extraction is primarily the responsibility of State governments. However, M/o Jal Shakti has constituted Central Ground Water Authority (CGWA) which regulates the abstraction cum use of groundwater as per the provisions of its Guidelines dated 24.09.2020 which have pan India applicability. The Guidelines contain sufficiently stringent measures like imposition of Environmental Compensation (EC) charges for extraction of ground water without valid NOC, penalties for non-compliance with NOC conditions, sealing of unauthorized ground water extraction structures etc. In addition to this, the state governments have been given the liberty to impose more stringent measures in their domain, wherever felt necessary.

STATEMENT

Details of Critical and Over-Exploited Districts in the country

(as per Ground Water Resource Assessment-2023)

S.No	Name of State/UT	Name of District	Categorisation	
			Critical/ Over-Exploited (OE)	
1	Chhattisgarh	Bemetara	Critical	
2	Gujarat	Gandhinagar	Critical	
3	Gujarat	Patan	Critical	
4	Gujarat	Mahesana	OE	
5	Gujarat	Banaskantha	OE	
6	Haryana	Palwal	Critical	
7	Haryana	Sonipat	OE	
8	Haryana	Jind	OE	
9	Haryana	Bhiwani	OE	
10	Haryana	Ambala	OE	
11	Haryana	Charkhi Dadri	OE	
12	Haryana	Rewari	OE	
13	Haryana	Yamuna Nagar	OE	
14	Haryana	Mahendragarh	OE	

15	Haryana	Sirsa	OE
16	Haryana	Karnal	OE
17	Haryana	Fatehabad	OE
18	Haryana	Kaithal	OE
19	Haryana	Panipat	OE
20	Haryana	Faridabad	OE
21	Haryana	Gurgaon	OE
22	Haryana	Kurukshetra	OE
23	Karnataka	Tumakuru	Critical
24	Karnataka	Ramanagara	Critical
25	Karnataka	Chamarajanagara	Critical
26	Karnataka	Chitradurga	OE
27	Karnataka	Bengaluru (Urban)	OE
28	Karnataka	Chikkaballapura	OE
29	Karnataka	Bengaluru (Rural)	OE
30	Karnataka	Kolara	OE
31	Madhya Pradesh	Neemuch	Critical
32	Madhya Pradesh	Mandsaur	OE
33	Madhya Pradesh	Shajapur	OE
34	Madhya Pradesh	Ujjain	OE

35	Madhya Pradesh	Indore	OE
36	Madhya Pradesh	Ratlam	OE
37	Maharashtra	Amravati	Critical
38	Punjab	Rupnagar	Critical
39	Punjab	Mansa	Critical
40	Punjab	Bathinda	OE
41	Punjab	Hoshiarpur	OE
42	Punjab	Sbs Nagar	OE
43	Punjab	Faridkot	OE
44	Punjab	Sas Nagar	OE
45	Punjab	Firozpur	OE
46	Punjab	Gurdaspur	OE
47	Punjab	Amritsar	OE
48	Punjab	Tarn Taran	OE
49	Punjab	Patiala	OE
50	Punjab	Fatehgarh Sahib	OE
51	Punjab	Ludhiana	OE
52	Punjab	Barnala	OE
53	Punjab	Moga	OE
54	Punjab	Kapurthala	OE

55	Punjab	Jalandhar	OE
56	Punjab	Malerkotla	OE
57	Punjab	Sangrur	OE
58	Rajasthan	Tonk	OE
59	Rajasthan	Bundi	OE
60	Rajasthan	Udaipur	OE
61	Rajasthan	Kota	OE
62	Rajasthan	Jhalawar	OE
63	Rajasthan	Sirohi	OE
64	Rajasthan	Bharatpur	OE
65	Rajasthan	Rajsamand	OE
66	Rajasthan	Churu	OE
67	Rajasthan	Pratapgarh	OE
68	Rajasthan	Baran	OE
69	Rajasthan	Barmer	OE
70	Rajasthan	Dhaulpur	OE
71	Rajasthan	Bikaner	OE
72	Rajasthan	Ajmer	OE
73	Rajasthan	Chittaurgarh	OE
74	Rajasthan	Karauli	OE

75	Rajasthan	Pali	OE
76	Rajasthan	Sawai Madhopur	OE
77	Rajasthan	Bhilwara	OE
78	Rajasthan	Jalor	OE
79	Rajasthan	Nagaur	OE
80	Rajasthan	Alwar	OE
81	Rajasthan	Sikar	OE
82	Rajasthan	Jhunjhunu	OE
83	Rajasthan	Jaipur	OE
84	Rajasthan	Dausa	OE
85	Rajasthan	Jodhpur	OE
86	Rajasthan	Jaisalmer	OE
87	Tamil Nadu	Dharmapuri	Critical
88	Tamil Nadu	Karur	Critical
89	Tamil Nadu	Thanjavur	OE
90	Tamil Nadu	Perambalur	OE
91	Tamil Nadu	Vellore	OE
92	Tamil Nadu	Dindigul	OE
93	Tamil Nadu	Namakkal	OE
94	Tamil Nadu	Chennai	OE

95	Tamil Nadu	Salem	OE
96	Tamil Nadu	Mayiladuthurai	OE
97	Tamil Nadu	Tirupathur	OE
98	Telangana	Hyderabad	Critical
99	Uttar Pradesh	Mahoba	Critical
100	Uttar Pradesh	Amroha	Critical
101	Uttar Pradesh	Hathras	Critical
102	Uttar Pradesh	Bulandshahar	Critical
103	Uttar Pradesh	Bagpat	Critical
104	Uttar Pradesh	Hapur	Critical
105	Uttar Pradesh	Saharanpur	OE
106	Uttar Pradesh	Shamli	OE
107	Uttar Pradesh	Firozabad	OE
108	Uttar Pradesh	G.B.Nagar	OE
109	Uttar Pradesh	Agra	OE
110	Uttar Pradesh	Ghaziabad	OE
111	Dadra And Nagar Haveli And Daman And Diu	Dadra Nagar Haveli	OE
112	Dadra And Nagar Haveli And Daman And Diu	Daman	OE
113	Dadra And Nagar Haveli	Diu	OE

	And Daman And Diu		
114	Delhi	South West	Critical
115	Delhi	East	Critical
116	Delhi	West	Critical
117	Delhi	South East	Critical
118	Delhi	North East	OE
119	Delhi	North	OE
120	Delhi	South	OE
121	Delhi	Shahdara	OE
122	Delhi	New Delhi	OE

***24 districts have Stage of Ground Water Extraction (SoE) between 90% to 100% (Critical) and 98 districts have Stage of Ground Water Extraction (SoE) more than 100% (Over-exploited).**

NH PROJECTS IN CHITRADURG

5451. SHRI GOVIND MAKTHAPPA KARJOL:

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

(a) the details of the ongoing and pending National Highways (NHs) projects in Chitradurga Parliamentary Constituency, project-wise;

(b) the details of the funds allocated, sanctioned and utilised in the said projects; and

(c) the details of the steps taken by the Government to complete these national projects at the earliest?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): The details of the ongoing National Highway (NH) projects for Chitradurga Parliamentary Constituency in the State of Karnataka along with their sanctioned cost and expenditure incurred are enclosed as **Statement**. As regards allocation of funds for these projects, project- wise funds are not allocated and funds are released out of overall allocation for the State during a financial year.

(c): To fast-track these projects, various steps such as streamlining of Land Acquisition and Clearances, close coordination with all stakeholders, revamping of dispute resolution mechanism, frequent review meetings with project developers, State Governments and contractors at various levels etc. have been taken up.

STATEMENT

Details of the ongoing National Highway (NH) projects for Chitradurga Parliamentary Constituency in the State of Karnataka along with their sanctioned cost and expenditure incurred

S.No	Project Name	Sanctioned cost (Rs. In Cr.)	Expenditure (Rs. In Cr.)	Physical Progress in %
1	4-laning of Challakere to Hiriyr section from km 358.500 to km 414.205 of NH-150A	1167.52	1070.74	95
2	Widening to 2-Lane with Paved Shoulders from Km 116.800 to 149.070 on Hosadurga - Holalkere Section of NH-173	109.99	78.54	92
3	Widening to 2-Lane with Paved Shoulder from Design Km. 410.600 (Existing Km. 413.740) to Design Km. 441.900 (Existing Km. 447.610) of Hiriyr - Huliyr Section of NH-150A	107.00	96.26	97
4	"Widening to 2L+PS from Km 67 to Km 115 on Kadur-Hosadurga section NH 173	184.90	3.15	13
5	Balance work of Construction of Two/Four lane with paved shoulder from Km 422.000 to 523.600 (	516.96	307.25	75

	Chitradurga to Shivamogga) of NH-13			
6	Widening to 2 Lane with Paved Shoulders from design Km 103.200 (Existing Km 103.200) to design Km 116.700 (Existing Km 118.470) on AP/KNT Border to Sira Section of NH-544E	166.58	13.17	2
7	Widening to 4lane+PS from km347.500(intersection with NH-48 at km 116.80 near sira) to km 367.700 (near Baavanahalli) including bypass to sira town of NH 69	584.98	0	At tender stage

SLUM REHABILITATION PROJECTS IN MUMBAI

5452. SHRI SANJAY DINA PATIL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the reasons for continuous delays in granting the approvals for slum rehabilitation projects on the Union Government-owned land in Mumbai, specifically CTS No. 73 in Ghatkopar (West) which has deprived the residents of the benefits under the Slum Rehabilitation Authority (SRA) scheme;

(b) whether a large slum settlement on this land has been awaiting redevelopment under the SRA scheme of the State Government of Maharashtra for nearly thirty years and if so, the reasons for the delay despite multiple efforts by local representatives including former MPs and MLAs and if so, the details thereof;

(c) whether the ownership of this land by the Union Government has been a barrier to its inclusion in the SRA scheme and if so, the details thereof along with the steps taken/being taken to address this issue and facilitate its inclusion;

(d) whether the Union Government has previously facilitated slum redevelopment projects in other States and if so, the details thereof; and

(e) whether the Government would take corrective steps to approve the inclusion of CTS No. 73 under the SRA scheme to ensure the welfare of the affected families and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e): 'Land' and 'Colonisation' are State subjects. Schemes related to housing and slum rehabilitation along with its monitoring and supervision are implemented by State/Union Territory (UT) Governments in their respective regions. Slum Rehabilitation Authority (SRA) is State agency, implementing slum rehabilitation scheme according to its own regulation and bylaws.

However, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana – Urban (PMAY-U) to provide pucca house with basic amenities to eligible urban beneficiaries across the country including slum dwellers. Eligible beneficiaries can avail benefit of PMAY-U through available four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), In-Situ Slum Redevelopment (ISSR) and Credit Linked Subsidy Scheme (CLSS). The scheme provided flexibility to the beneficiaries including slum dwellers to avail the benefit under any vertical as per the requirement and eligibility criteria. ISSR vertical of PMAY-U is specifically for redevelopment of slum using land as a resource for providing houses to eligible slum dwellers. However, slum dwellers could take benefit under any one of the verticals.

As per scheme guidelines, Central Government land owning agencies could also undertake “in-situ” slum redevelopment on their lands occupied by slum dwellers under ISSR vertical of PMAY-U. Land owning agencies have their own policies of land management and States/UTs may coordinate with such agencies for relocation/redevelopment of slums on such land. Central Sanctioning and Monitoring Committee (CSMC) under the Ministry considers Central Assistance under PMAY-U, if the proposals are forwarded to the Ministry after the approval of State Level Sanctioning and Monitoring Committee (SLSMC) headed by Chief Secretary of States/UTs as per the scheme guidelines. **No project**

proposal for Union Government – owned land in Mumbai, including CTS No.73 in Ghatkopar (West) has been received by the Ministry.

Further, based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country for one crore additional eligible beneficiaries including slum dwellers through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The eligible slum dwellers may seek benefits of any vertical of PMAY-U 2.0. The scheme guidelines and Unified Web-portal for submitting the online applications can be accessed through <https://pmay-urban.gov.in>.

NEGATIVE EFFECTS OF BUILDING WATERWAYS USING CEMENT

CONCRETE

5453. DR. THOL THIRUMAAVALAVAN:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has any data pertaining to the negative effects of building waterways using cement concrete on the preservation of groundwater levels;

(b) if so, the details thereof;

(c) whether the Government has any plan to substitute permeable materials in building waterways, water channels, canals, etc., to harvest and raise groundwater levels; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d) :Inland Waterways Authority of India (IWAI) is responsible for regulation and development of inland waterways {which have been declared as National Waterways-(NWs) through the National Waterways Act, 2016} for shipping and navigation as per IWAI Act, 1985. NWs are taken up for development as per the outcome of first stage feasibility studies report and thereafter second stage detailed project reports (DPRs). Waterways are not built artificially by IWAI. There is no use of Cement concrete in maintaining navigable depths.

As per Central Ground Water Board (CGWB), assessment of Dynamic Ground Water Resources of each State/UT is being carried out jointly by CGWB and State Nodal/Ground Water Department annually since 2022 as per the Ground Water Estimation Committee-2015 (GEC-2015) methodology. This methodology includes norms for estimating groundwater recharge from canals, taking into account whether the canal is lined or unlined.

REDUCTION IN ALLOCATION OF BUDGET**5454. KUMARI SELJA:**

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

(a) whether the budgetary allocation for the Ministry of Civil Aviation has been reduced to Rupees 2,357.14 crore for the financial year 2025-26 and if so, the detail thereof;

(b) whether the Government has assessed the impact of these budgetary cuts on critical areas such as airport infrastructure development and regional connectivity, particularly under the UDAN scheme; and

(c) if so, the details thereof along with the steps being taken to ensure uninterrupted expansion and development of the aviation sector despite the reduced allocation?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) :The Budget Estimates 2024-25 is Rs 2357.14 crore against which the revised allocation for the year 2024-25 has been increased to Rs 2658.68 crore with the total increase of Rs 301.54 crore. The Budget Estimates 2025-26 is Rs 2400.31 crore.

(b) and (c): The government has announced the launch of modified UDAN Scheme to increase regional connectivity to 120 new destinations and cater to 4 crore passengers in the next 10 years. The proposal for budgetary allocation will be submitted on formulation of the modified UDAN Scheme.

Ministry of Civil Aviation does not have any separate Budgetary Allocation/Funds for the development of Greenfield Airports.

However, for development/upgradation/modernisation of various airports in the country to meet the requirement of Air traffic /passengers' growth, Airports Authority of India and PPP Partners have embarked upon a CAPEX plan of more than Rs. 91000 crore during FY 2019-20 to FY 2024-25. Out of this, approximate expenditure of Rs. 88000 crore has already been incurred under NIP till February, 2025.

खाद्य प्रसंस्करण उद्योगों में स्वयं सहायता समूहों को सहायता

5455. श्री विनोद लखमशी चावड़ा:

श्री विष्णु दत्त शर्मा:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार गांवों और शहरी क्षेत्रों में स्वयं सहायता समूहों(एसएचजी) को खाद्य प्रसंस्करण गतिविधियों में संलग्न होने के लिए प्रोत्साहित कर रही है;

(ख) यदि हां, तो खजुराहो संसदीय निर्वाचन क्षेत्र के कटनी, पन्ना, खजुराहो शहर और कच्छ संसदीय निर्वाचन क्षेत्र के जिलों में खाद्य प्रसंस्करण उद्योग(एफपीआई) के क्षेत्र में सहायता प्राप्त स्वयं सहायता समूहों का ब्यौरा क्या है;

(ग) क्या सरकार प्रधानमंत्री किसान संपदा योजना(पीएमकेएसवाई) के अंतर्गत खाद्य पार्कों, कोल्ड चेन परियोजनाओं और कृषि प्रसंस्करण क्लस्टरों की स्थापना के लिए कोई सहायता प्रदान कर रही है;

(घ) यदि हां, तो खजुराहो संसदीय निर्वाचन क्षेत्र के कटनी, पन्ना, खजुराहो शहर और कच्छ संसदीय क्षेत्र के जिलों में पीएमकेएसवाई के अंतर्गत स्थापित खाद्य पार्कों, कोल्ड चेन परियोजनाओं और कृषि प्रसंस्करण क्लस्टरों का ब्यौरा क्या है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) और (ख): खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) अपनी योजनाओं के माध्यम से खाद्य प्रसंस्करण गतिविधियों में लगे स्वयं सहायता समूहों (एसएचजी) को सहायता प्रदान कर रहा है। केंद्र प्रायोजितप्रधानमंत्रीसूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के अंतर्गत ,मंत्रालय एसएचजी के प्रत्येक सदस्य को 40,000 रुपये तक की प्रारंभिक पूंजी के लिए अनुदान प्रदान करता है। व्यक्तिगत एसएचजी सदस्य खाद्य प्रसंस्करण उद्यम की एकल इकाई के रूप में 10 लाख रुपये की अधिकतम सीमा के साथ परियोजना लागत के 35% की दर से क्रेडिट लिंकड अनुदान प्राप्त कर सकते हैं। एसएचजी केंद्रीय क्षेत्र की प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) की प्रासंगिक घटक योजनाओं के तहत सहायता के लिए भी पात्र हैं।

खजुराहो संसदीय क्षेत्र में खजुराहो के कटनी, पन्ना कस्बे और कच्छ संसदीय क्षेत्र में पीएमएफएमई योजनाओं के अंतर्गत प्रारंभिक पूंजी के लिए समर्थित स्वयं सहायता समूहों का ब्यौरा **विवरण-I** में दिया गया है।

(ग) से (ड): खाद्य प्रसंस्करण उद्योग मंत्रालय, केंद्रीय क्षेत्र की अम्ब्रेल्ला योजना “प्रधानमंत्री किसान संपदा योजना” की प्रासंगिक घटक योजनाओं के अंतर्गत अनुदान के रूप में ऋण से जुड़ी वित्तीय सहायता (पूंजीगत सब्सिडी) के माध्यम से मेगा फूड पार्कों (एमएफपी) और कृषि प्रसंस्करण क्लस्टरों (एपीसी) तथा एकीकृत शीत श्रृंखला एवं मूल्य संवर्धन अवसंरचना (कोल्ड चेन) की स्थापना को प्रोत्साहित करता है, जिसमें खाद्य प्रसंस्करण इकाइयां सामान्य क्षेत्रों में पात्र परियोजना लागत की 35% की दर से सब्सिडी के लिए पात्र हैं और अनुसूचित जाति/अनुसूचित जनजाति प्रमोटरों, किसान उत्पादक संगठनों (एफपीओ) और एसएचजी के लिए पात्र परियोजना लागत की 50% की दर से सब्सिडी के लिए पात्र हैं, जो प्रति परियोजना अधिकतम 10.00 करोड़ रुपये के अध्यक्षीन है। ये योजनाएं क्षेत्र या राज्य विशिष्ट नहीं हैं, बल्कि मांग आधारित हैं। परियोजनाओं को समय-समय पर जारी अभिरुचि की अभिव्यक्ति (ईओआई) के आधार पर सहायता के लिए चुना जाता है। खजुराहो संसदीय क्षेत्र में खजुराहो के कटनी, पन्ना कस्बे और कच्छ संसदीय क्षेत्र में स्थित अनुमोदित एमएफपी, एपीसी और कोल्ड चेन परियोजनाओं का ब्यौरा **विवरण-II** में दिया गया है।

विवरण- I

खजुराहो संसदीय क्षेत्र में खजुराहो के कटनी, पन्ना कस्बे और कच्छ संसदीय क्षेत्र में पीएमएफएमई योजनाओं के तहत प्रारंभिक पूंजी के लिए सहायता प्राप्त स्वयं सहायता समूहों (एसएचजी) की संख्या

क्र.सं.	जिला	प्रारंभिक पूंजी के लिए सहायता प्राप्त सहायता समूहों (एसएचजी) की संख्या

		अनुमोदित एसएचजी सदस्यों	एसएचजी स्वीकृत राशि (करोड़ रुपए में)
खजुराहो संसदीय क्षेत्र			
1	कटनी	96	0.20
2	पन्ना	2643	8.95
कच्छ संसदीय क्षेत्र			
3	कच्छ	355	1.35
4	मोरबी	165	0.51

विवरण- II

पीएमकेएसवाई की घटक योजना के अंतर्गत प्रारंभ से खजुराहो संसदीय क्षेत्र में खजुराहो के कटनी, पन्ना कस्बे और कच्छ संसदीय क्षेत्र में स्थित स्वीकृत एमएफपी, एपीसी और कोल्ड चैन परियोजनाओं का ब्यौरा

क्रमांक	परियोजना का नाम	ज़िला	अनुमोदन का दिनांक	परियोजना लागत (करोड़ रुपये में)	स्वीकृत अनुदान सहायता (करोड़ रुपये में)

घटक योजना-- एकीकृत शीत श्रृंखला और मूल्य संवर्धन अवसंरचना योजना

1	मेसर्स फनवेव फूड्स एलएलपी	मोरबी	23.11.2020	30.90	9.80
2	मेसर्स बिज़ कॉर्पोरेशन	मोरबी	31.03.2021	43.20	10.00
घटक योजना--कृषिप्रसंस्करणक्लस्टरअवसंरचना योजना					
3	मेसर्स पटेल रिटेल प्राइवेट लिमिटेड	कच्छ	07.02.2019	13.7	4.36

दिल्ली में नए पेट्रोल पंप/गैस स्टेशन खोलना

5456. श्री उज्जवल रमण सिंह:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत वर्ष और वर्तमान वर्ष के दौरान देश में किन राज्यों में नए पेट्रोल पंप/गैस फिलिंग स्टेशन खोले गए हैं;

(ख) क्या विगत वर्ष और वर्तमान वर्ष के दौरान दिल्ली राष्ट्रीय राजधानी क्षेत्र में नए पेट्रोल पंप/गैस फिलिंग स्टेशन खोले गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार को इस बात की जानकारी है कि दिल्ली राष्ट्रीय राजधानी क्षेत्र में छतरपुर से भाटी माइंस तक लगभग 15 किलोमीटर के क्षेत्र में केवल एक पेट्रोल पंप और एक आईजीएल गैस स्टेशन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार पेट्रोल और गैस वाहनों की बढ़ती संख्या और जनता की सुविधा को ध्यान में रखते हुए इस क्षेत्र में नए पेट्रोल पंप/गैस फिलिंग स्टेशन खोलने की योजना बना रही है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क): दिनांक 01.04.2002 से प्रशासित मूल्य व्यवस्था (एपीएम) को विघटित करने के बाद, खुदरा बिक्री केन्द्र (आरओ) डीलरों का चयन सार्वजनिक क्षेत्र की तेल विपणन कम्पनियों (ओएमसीज) द्वारा स्वयं ही किया जाता है।

पीएसयू ओएमसीज द्वारा आरओ नेटवर्क (शहरी/ग्रामीण क्षेत्रों में) का विस्तार करना एक सतत प्रक्रिया है जिससे देश भर में पेट्रोल और डीजल जैसे मोटर ईंधनों की पर्याप्त उपलब्धता सुनिश्चित की जा सके। क्षेत्र सर्वेक्षण और व्यवहार्यता अध्ययन के आधार पर पीएसयू ओएमसीज द्वारा पहचाने गए स्थलों पर आरओज की स्थापना की जाती है। पर्याप्त संभाव्यता वाले स्थल और आर्थिक रूप से व्यवहार्य स्थलों पर आरओज स्थापित करने के लिए इसे विपणन योजना में नामांकित किया जाता है। संपीड़ित प्राकृतिक गैस (सीएनजी) स्टेशनों की स्थापना करना नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा है और यह काम पेट्रोलियम और प्राकृतिक गैस विनियामक बोर्ड (पीएनजीआरबी) द्वारा प्राधिकृत कंपनियों द्वारा किया जाता है जो अपनी न्यूनतम कार्य-कार्यक्रम (एमडब्ल्यूपी) और तकनीकी-वाणिज्यिक व्यवहार्यता के आधार पर सीएनजी स्टेशनों को स्थापित करती है।

पिछले वर्ष 2023-24 और चालू वर्ष 2024-25 में देश में कमीशन किए गए खुदरा बिक्री केन्द्रों और सीएनजी स्टेशनों की राज्य/यूटी-वार संख्या क्रमशः **विवरण-I** और **विवरण-II** में दी गई है:

(ख): पिछले वर्ष 2023-24 और चालू वर्ष 2024-25 में राष्ट्रीय राजधानी क्षेत्र दिल्ली में कमीशन किए गए खुदरा बिक्री केन्द्रों और सीएनजी स्टेशनों की संख्या नीचे दी गई है:-

	कमीशन किए गए खुदरा बिक्री केन्द्रों(पेट्रोल पंप) की संख्या		कमीशन किए गए सीएनजी स्टेशनों की संख्या	
क्षेत्र	2023-24	2024-25 (अप्रैल-फरवरी, 25)	2023-24	2024-25 (अप्रैल-जनवरी, 25)
राष्ट्रीय राजधानी क्षेत्र दिल्ली	146	198	140	73

(ग) से (ड): पीएसयू ओएमसीज के पास दो खुदरा बिक्री केन्द्र हैं-एक छत्तरपुर और एक भाटी क्षेत्र में। इसके अलावा पीएसयू ओएमसीज ने दिल्ली राष्ट्रीय राजधानी क्षेत्र (एनसीटी) सहित देश भर में वर्ष 2023 में नए खुदरा बिक्री केन्द्रों को खोलने के लिए विज्ञापन जारी किए हैं। उक्त विज्ञापन के तहत छत्तरपुर और भाटी क्षेत्र में पीएसयू ओएमसीज द्वारा 5 स्थलों का विज्ञापन दिया गया है। इसके लिए अब तक 01 स्थल के लिए आशय-पत्र (एलओआई) जारी किया गया है।

पीएनजीआरबी ने राष्ट्रीय राजधानी क्षेत्र दिल्ली में सीजीडी नेटवर्क के विकास के लिए इन्द्रप्रस्थ गैस लिमिटेड (आईजीएल) को प्राधिकृत किया है। आईजीएल ने बताया है कि आईजीएल छत्तरपुर से भाटी खनन तक के खंड में 01 सीएनजी स्टेशन का प्रचालन कर रहा है। इसके अलावा आईजीएल ने उक्त खंड में 03 सीएनजी सुविधाओं की स्थापना करने के लिए आशय पत्रों को जारी कर दिया

है। इसके अतिरिक्त छत्तरपुर मेट्रो स्टेशन के नजदीक इंडियन ऑयल कार्पोरेशन लिमिटेड के 01 आरओ में भी सीएनजी सुविधाएं हैं।

विवरण-I

पिछले वर्ष 2023-24 और चालू वर्ष 2024-25 (अप्रैल-फरवरी, 25) में देश में चालू किए गए खुदरा बिक्री केंद्रों (पेट्रोल पंपों) की राज्य/संघ शासित प्रदेश वार संख्या			
क्र.सं.	राज्य/संघ शासित प्रदेश	चालू किए गए खुदरा बिक्री केंद्र (पेट्रोल पंप)	
		2023-24	2024-25 (अप्रैल-फरवरी,25)
1	अंडमान और निकोबार	0	0
2	आंध्र प्रदेश	115	245
3	अरुणाचल प्रदेश	7	67
4	असम	44	93
5	बिहार	86	128
6	चंडीगढ़	2	0
7	छत्तीसगढ़	57	171
8	दादरा और नगर हवेली और दमन और दीव	0	4
9	दिल्ली	1	1

10	गोवा	3	5
11	गुजरात	138	358
12	हरियाणा	129	203
13	हिमाचल प्रदेश	17	72
14	जम्मू और कश्मीर	32	60
15	झारखंड	40	142
16	कर्नाटक	228	398
17	केरल	79	77
18	लद्दाख	3	1
19	लक्षद्वीप	0	0
20	मध्य प्रदेश	168	366
21	महाराष्ट्र	241	332
22	मणिपुर	11	9
23	मेघालय	11	14
24	मिजोरम	9	6
25	नागालैंड	24	27

26	ओडिशा	67	173
27	पुदुचेरी	10	10
28	पंजाब	61	104
29	राजस्थान	254	332
30	सिक्किम	4	6
31	तमिलनाडु	213	352
32	तेलंगाना	162	213
33	त्रिपुरा	16	16
34	उत्तर प्रदेश	586	844
35	उत्तराखंड	34	52
36	पश्चिम बंगाल	53	193
कुल		2905	5074

स्रोत –पीएसयू ओएमसी

विवरण-II

पिछले वर्ष 2023-24 और चालू वर्ष 2024-25 (अप्रैल-जनवरी, 25) में देश में चालू किए गए खुदरा बिक्री केंद्रों (पेट्रोल पंपों) की राज्य/संघ शासित प्रदेश वार संख्या

क्र.सं.	राज्य/संघ शासित प्रदेश	कमीशन किए गए सीएनजी स्टेशन	
		2023-24	2024-25 (अप्रैल-जनवरी, 25)
1	आंध्र प्रदेश	28	10
2	आंध्र प्रदेश, कर्नाटक और तमिलनाडु	7	4
3	असम	17	5
4	बिहार	36	40
5	बिहार और झारखंड	13	3
6	बिहार और उत्तर प्रदेश	13	- 1*
7	चंडीगढ़ (यूटी), हरियाणा, पंजाब और हिमाचल प्रदेश	2	8
8	छत्तीसगढ़	9	16
9	दादरा एवं नगर हवेली (यूटी)	- 1*	0

10	दमन और दीव (यूटी)	1	0
11	दमन और दीव और गुजरात	0	1
12	गोवा	0	2
13	गुजरात	5	27
14	हरियाणा	96	44
15	हरियाणा और हिमाचल प्रदेश	0	4
16	हरियाणा और पंजाब	3	0
17	हिमाचल प्रदेश	5	3
18	झारखंड	25	8
19	कर्नाटक	79	55
20	केरल	28	47
21	केरल और पुडुचेरी	4	13
22	मध्य प्रदेश	75	35
23	मध्य प्रदेश और छत्तीसगढ़	2	0
24	मध्य प्रदेश और राजस्थान	4	2
25	मध्य प्रदेश और उत्तर प्रदेश	4	0

26	महाराष्ट्र	149	82
27	महाराष्ट्र और गुजरात	11	5
28	महाराष्ट्र और मध्य प्रदेश	7	0
29	राष्ट्रीय राजधानी क्षेत्र दिल्ली (यूटी)	11	8
30	ओडिशा	39	24
31	पुदुचेरी	1	8
32	पुदुचेरी और तमिलनाडु	0	0
33	पंजाब	12	14
34	पंजाब और राजस्थान	1	5
35	राजस्थान	70	52
36	तमिलनाडु	126	58
37	तेलंगाना	34	21
38	तेलंगाना और कर्नाटक	3	7
39	त्रिपुरा	0	4
40	जम्मू और कश्मीर और लद्दाख	1	1

	केंद्रशासित प्रदेश		
41	उत्तर प्रदेश	204	75
42	उत्तर प्रदेश और राजस्थान	5	3
43	उत्तर प्रदेश और उत्तराखंड	3	4
44	उत्तराखंड	5	5
45	पश्चिम बंगाल	59	31
कुल योग		1196	733

* बंद

स्रोत - पीएनजीआरबी (न्यायालय में विचाराधीन, विवादित और लंबित मामलों सहित)

ELEVATED EXPRESSWAY IN TAMIL NADU

5457. SHRI K. GOPINATH:

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

(a) the details and current status of the approvals pending for the elevated expressway between Tambaram and Chengalpattu in Tamil Nadu and the specific challenges or bottlenecks causing delays in the approval process for this project;

(b) the steps taken/being taken to expedite the approval process and the expected timeline for obtaining all the necessary clearances;

(c) the details of financial and technical support provided/proposed to be provided by the Union Government for the said project; and

(d) the details of other elevated expressway projects approved or pending during the last ten years, State-wise and the details of financial and technical support provided thereto?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c):The Government takes up proposals of ring roads, bypasses and elevated corridors for development in major cities/ urban centers and State capitals in consultation with State Governments to de-congest traffic and alleviate choke points on National Highways. As far as the de-congestion of the stretch between Tambaram and Chengalpattu of NH-32 is concerned, the work for preparing the Detailed Project Report (DPR), for the development of the stretch from Chennai and Trichy is awarded including the option to explore the possibility for construction of elevated road in the said stretch. Decision will be taken based on outcome of DPR, traffic density, speed drop, number of road entering/exiting the city, condition of roads, inter-se priority and synergy with PM Gati Shakti National Master Plan.

(d): DPR/ Feasibility is done for evaluating options for development of National Highways. In certain section of NHs, in case of constraints in the acquisition of land or very high volume of traffic, such sections of highway are either realigned/ elevated. Such decisions are based on the requirement of connectivity, projected traffic, inter-se priority and synergy with PM Gati Shakti National Master Plan. Further, in order to improve viability of the project, the State Government is at times requested to agree to share land acquisition cost, utility shifting cost, reimbursement of royalty and State component of GST. Such agreements are project specific.

LAND ACQUISITION FOR THE GREENFIELD HIGHWAY

5458. SHRI VAMSI KRISHNA GADDAM:

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

(a) whether the Government is aware of the opposition from farmers in Lakshettipet and Mancherial districts to the land acquisition for National Highway (NH)-163;

(b) if so, the details thereof, including the total area of agricultural land proposed to be acquired for the Greenfield Highway along with the number of affected families and the compensation package proposed for them;

(c) whether the Government has explored the feasibility of expanding the existing NH-163 to four lanes (Brownfield expansion) instead of constructing a new Greenfield Highway, thereby minimizing land acquisition and displacement;

(d) if so, the details of the feasibility studies conducted, including their findings; and

(e) if not, the reasons for not considering a Brownfield expansion therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): Yes sir. Lakshettipett and Macherial are located on NH-63, and not on NH 163.

(b): The details of the total agricultural land proposed to be acquired for the Greenfield alignment from Lakshettipett town to Mancherial Town along with the number of affected families and the compensation package proposed are as below:

Sl. No	Total agriculture land to be acquired in Ha.	Total No. of farmers affected	Compensation package proposed Rs. in cr.
1	112.00	1014	112

(c), (d) and (e): Yes sir. National Highways Authority of India (NHAI) has explored the feasibility of expanding the existing NH-63 alignment, but from Lakshettipett

town to Mulkalla village thick ribbon development has taken place along existing NH-63 road for about 15 km from km 136+000 up to km 151+100 involving demolition of several residential houses and commercial establishments. Also drinking water supply pipelines installed under Mission Bhagiratha is running on both sides of the existing alignment, making it difficult for the widening of the existing road. Requests have been received from public representatives for construction of bypass to Lakshettipett town, instead of widening the existing road.

Based on site conditions and keeping the representations into consideration, the alignment away from the existing NH-63 road from km 125+000 (Rayapatnam Junction) to km 151+000 (Mulkalla Village) was proposed as a bypass to Lakshettipett Town in Mancheri District.

हरियाणा और राजस्थान के बीच यमुना जल समझौता

5459. श्री बृजेन्द्र सिंह ओला:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार राजस्थान के झुंझुनू, चूरू और सीकर जिलों (शेखावाटी क्षेत्र) में व्याप्त गंभीर जल संकट से अवगत है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा उक्त जिलों में पेयजल और कृषि प्रयोजनों के लिए जल उपलब्ध कराने हेतु क्या कार्ययोजना क्रियान्वित की गई है/क्रियान्वित की जा रही है;

(ग) क्या राजस्थान के झुंझुनू, चूरु और सीकर जिलों में पेयजल और कृषि सिंचाई हेतु जल उपलब्ध कराने के लिए हरियाणा और राजस्थान राज्य सरकारों के बीच हाल ही में कोई यमुना जल समझौता हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) केन्द्र सरकार की देखरेख में राजस्थान और हरियाणा राज्य सरकारों के बीच सहयोग के माध्यम से उक्त जिलों को पेयजल और सिंचाई जल की आपूर्ति हेतु तैयार की गई रूपरेखा का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) और (ख): भारत सरकार अगस्त 2019 से राजस्थान सहित राज्यों/संघ राज्य क्षेत्रों की भागीदारी से जल जीवन मिशन (जेजेएम) कार्यान्वित कर रही है, ताकि राजस्थान के झुंझुनू, चूरु और सीकर जिलों में रहने वाले ग्रामीण परिवारों सहित देश के प्रत्येक ग्रामीण परिवार हेतु नल जल आपूर्ति का प्रावधान किया जा सके। पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन के अंतर्गत आने वाली स्कीमों सहित पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन और रखरखाव का उत्तरदायित्व राज्य/संघ राज्य क्षेत्र सरकारों का है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की सहायता करती है।

राजस्थान राज्य सरकार द्वारा जेजेएम-आईएमआईएस पर सूचित किए गए अनुसार, 15.08.2019 को झुंझुनू जिले में केवल 42,166 (15.74%) ग्रामीण परिवारों के पास नल जल कनेक्शन थे। तब से, 97,511 और ग्रामीण परिवारों को जेजेएम के तहत नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 01.04.2025 तक, जिले में 2,72,583 ग्रामीण परिवारों में से 1,39,677 (51.24%) ग्रामीण परिवारों के पास नल जल आपूर्ति का प्रावधान उपलब्ध है।

राज्य ने सूचित किया है कि चूरु जिले में 15.08.2019 तक केवल 27,404 ग्रामीण परिवारों के पास नल जल कनेक्शन थे। तब से, 1,75,153 और ग्रामीण परिवारों को जेजेएम के तहत नल जल

कनेक्शन प्रदान किए गए हैं। इस प्रकार, 01.04.2025 तक, जिले में 3,00,702 ग्रामीण परिवारों में से 2,02,557 (67.36%) ग्रामीण परिवारों के पास नल जल आपूर्ति का प्रावधान उपलब्ध है।

इसी तरह, सीकर जिले में, 15.08.2019 तक केवल 28,482 ग्रामीण परिवारों के पास नल जल कनेक्शन थे। तब से, 1,24,535 ग्रामीण परिवारों को जेजेएम के तहत नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 01.04.2025 तक, जिले में 2,69,130 ग्रामीण परिवारों में से 1,53,017 (56.86%) ग्रामीण परिवारों के पास नल जल आपूर्ति का प्रावधान उपलब्ध है।

राजस्थान सरकार द्वारा दी गई सूचना के अनुसार, राज्य ने झुंझुनू, चुरू और सीकर जिलों के ग्रामीण परिवारों सहित राज्य के सभी ग्रामीण परिवारों को कवर करने के लिए जल आपूर्ति स्कीमों की योजना बनाई है।

(ग) और (घ): जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा सूचित किए गए अनुसार, भूमिगत पाइपलाइनों के माध्यम से जल अंतरण के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए 17.02.2024 को अपर मुख्य सचिव, जल संसाधन विभाग, राजस्थान सरकार और आयुक्त एवं सचिव (आई एंड डब्ल्यूआर), हरियाणा सरकार द्वारा एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए गए। इस समझौता ज्ञापन का विवरण निम्नानुसार है:

i. परियोजना के चरण-I के अंतर्गत हाथीकुंड में दिल्ली के हिस्से सहित हरियाणा द्वारा पश्चिमी यमुना नहर की पूर्ण क्षमता (24,000 क्यूसेक) का उपयोग करने के बाद राजस्थान के चुरू, सीकर, झुंझुनू और राजस्थान के अन्य जिलों की पेयजल आपूर्ति तथा अन्य आवश्यकताओं के लिए जुलाई से अक्तूबर के दौरान भूमिगत पाइपलाइनों के माध्यम से 577 एमसीबी तक जल अंतरण के लिए राजस्थान और हरियाणा सरकारों द्वारा संयुक्त रूप से एक डीपीआर तैयार की जाएगी और इसे अंतिम रूप दिया जाएगा। दोनों राज्य 04 महीने की अवधि के भीतर डीपीआर तैयार करने और इसे अंतिम रूप देने में पूर्ण सहयोग करेंगे। केन्द्रीय जल आयोग/यूवाईआरबी, जहां आवश्यक हो, वहां तकनीकी

सहायता प्रदान करेगा। साथ ही, दोनों राज्यों ने संयुक्त डीपीआर तैयार करने के लिए टास्क फोर्स का गठन किया है।

ii. ऊपरी यमुना बेसिन में रेणुकाजी, लखवाड़ और किशाऊ नामक तीन अभिनिर्धारित भंडारों का निर्माण करने के बाद, शेष अवधि के दौरान हाथीकुंड में राजस्थान के तदनुरूपी हिस्से को पेयजल और सिंचाई प्रयोजन के लिए इसी प्रणाली के माध्यम से संभव सीमा तक प्रेषित किया जाएगा।

हरिद्वार में घाटों पर गंगा में न्यूनतम जल प्रवाह

5460. श्री त्रिवेन्द्र सिंह रावत:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा विशेषकर ऊपरी गंगा नहर के मरम्मत कार्य के दौरान हरिद्वार घाट में गंगा में न्यूनतम जल प्रवाह सुनिश्चित करने के लिए क्या ठोस कदम उठाए गए हैं/उठाए जा रहे हैं;

(ख) क्या सरकार ने हरिद्वार में घटते जल स्तर का धार्मिक अनुष्ठानों, पर्यटन और जलीय जीवन पर पड़ने वाले प्रभाव पर कोई अध्ययन किया है और यदि हां, तो तत्संबंधी ब्यौरा और मुख्य निष्कर्ष क्या हैं;

(ग) सरकार द्वारा कम जल स्तर के दौरान उक्त घाटों पर प्रदूषण और अपशिष्ट के संचय को रोकने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(घ) क्या सरकार हरिद्वार में धार्मिक गतिविधियों के दौरान पानी की कमी को दूर करने के लिए उत्तर प्रदेश सिंचाई विभाग के साथ समन्वय कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड) क्या सरकार के पास नहर के रखरखाव और हरिद्वार घाट में निर्बाध जल आपूर्ति के बीच संतुलन बनाए रखने के लिए कोई दीर्घकालिक योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क), (घ) और (ड): भारत सरकार ने दिनांक 9 अक्टूबर, 2018 के राजपत्र अधिसूचना के माध्यम से गंगा नदी के लिए न्यूनतम पर्यावरणीय प्रवाह को अधिसूचित किया है, जिसे नदी के विभिन्न स्थानों पर बनाए रखने की आवश्यकता है। यह आदेश ऊपरी गंगा नदी बेसिन पर लागू होता है, जो ग्लेशियरों के उद्गम से शुरू होता है और इसकी प्रमुख सहायक नदियों के संबंधित संगम से होते हुए अंततः देवप्रयाग से हरिद्वार तक तथा उत्तर प्रदेश के उन्नाव जिले तक गंगा नदी के मेन स्टेम तक फैला हुआ है। अधिसूचना के अनुसार, 11 परियोजनाओं के लिए दिनांक 1 जनवरी, 2019 से केंद्रीय जल आयोग (सीडब्ल्यूसी) द्वारा ई-प्रवाह की निगरानी की जा रही है।

मरम्मत कार्यों के लिए ऊपरी गंगा नहर को प्रतिवर्ष बंद रखा जाता है। इस अवधि के दौरान, पुराने आपूर्ति चैनल के माध्यम से गंगा आरती के समय पानी की उपलब्धता सुनिश्चित करने के लिए भीमगोडा बैराज पर बैराज जलाशय स्तर बनाए रखा जाता है। नहर रखरखाव अवधि के दौरान अस्थायी बांध बनाकर हर की पोड़ी पर सुबह और शाम श्री गंगा आरती के लिए पानी प्रदान करने की व्यवस्था मौजूद है।

उत्तर प्रदेश सरकार ने सूचित किया है कि विभिन्न धार्मिक कार्यक्रमों के दौरान हरिद्वार में जल की उपलब्धता के संबंध में विभिन्न विभागों/एजेंसियों के बीच विभिन्न स्तरों पर समन्वय सुनिश्चित किया जाता है।

(ख): नदियों में प्रवाह सक्रिय होता है और यह कई मापदंडों जैसे कि वर्षा, कैचमेंट क्षेत्र में इसका वितरण और तीव्रता, कैचमेंट क्षेत्र की विशेषताएं और पानी की निकासी/उपयोग पर निर्भर करता है। केंद्रीय जल आयोग (सीडब्ल्यूसी) देश भर की नदियों पर हाइड्रोलॉजिकल अवलोकन करती है।

इसके साथ-साथ, गंगा नदी पर हरिद्वार, ऋषिकेश और देवप्रयाग (जी) नामक 03 स्थानों के लिए वर्ष 2020-2024 के बीच मापे गए वार्षिक डिस्चार्ज डेटा में कमी आने का कोई संकेत नहीं मिला है। विस्तृत ब्यौरा **विवरण** में दिया गया है।

(ग): उत्तर प्रदेश राज्य सरकार द्वारा दी गई सूचना के अनुसार नगर निगम, हरिद्वार, अपने स्थानीय निकाय क्षेत्र में घाटों की सफाई का कार्य करता है।

विवरण

गंगा नदी पर हरिद्वार के प्रतिप्रवाह सीडब्ल्यूसी एचओ स्टेशनों का वार्षिक रनऑफ (एमसीएम) (2021-2025)			
वर्ष	हरिद्वार जीडीएसक्यू साइट	ऋषिकेश जीडीएसक्यू साइट	देवप्रयाग (जी) जीडीएसक्यू साइट
2020-2021	649.58	569.57	640.98
2021-2022	617.27	664.4	775.4
2022-2023	721.67	611.56	701.27
2023-2024	1024.53	725.47	802.82
2024-2025*	775.07	723.21	821.68

नोट:- जलवर्ष जून से मई तक होता है

* आंशिक जलवर्ष (जून से मार्च)

BALLOONING INTERNATIONAL EVENT**5461. SHRI RAJIV PRATAP RUDI:**

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

- (a) whether it is a fact that a Ballooning International Event is held in the country;
- (b) if so, the details thereof including the locations and frequency of the event;
- (c) whether the Government has provided any financial or other support to the organizing committee for promoting the event internationally;
- (d) if so, the details thereof including the amount of financial assistance, logistical aid and policy incentives provided; and
- (e) whether the Government has any plans to further promote ballooning as an aero sport in the country through policy initiatives or international collaborations and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) and (b): The Plenary Meeting of the Ballooning Commission (CIA) of the Federation Aeronautique Internationale (FAI), the World Air Sports Body, was hosted in India by Aero Club of India- National Airsport Control from 12th to 15th March 2025 at New Delhi. This is an annual event and is traditionally hosted by a

member country or the FAI Headquarters in Lausanne, Switzerland. This was held in India for the first time. This milestone event significantly bolstered India's prominence within the international ballooning community, while elevating its reputation in hosting prestigious international forums.

(c) and (d):The Ministry has sanctioned a grant of Rs.35 lakhs for hosting of the Plenary Meeting of the Ballooning from 12th to 15th March 2025.

(e) :The major step taken by Government to make India one of the top Air Sports nations is the promulgation of National Air Sports Guidelines (NASG) in August 2023 by Ministry of Civil Aviation (MoCA).The main objectives of NASG published by Ministry of Civil Aviation include the following:

- i) Promote an air sports culture in the country including ballooning.
- ii) Enable adoption of international standard and good practices in safety air sports infrastructure, equipment, operations and maintenance and training
- iii) Develop a simple, stakeholder-friendly transparent, accountable and effective governance structure
- iv) Enhance participation and success of Indian sportspersons in global air sports events; and
- v) Promote design, development and manufacturing of air sports equipment in India in line with the Atmanirbhar Bharat Abhiyan.

IMPLEMENTATION OF CITIIS SCHEME

5462. SHRI APPALANAIDU KALISETTI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the projects approved under City Investments to Innovate, Integrate and Sustain (CITIIS) 1.0 and CITIIS 2.0, city and State-wise;
- (b) the details of the total funds allocated, sanctioned and utilized under both phases of the scheme along with a breakdown of loans and grants from international partners;
- (c) the current status of the implementation of each project under CITIIS 1.0 and 2.0 including expected completion timelines and delays, if any;
- (d) the number and details of proposals pending for approval along with the reasons for the delay and the expected timeline for clearance;
- (e) the criteria used for selection of cities and projects under CITIIS 2.0;
- (f) whether any new cities would be included in the future and if so, the details thereof; and
- (g) whether the Government proposes to expand the scope of CITIIS beyond smart cities and provide additional funding support to smaller urban areas and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): 12 cities were selected under the City Investments to Innovate, Integrate and Sustain (CITIIS) 1.0 program across the country.

CITIIS 2.0 program was launched on 31.05.2023 for envisaging comprehensive support to the competitively selected projects promoting circular economy with focus on integrated waste management at the city level, climate-oriented reform actions at the State level, and institutional strengthening and knowledge dissemination at the National level.

Under CITIIS 2.0, 18 cities under Component 1 (at city-level action) and 21 States under component-2 (at State level action) were selected.

Details of the projects approved under CITIIS 1.0 and CITIIS 2.0 under component-1 and component-2 are at **Statement-I**, **Statement-II** and **Statement-III**.

(b) and (c): Under CITIIS 1.0, ₹ 771.99 crore have been allocated, out of which, ₹753.48 crore have been released to the cities and ₹662.88 crore have been utilized so far. Under CITIIS 1.0, the projects in Amritsar, Bhubaneswar, Dehradun, Kochi, Surat and Visakhapatnam have been completed. The projects in Agartala, Amaravati, Chennai, Hubballi-Dharwad, Puducherry and Ujjain are ongoing.

Under the CITIIS 2.0 program, the project agreements with cities and States have been signed on 03rd March 2025. Under CITIIS 2.0, ₹1920 crore have been allocated, out of which ₹84.5 crore have been released, detail of which are at **Statement-IV**.

(d) and (e): All 100 Cities selected under the Smart Cities Mission were eligible to apply for the CITIIS 2.0 challenge. 84 cities submitted their proposals, out of which 18 cities were selected through the criteria stipulated in the CITIIS Operational Guidelines.

(f) : No.

(g) : Government of India has approved the CITIIS 2.0 up to 31.12.2027.

STATEMENT- I

Details of the 12 cities / projects under the CITIIS 1.0 program

(Amount in ₹ crore)

Sl.No	State	City	Project Name	Project Cost	Fund allocated
1.	Andhra Pradesh	Amaravati	Basic Infrastructure Development in Low Income Settlements in Amaravati City	138.62	80.0
2.	Andhra Pradesh	Visakhapatnam	Social Inclusion Through Modernizing Public Schools as Smart Campus	65.0	52.0

3.	Gujarat	Surat	Wild Valley Biodiversity Park	144.95	80.0
4.	Karnataka	Hubballi Dharwad	Green Mobility Corridor	165.68	115.68
5.	Kerala	Kochi	E-Health Solution	19.13	15.10
6.	Madhya Pradesh	Ujjain	Mahakal Rudrasagar Integrated Development Approach – Phase II (MRIDA-II)	116.13	80.0
7.	Odisha	Bhubaneswar	B-Active	30.45	7.93
8.	Puducherry	Puducherry	Our Neighbourhood is Your Neighbourhood too	99.71	80.0
9.	Punjab	Amritsar	Rejuvenation of Auto - Rickshaws in Amritsar through Holistic Interventions (RAAHI)	24.77	8.0
10.	Tamil Nadu	Chennai	Model and SMART Corporation Schools in Chennai	156.58	111.88
11.	Tripura	Agartala	Haora Riverfront Development Project	99.0	51.0
12.	Uttarakhand	Dehradun	Child Friendly City Project	58.0	46.4
TOTAL				1118.02	727.99

STATEMENT- II

Details of the 18 cities selected under Component 1 (city-level action) of the CITIIS 2.0 program

(Amount in ₹ crore)

Sl. No.	State	City	Tentative Project Cost	Tentative Fund Allocation
1.	Assam	Guwahati	145	75.0
2.	Bihar	Muzaffarpur	168.67	75.0
3.	Chhattisgarh	Bilaspur	138.98	100.0
4.	Goa	Panaji	89.28	75.0
5.	Gujarat	Rajkot	135	100.0
6.	Jammu and Kashmir	Srinagar	121.99	75.0
7.	Karnataka	Belagavi	165.35	75.0
8.	Kerala	Thiruvananthapuram	154.58	75.0
9.	Madhya Pradesh	Jabalpur	158.49	75.0
10.	Madhya Pradesh	Ujjain	158.23	100.0
11.	Rajasthan	Jaipur	169.14	100.0
12.	Rajasthan	Udaipur	167.66	100.0
13.	Tamil Nadu	Madurai	314.69	100.0
14.	Tamil Nadu	Thanjavur	139.65	75.0
15.	Tripura	Agartala	116.55	75.0
16.	Uttar Pradesh	Agra	139.58	100.0
17.	Uttar Pradesh	Bareilly	86.89	75.0

18.	West Bengal	New Town Kolkata	173.36	100.0
TOTAL			2743.09	1550

STATEMENT- III

Details of 21 States/UTs under Component 2 (State-level action) of the CITIIS 2.0 program

(Amount in ₹ crore)

Sl.No.	State/UT	Fund allocated
1	Andaman and Nicobar Islands	5.0
2	Andhra Pradesh	23.1
3	Arunachal Pradesh	5.0
4	Assam	6.9
5	Chhattisgarh	9.4
6	Goa	5.0
7	Gujarat	40.7
8	Jammu and Kashmir	5.0
9	Jharkhand	12.5
10	Kerala	25.2
11	Madhya Pradesh	31.7
12	Manipur	5.0
13	Meghalaya	5.0
14	Mizoram	5.0

15	Nagaland	5.0
16	Odisha	11.1
17	Rajasthan	26.9
18	Sikkim	5.0
19	Telangana	21.5
20	Tripura	5.0
21	Uttarakhand	5.0
TOTAL		264

STATEMENT- IV

Details of the total funds allocated, sanctioned and utilized under both phases of the program along with a breakdown of loans and grants from international partners

- **The fund details for the loan component are as follows:**

(Amount in ₹ crore)

CITIIS Phase	Total Funds Allocated	Total Funds Sanctioned	Total Funds Utilized
CITIIS 1.0	727.99	711.99	624.47
CITIIS 2.0	1814	84.5*	-

***The process of sanction/ release of balance funds of INR 80 crore is underway.**

- **The fund details for the grant component are as follows:**

(Amount in ₹ crore)

CITIIS Phase	Total Funds Allocated	Total Funds Sanctioned	Total Funds Utilized
CITIIS 1.0	44	41.59	38.41
CITIIS 2.0	106	9.25	0.6

राजस्थान के लिए हवाई संपर्क

5463. श्री हरीश चंद्र मीना:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने टोंक सहित राजस्थान में उड़ान योजना के अंतर्गत हवाई संपर्क प्रदान करने के लिए नए शहरों का चयन किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उड़ान योजना के उक्त विस्तार के कार्यान्वयन हेतु अपेक्षित समय-सीमा क्या है;

(ग) उड़ान योजना के उक्त विस्तार को कार्यान्वित करने में किन-किन चुनौतियों का सामना करना पड़ रहा है और उक्त चुनौतियों से निपटने के लिए क्या कदम उठाए गए हैं, और

(घ) क्या राजस्थान में विरासत और तीर्थ स्थलों तक हवाई सम्पर्क बढ़ाने के लिए सरकार के पास कोई विशिष्ट प्रस्ताव विचाराधीन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) से (घ): राजस्थान में आरसीएस-उड़ान के तहत चालू किए गए हवाईअड्डे बीकानेर, किशनगढ़ और जैसलमेर हैं। इसके अलावा, राजस्थान राज्य में आरसीएस उड़ानों के विकास और संचालन के लिए उटरलाई और श्रीगंगानगर हवाईअड्डों की पहचान की गई है।

सरकार ने हाल ही में 120 नए गंतव्यों के लिए क्षेत्रीय संपर्क बढ़ाने और अगले 10 वर्षों में 4 करोड़ यात्रियों की सेवा करने के लिए संशोधित उड़ान योजना की घोषणा की है। यह योजना पहाड़ी, आकांक्षी और पूर्वोत्तर क्षेत्र के जिलों में हेलीपैड और छोटे हवाईअड्डों के लिए भी सहायक होगी। यह योजना वर्तमान में प्रारंभिक चरण में है।

उड़ान योजना मार्गों को लागू करने में आने वाली चुनौतियों में मांग में उतार-चढ़ाव, उच्च परिचालन लागत, मौसम संबंधी व्यवधान, हवाईअड्डे के स्लॉट की कमी, यात्रियों की कम मांग और एयरलाइन समेकन शामिल हैं। मार्गों की दीर्घकालिक स्थिरता में सुधार करने और इन मुद्दों को हल करने के लिए, सरकार एयरलाइनों को व्यवहार्यता अंतर निधि (वीजीएफ) प्रदान करती है, क्षेत्रीय हवाईअड्डों के उन्नयन का समर्थन करती है और परिचालन लचीलेपन को प्रोत्साहित करती है। इसके अलावा, एयरलाइन विफलता जैसे विभिन्न कारणों से पिछले दौर में बंद किए गए पात्र मार्गों को भी बाद के दौर में फिर से बोली लगाई गई, अवार्ड किया गया और परिचालन किया गया।

आरसीएस-उड़ान योजना एक मांग-आधारित चालू योजना है, जिसके अंतर्गत अधिक गंतव्यों/स्टेशनों और मार्गों को कवर करने के लिए समय-समय पर बोली प्रक्रिया आयोजित की जाती है। विशेष मार्गों पर मांग के अपने आकलन के आधार पर, इच्छुक एयरलाइनें उड़ान के तहत बोली

लगाने के समय अपने प्रस्ताव प्रस्तुत करती हैं। असेवित और अल्पसेवित हवाईअड्डों का पुनरुद्धार/उन्नयन वैध बोली के माध्यम से उनकी पहचान करने और चयनित एयरलाइन ऑपरेटर (एसएओ) को अवार्ड के बाद किया जाता है।

DIFFICULTIES FACED BY MSMEs

5464. SHRIMATI KANIMOZHI KARUNANIDHI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government is aware of the issues faced by micro, small and medium enterprises due to the 45 days payment clause introduced through Section 43B(h) of the Income Tax Act and if so, the details thereof;

(b) whether the Government is planning to remove or relax the provisions of the clause considering the demand of the Micro, Small and Medium Enterprises (MSMEs) associations for enabling a better business environment for the MSMEs; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c): To ensure timely payments to Micro, Small and Medium Enterprises (MSMEs) vide Finance Act 2023, clause (h) was inserted in Section 43B of the Income-tax Act 1961. The clause provides that any sum payable by the assessee to a Micro and Small Enterprise (MSE) beyond the time limit specified in section 15 of the Micro, Small and Medium Enterprises Development Act, 2006, which cannot be more than 45 days, shall be allowed as a deduction only on actual payment.

A number of stakeholders, including MSME associations have endorsed the intervention introduced to ensure timely payments as being beneficial to the Micro and Small Enterprises, which were grappling with the issue of delayed payments, cash flow and the risk of business getting closed due to financial constraints.

MOVEMENT OF OVERSIZED CONSIGNMENTS ON NHS

5465. SHRI RAJABHAU PARAG PRAKASH WAJE:

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

(a) whether the Government has acknowledged the increase in mechanized farming and the need for larger farming machines such as harvesters to access all fertile lands;

- (b) if so, whether structures like Light Vehicular Underpasses (LVUPs), Vehicular Overpasses (VOPs) and Pedestrian Underpasses (PUPs) on expressways and National Highways (NHs) are restricting their movement, if so, the details thereof;
- (c) whether the Government has taken note of the growing demand for oversized consignments due to industrial expansion;
- (d) if so, whether the proposed VUPs, LVUPs, VOPs, Road Over Bridges (ROBs) and grade-separated junctions are limiting their transportation and hindering development, if so, the details thereof;
- (e) whether the Government recognizes that the lack of service roads in rural or less populated areas along expressways is restricting local movement and development, if so, the details thereof; and
- (f) whether the Government has conducted any study on the economic impact of limitations in oversized consignment movement and large cultivation equipment, including increased transportation costs, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): Yes, sir.

(b): National Highways and Expressways are designed and constructed to carry traffic carrying loads in vehicles of specified dimensions as per norms for efficient and economical transport of goods and passengers. However, keeping in view the developmental needs of the country, movement of Overweight/Over Dimensional Consignments (OWCs/ODCs) carrying industrial goods on National Highways

(NHs)/Expressways is allowed in accordance with established policy. National Highways and Expressways also have provisions of vehicular under/overpass at the intersection of National Highways, State Highways, Major District Roads and across other categories of roads as per site requirements to maintain continuity for local traffic and facilitate the movement of agricultural machinery. Vertical clearances of Light Vehicular Underpasses (LVUPs), Vehicular Overpasses (VoPs) and Pedestrian Underpasses (PUPs) are provided as per the applicable Indian Roads Congress codal provisions and the extant policies of the government as well as site requirements to have un-restricted movement of larger farming machines such as harvesters to access all fertile lands.

(c) , (d) and (f): The Government has established mechanism for grant of online permission for movement of Overweight/Over Dimensional Consignments (OWCs/ODCs) carrying industrial goods on National Highways (NHs) based on analytical study and also issued policy for design of structures such as Bridges, VUPs, LVUPs, VOPs, Road Over Bridges (ROBs) and grade-separated junctions with special loading catering for uninterrupted movement of OWCs/ODCs as well as prevention of damage to any associated structures.

(e): Expressways are designed in conformity with Indian Roads Congress Guidelines IRC: SP: 99-2023 'Manual of Specifications and Standards for Expressways'. It has the provision of access path for all along the expressways for local movement.

नमामि गंगे कार्यक्रम

5466. श्री रमाशंकर विद्यार्थी राजभर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) नमामि गंगे कार्यक्रम की वर्तमान स्थिति क्या है;

(ख) क्या उक्त कार्यक्रम के अंतर्गत गंगा नदी की स्वच्छता के स्तर में सुधार हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) सरकार द्वारा देश में सिंचाई प्रणालियों के आधुनिकीकरण तथा जल के उपयोग की दक्षता बढ़ाने के लिए क्या कदम उठाए जा रहे हैं;

(घ) क्या सरकार अक्सर सूखे या बाढ़ का सामना करने वाले क्षेत्रों के लिए कोई विशेष योजना तैयार कर रही है; और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या सरकार का गंगा नदी की तर्ज पर अन्य नदियों के पुनरुद्धार हेतु किसी योजना का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): भारत सरकार ने गंगा और उसकी सहायक नदियों के पुनरुद्धार के लिए मार्च 2021 तक वर्ष 2014-15 के लिए में नमामि गंगे कार्यक्रम (एनजीपी) शुरू किया था और इसे आगे मार्च 2026 तक बढ़ा दिया गया है। कार्यक्रम के अंतर्गत, जनवरी 2025 तक, 40,121.48 करोड़ रुपये की अनुमानित लागत पर कुल 492 परियोजनाएं स्वीकृत की गई हैं, जिनमें से 307 परियोजनाएं पूरी हो चुकी हैं और परिचालित हो गई हैं।

केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) ने गंगा नदी की जल गुणवत्ता की निगरानी की है। सीपीसीबी द्वारा वर्ष 2015 में किए गए मूल्यांकन के आधार पर गंगा नदी पर प्रदूषित नदी खंड (पीआरएस) इस प्रकार हैं:

क. उत्तराखंड में, हरिद्वार से सुल्तानपुर- प्राथमिकता श्रेणी V

ख. उत्तर प्रदेश में, कन्नौज से वाराणसी - प्राथमिकता श्रेणी III

ग. बिहार में, बक्सर से भागलपुर - प्राथमिकता श्रेणी II

घ. पश्चिम बंगाल में, त्रिवेणी से डायमंड हार्बर - प्राथमिकता श्रेणी V

केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा वर्ष 2022 (2019 और 2021 की डेटा) में किए गए आकलन के अनुसार, गंगा नदी के पानी की गुणवत्ता में काफी सुधार हुआ है। गंगा नदी पर प्रदूषित नदी खंड (पीआरएस) इस प्रकार हैं:

क. उत्तराखंड प्रदूषित खंड में नहीं आता है;

ख. उत्तर प्रदेश में, फर्रुखाबाद से इलाहाबाद और मिर्जापुर से गाज़ीपुर - प्राथमिकता श्रेणी V;

ग. बिहार में बक्सर, पटना, फतवा और भागलपुर के पास- प्राथमिकता वर्ग IV;

घ. झारखंड प्रदूषित खंड में नहीं आता है;

ड. पश्चिम बंगाल में, बहरामपुर से हल्दिया - प्राथमिकता श्रेणी IV.

इसके अलावा, घुलित ऑक्सीजन का मान, जो नदी की स्थिति का एक संकेतक है, अधिसूचित प्राथमिक स्नान जल गुणवत्ता मानदंडों की स्वीकार्य सीमा के भीतर पाया गया है और गंगा नदी के लगभग पूरे हिस्से के लिए नदी के पारिस्थितिकी तंत्र को सहारा देने के लिए संतोषजनक है।

(ग): राज्य सरकारों के प्रयासों में मदद करने के लिए, भारत सरकार ने सिंचाई में प्रौद्योगिकीय प्रगति को व्यापक रूप से बढ़ावा देने के लिए कई महत्वपूर्ण पहल की हैं।

जीआईएस/उपग्रह आधारित निगरानी, प्रबंधन सूचना प्रणाली (एमआईएस), पाइप सिंचाई नेटवर्क, एससीएडीए आधारित जल वितरण, सूक्ष्म सिंचाई आदि जैसे प्रौद्योगिकीय उपाय और नवीन उपायों ने सिंचाई परियोजनाओं के परिणाम और कार्यान्वयन में उल्लेखनीय वृद्धि की है।

कृषि एवं किसान कल्याण विभाग (डीए एंड एफडब्लू) वर्ष 2015-16 से देश में प्रति बूंद अधिक फसल (पीडीएमसी) की केंद्र द्वारा प्रायोजित योजना को लागू कर रहा है। पीडीएमसी में ड्रिप और स्प्रिंकलर सिंचाई प्रणालियों जैसे सूक्ष्म सिंचाई के माध्यम से खेत स्तर पर जल उपयोग दक्षता बढ़ाने पर ध्यान केंद्रित किया गया है। वर्ष 2015-16 से 2021-22 तक पीडीएमसी को प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) के एक घटक के रूप में लागू किया गया था। वर्ष 2022-23 से पीडीएमसी को राष्ट्रीय कृषि विकास योजना (आरकेवीवाई) के तहत लागू किया जा रहा है।

- सूक्ष्म सिंचाई से जल की बचत के साथ-साथ फर्टिगेशन के माध्यम से उर्वरक के उपयोग में कमी, श्रम व्यय, अन्य इनपुट लागत में कमी तथा किसानों की समग्र आय में वृद्धि में मदद मिलती है।
- सरकार पीडीएमसी के अंतर्गत ड्रिप और स्प्रिंकलर प्रणालियों की स्थापना के लिए छोटे और सीमांत किसानों के लिए 55% की दर से तथा अन्य किसानों के लिए 45% की दर से वित्तीय सहायता प्रदान करती है।
- सूक्ष्म सिंचाई प्रणालियों की स्थापना के लिए सहायता प्रति लाभार्थी 5 हेक्टेयर तक सीमित है।

(घ): पीएमकेएसवाई-एआईबीपी के अंतर्गत 99 परियोजनाएं और 7 चरण (कुल-106) चिन्हित किए गए हैं। वर्ष 2021-26 के लिए पीएमकेएसवाई को जारी रखने की मंजूरी के बाद, सूखाप्रवण क्षेत्र को लाभ पहुंचाने वाली चार और परियोजनाएं पीएमकेएसवाई-एआईबीपी के अंतर्गत शामिल की गई हैं।

जुलाई 2018 में महाराष्ट्र के लिए एक विशेष पैकेज को मंजूरी दी गई है, जिससे विदर्भ और मराठवाड़ा तथा शेष महाराष्ट्र के सूखा प्रवण जिलों में 83 सतही लघु सिंचाई (एसएमआई) परियोजनाओं और 8 प्रमुख/मध्यम सिंचाई परियोजनाओं को पूरा करने के लिए केंद्रीय सहायता प्रदान की जा सके।

इसके अलावा, भारत में जल की कमी वाले सूखाप्रवण क्षेत्रों और बाढ़प्रवण क्षेत्रों में सिंचाई के विकास के मुद्दे का समाधान करने के लिए, पीएमकेएसवाई-एआईबीपी के तहत परियोजनाओं के चयन के मानदंडों और केंद्रीय वित्त पोषण अनुपात में विशेष प्रावधान किए गए हैं। यदि किसी परियोजना का 50% से अधिक कमांड सूखाप्रवण या बाढ़प्रवण क्षेत्र में है, तो 50% अग्रिम चरण के मानदंडों में ढील दी गई है और परियोजना को निर्माण की शुरुआत से ही शामिल किया जा सकता है, जिसमें सूखा/बाढ़प्रवण क्षेत्र में आने वाले कमांड क्षेत्र के अनुपात में 60 (केंद्र): 40 (राज्य) का बढ़ा हुआ वित्त पोषण अनुपात है।

बाढ़ प्रबंधन और कटावरोधी योजनाएं संबंधित राज्य सरकारों द्वारा उनकी प्राथमिकता के अनुसार बनाई और क्रियान्वित की जाती हैं। केंद्र सरकार तकनीकी मार्गदर्शन प्रदान करके और गंभीर क्षेत्रों में बाढ़ के प्रबंधन के लिए प्रोत्साहन वित्तीय सहायता प्रदान करके राज्यों के प्रयासों को संपूरित करती है।

बाढ़ प्रबंधन के संरचनात्मक उपायों को मजबूत करने के लिए, मंत्रालय ने नदी प्रबंधन, बाढ़ नियंत्रण, कटाव-रोधी, जल निकासी विकास, समुद्री कटाव-रोधी आदि से संबंधित कार्यों के लिए राज्यों को केंद्रीय सहायता प्रदान करने हेतु ग्यारहवीं और बारहवीं योजना के दौरान बाढ़ प्रबंधन कार्यक्रम (एफएमपी) को लागू किया था, जो बाद में वर्ष 2017-18 से 2020-21 की अवधि के लिए "बाढ़ प्रबंधन और सीमा क्षेत्र कार्यक्रम" (एफएमबीएपी) के एक घटक के रूप में जारी रहा और इसे मार्च, 2026 तक बढ़ा दिया गया।

(ड):नदियों की सफाई/पुनरुद्धार एक सतत गतिविधि है। राज्यों/केंद्र शासित प्रदेशों और शहरी स्थानीय निकायों की यह प्राथमिक जिम्मेदारी है कि नदियों और अन्य जल निकायों में छोड़े जाने से पहले सीवेज और औद्योगिक बहिःस्रावों का निर्धारित मानदंडों के अनुसार आवश्यक उपचार सुनिश्चित किया जाए। भारत सरकार नमामि गंगे कार्यक्रम की केंद्रीय क्षेत्र योजना, और अन्य नदियों के लिए राष्ट्रीय नदी संरक्षण योजना की केंद्र द्वारा प्रायोजित योजना के माध्यम से गंगा बेसिन में नदियों/सहायक नदियों में प्रदूषण को कम करने के लिए वित्तीय और तकनीकी सहायता प्रदान करके राज्यों/केंद्र शासित प्रदेशों के प्रयासों को संपूरित कर रही है।

खुदरा बिक्री केन्द्रों पर ग्राहक-केंद्रित पहल

5467. श्रीमती शोभनाबेन महेन्द्रसिंह बारैया :

श्री प्रवीण पटेल:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रौद्योगिकी और सेवाओं के माध्यम से खुदरा बिक्री केन्द्रों पर की गई ग्राहक-केंद्रित पहलों का ब्यौरा क्या है;

(ख) वर्ष 2014 से देश भर में तेल विपणन कंपनियों (ओएमसी) द्वारा राज्यवार/वर्षवार कितने खुदरा बिक्री केन्द्रों पर स्वचालन प्रणालियां संस्थापित की गई है;

(ग) खुदरा दुकानों पर ड्राइववे विक्रेताओं/महिला विक्रेताओं के कौशल उन्नयन के लिए तेल विपणन कंपनियों द्वारा शुरू की गई कौशल विकास पहलों का ब्यौरा क्या है;

(घ) विगत पांच वर्षों और वर्तमान वर्ष के दौरान ड्राइववे बिक्री कर्मचारियों में महिलाओं की भागीदारी में वर्षवार कितनी वृद्धि हुई है;

(ङ) क्या किसी ओएमसी द्वारा ड्राइववे बिक्री कर्मचारी के रूप में निःशक्त/दिव्यांग लोगों को शामिल करने के लिए कोई पहल की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) ड्राइववे बिक्री कर्मचारी के कल्याण के लिए ओएमसी द्वारा अन्य क्या उपाय किए गए हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क): सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसीज) द्वारा अपने खुदरा बिक्री केन्द्रों (आरओज) में विभिन्न ग्राहक-केंद्रित पहलें की गई हैं जिसमें अन्य बातों के साथ-साथ निम्नलिखित शामिल हैं:

प्रौद्योगिकी चालित पहल: क्रेडिट कार्ड के माध्यम से स्वचालित ईंधन वितरण और डिजिटल भुगतान, संपर्क रहित भुगतान समाधान (यूपीआई, क्यूआर कोड, मोबाइल वॉलेट), रेडियो-फ्रीक्वेंसी पहचान (आरएफआईडी)/ निकट क्षेत्र संचार (एनएफसी) सक्षम ईंधन वितरण निर्बाध लेनदेन और आरओ का स्वचालन जो खुदरा बिक्री मूल्य अपडेट सुनिश्चित करता है, ग्राहकों के लिए गलत मूल्य निर्धारण और कम सुपुर्दगी की संभावना को समाप्त करता है, सभी लेन देन का डिपॉजिटरी बनाए रखता है जो कम डिलीवरी/अधिक मूल्य निर्धारण से संबंधित शिकायतों के सत्यापन और निवारण में मदद करता है, जब सिस्टम कम इन्वेंट्री या आरओ में टैंकों में पानी की स्थिति का पता लगाता है तो नोजल बिक्री को स्वचालित रूप से रोक देता है आदि।

सेवा उन्मुख पहल: लॉयल्टी और रिवार्ड्स कार्यक्रम जिसमें छूट, कैशबैक और रिवार्ड प्वाइंट, सातों दिन 24 घंटे ग्राहक सहायता, आरओ सुविधाओं और सेवाओं की तत्काल रेटिंग की

अनुमति देने वाले ग्राहक फीडबैक एप्लीकेशन, ट्रक चालकों के लिए जलपान और वाहन पार्किंग के साथ अपना घर विश्राम सुविधाएं और राजमार्ग यात्रियों के लिए लंबी यात्रा के दौरान तरोताजा होने, आराम करने और विश्राम करने के लिए रास्ते के किनारे सुविधाएं आदि शामिल हैं।

(ख): वित्त वर्ष 2014-15 से वित्त वर्ष 2024-25 (फरवरी, 2025 तक) तक की अवधि के दौरान सार्वजनिक क्षेत्र की ओएमसीजे ने 72152 आरओज में स्वचालन पूरा कर लिया है। ऐसे आरओज के राज्य-वार और वर्ष-वार ब्यौरे **विवरण** में दिए गए हैं।

(ग): सार्वजनिक क्षेत्र की तेल विपणन कंपनियों ने आरओज में सेल्समैन/सेल्सवुमेन को कौशल प्रदान करने के लिए कई पहल की हैं, जिसका उद्देश्य उनके कौशल, ज्ञान और दक्षताओं को बढ़ाना, बेहतर सेवा गुणवत्ता, परिचालन दक्षता और पेशेवर विकास सुनिश्चित करना है। यह पहल व्यावहारिक कौशल विकास के लिए क्लासरूम प्रशिक्षण को मोबाइल ऐप-आधारित शिक्षण के साथ जोड़कर आवश्यक कार्यात्मक ज्ञान प्रदान करके क्षमता निर्माण के लिए एक समग्र दृष्टिकोण अपनाती है। यह दोहरा दृष्टिकोण एक सर्वांगीण शिक्षण अनुभव सुनिश्चित करता है, जिससे पेशेवर दक्षता और व्यावहारिक विशेषज्ञता दोनों को बढ़ावा मिलता है। अब तक, सार्वजनिक क्षेत्र की तेल विपणन कंपनियों द्वारा 2,25,000 से अधिक ऐसे सेल्समैन/सेल्सवुमेन को प्रशिक्षित किया जा चुका है।

(घ): पिछले पांच वर्षों और चालू वर्ष के दौरान सार्वजनिक क्षेत्र की ओएमसीजे के खुदरा बिक्री केन्द्रों में बिक्री कर्मचारी में महिलाओं की संख्या के वर्ष-वार ब्यौरे नीचे दिए गए हैं:

वर्ष	2019 -20	2020- 21	2021- 22	2022- 23	2023- 24	2024-25 (फरवरी, 2025 तक)
खुदरा बिक्री केन्द्रों में सेल्सवुमेन	1586 3	18436	20519	22730	24709	27160

(ड) और (च): देश में ओएमसीज के आरओज में बिक्री कार्मिक आरओ डीलर/ प्रचालक के कर्मचारी होते हैं और उन्हें ऐसे डीलर/प्रचालक द्वारा नियुक्त किया जाता है। डीलर/प्रचालक अपने बिक्री कार्मिकों के लिए जीवन और स्वास्थ्य संबंधी बीमा और पेंशन योजनाओं जैसे विभिन्न कल्याणकारी उपाय करते हैं। तेल विपणन कंपनियों के डीलर बिक्री कर्मियों के रूप में दिव्यांग व्यक्तियों को नियुक्त करते रहे हैं। अब तक तेल विपणन कंपनियों के आरओ डीलरों ने 1600 से अधिक दिव्यांग व्यक्तियों को ऐसे बिक्री कर्मियों के रूप में नियुक्त किया है।

इसके अलावा, बीपीसीएल ने 80 से अधिक शहरों को कवर करते हुए पूरे भारत में 400 से अधिक आरओज में समावेशिता को बढ़ावा देने के लिए #silent voices की शुरुआत की। #silent voices पहल के तहत 550 से अधिक वाणी और श्रवण बाधित (एसएचआई) व्यक्तियों को खुदरा बिक्री केन्द्रों में डीलरों द्वारा नियोजित किया जाता है।

विवरण

वित्त वर्ष 2014-15 से देश भर में सार्वजनिक क्षेत्र की तेल विपणन कंपनियों द्वारा स्वचालन प्रणाली स्थापित किए गए खुदरा बिक्री केंद्रों की संख्या												
राज्य/संघ शासित क्षेत्र	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (फरवरी 2025 तक)	योग
अंडमान और निकोबार	4	0	1	0	5	0	0	5	4	0	0	19
आंध्र प्रदेश	96	178	197	447	754	279	254	744	355	258	146	3708
अरुणाचल प्रदेश	1	0	1	4	26	6	22	10	18	12	72	172
असम	0	22	14	87	246	71	177	170	114	147	87	1135
बिहार	68	117	155	160	945	442	269	466	245	205	125	3197
चंडीगढ़	5	3	2	2	3	1	6	6	1	0	0	29
छत्तीसगढ़	26	73	93	214	403	190	145	233	240	184	137	1938
दिल्ली	4	15	8	0	20	3	44	20	4	6	35	159

गोवा	10	11	16	43	53	35	1	42	6	11	61	289
गुजरात	162	139	219	416	664	325	260	486	553	225	282	373 1
हरियाणा	130	136	135	307	851	251	215	521	188	180	239	315 3
हिमाचल प्रदेश	11	26	19	93	135	58	65	67	36	43	34	587
जम्मू एवं कश्मीर	16	18	21	31	170	52	41	137	30	62	44	622
झारखंड	35	66	63	109	276	112	121	294	256	75	62	146 9
कर्नाटक	215	188	208	490	882	438	243	810	569	375	570	498 8
केरल	118	154	125	286	419	176	283	120	168	121	174	214 4
लद्दाख	1	0	1	0	6	3	3	4	4	4	7	33
लक्षद्वीप	0	0	0	0	0	0	0	0	0	4	0	4
मध्य प्रदेश	103	131	297	381	1085	519	322	789	625	406	262	492

												0
महाराष्ट्र	215	292	271	571	1209	692	372	1177	622	490	485	639 6
मणिपुर	0	0	4	17	47	6	5	18	40	28	5	170
मेघालय	3	6	8	12	55	18	21	13	29	27	50	242
मिजोरम	1	0	0	6	33	3	8	6	5	5	13	80
नगालैंड	1	0	1	5	22	5	29	20	26	11	29	149
ओडिशा	62	76	72	103	453	184	295	337	232	115	87	201 6
पांडिचेरी	4	5	1	1	21	1	4	4	4	7	52	104
पंजाब	49	162	190	307	1263	404	250	381	157	105	147	341 5
राजस्थान	153	158	229	390	1175	356	224	1074	498	375	393	502 5
सिक्किम	1	6	0	6	5	1	8	17	11	4	1	60
तमिलनाडु	139	252	370	555	1158	677	301	955	384	352	467	561

												0
तेलंगाना	67	102	193	305	721	248	288	396	438	226	442	3426
त्रिपुरा	0	9	0	13	23	2	2	5	17	7	11	89
दादरा और नगर हवेली एवं दमन और दीव	0	1	1	3	2	1	1	2	1	0	1	13
उत्तर प्रदेश	184	335	469	835	2452	731	543	1519	1070	770	833	9741
उत्तराखंड	7	48	43	96	122	53	18	156	40	52	47	682
पश्चिम बंगाल	113	88	90	246	678	188	140	641	207	123	123	2637
कुल	2004	2817	3517	6541	16382	6531	4980	11645	7197	5015	5523	72152

(स्रोत – पीएसयू ओएमसीज)

PRADHAN MANTRI JANJATIYA VIKAS MISSION IN MAHARASHTRA**5468. ADV GOWAAL KAGADA PADA VI:**

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) whether the Government has achieved its goals under the Pradhan Mantri Janjatiya Vikas Mission (PMJVM) to promote livelihood opportunities for tribals in Maharashtra;

(b) if so, the details thereof;

(c) the steps being taken by the Government to promote Mahua seeds and other Minor Forest Produce from the tribal districts of Maharashtra; and

(d) whether the Government has taken any initiatives for promoting and facilitating the livelihood of the tribals of Nandurbar Parliamentary Constituency through PMJVM and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b): Under the scheme, "Pradhan Mantri Janjatiya Vikas Mission (PMJVM)", the Ministry of Tribal Affairs provides funds for setting up Van Dhan Vikas Kendras (VDVKs) which are primarily clusters of tribal SHGs formed to reap economies of scale through value addition and marketing of MFPs / non-MFPs. As on 28.02.2025, an amount of Rs. 3,975 lakhs has been sanctioned for establishment of 265 VDVks associating about 79,500 beneficiaries in the State of Maharashtra.

(c) :Under the PMJVM scheme, the Ministry also provides revolving funds to State Governments for procurement of Minor Forest Produces (MFPs), including

Mahua seeds, at Minimum Support Price (MSP). The list of MFPs for which MSP is provided is given at <https://trifed.tribal.gov.in/sites/default/files/2022-02/List%20of%2087%20MFPs.pdf>.

(d): So far, an amount of Rs. 90.00 lakhs has been sanctioned for establishment of 6 VDVks in Nandurbar District, Maharashtra associating 1800 beneficiaries. Besides, under PMJVM, Tribal Cooperative Marketing Development Federation (TRIFED) also undertakes empanelment of tribal artisans, procurement of various tribal products from them for generating livelihood opportunities for tribal communities and undertakes retail marketing of tribal products through TRIBES India Outlets, E-Commerce platforms and Exhibitions like Aadi Mahotsav, Aadi Bazaar etc. So far, 2 tribal suppliers/ producers comprising of SHG and VDVk from Nandurbar of Maharashtra are empanelled with TRIFED.

HIKE IN AIRFARES

5469. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

(a) whether it is true that the Government has no control over the airfares fixed by airlines and if so, the details thereof;

(b) whether the Government proposes to constitute a high-level committee to look into the issues of dynamic pricing leading to exorbitant air ticket prices on

certain domestic and international routes, if so, the details thereof and if not, the reasons therefor;

(c) whether the airline ticket prices are determined by the demand and supply theory and if so, the details thereof; and

(d) the proactive steps taken by the Government to improve demand and supply by increasing the number of airlines and seats available on such routes where the demand is very high?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d): Airlines determine their airfares based on their operational needs, while adhering to Rule 135 of the Aircraft Rules, 1937. Airfares are not subject to regulation by the Government.;

Directorate General of Civil Aviation (DGCA) has setup a Tariff Monitoring Unit (TMU) that monitors airfares on select domestic sectors on random basis by using airlines' websites data on monthly basis to ensure that the airlines do not charge airfares outside the range declared by them.;

Enhancement of capacity through the induction of additional aircraft fleets, the modernization of existing airports, and the development of new airports have rendered air travel more accessible to the general public. This expansion has consequently led to a significant increase in domestic air traffic, as evidenced by

the rise in passenger volumes from 70 million in the fiscal year 2014-15 to 153 million in the fiscal year 2023-24. This upward trend continues in 2024-25. Further, the Indian airlines have placed an order for around 1150 new aircraft in last 02 years.;

With continuous engagement with airlines and Online Ticketing Agents (OTAs) and keeping a watch on the movement of airfares, the airfares have moderated in 2024 relative to 2023 on sectors monitored by DGCA.;

To maintain market competitiveness, the Government remains vigilant and intervenes to shift capacity from one sector to another to prevent exorbitant pricing to ensure passenger comfort and welfare.;

The airfares are dynamic in nature and follow the principle of demand and supply. The trends in airfare prices in India exhibit considerable seasonality, prevailing fuel price, the capacity of the aircraft operating on the route, competition on the sector, season, holidays, festivals, long weekends, events (sports, fairs, contests) etc.;

जनजातीय लोगों का विकास

5470. श्री मनसुखभाई धनजीभाई वसावा:

क्या जनजातीय कार्य मंत्री यह बताने की कृपा करेंगे कि:

देश में अनुसूचित जनजातियों (अजजा) के समग्र विकास के लिए वर्तमान पंचवर्षीय योजना के दौरान कितनी निधि आवंटित की गई है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

पिछले पांच वर्षों के दौरान देश के अनुसूचित जनजातियों (अजजा) के समग्र विकास के लिए मंत्रालयों/विभागों द्वारा अनुसूचित जनजातियों के लिए विकास कार्य योजना (डीएपीएसटी) हेतु आवंटित निधियां निम्नानुसार हैं:

(करोड़ रुपये में)

वर्ष	अंतिम आवंटन
2019-20	45856.40
2020-21	48084.10
2021-22	82530.58
2022-23	90972.76
2023-24	103452.77

स्रोत: केंद्रीय बजट के व्यय प्रोफाइल का विवरण 10ख

अनुसूचित जनजातियों के कल्याण के लिए मंत्रालय/विभाग-वार योजनाएं और आवंटन केंद्रीय बजट के व्यय प्रोफाइल के विवरण 10ख में <https://www.indiabudget.gov.in/doc/eb/stat10b.pdf> पर उपलब्ध है।

PROJECTS SANCTIONED UNDER PMKSY IN KARNATAKA

5471. SHRI KOTA SRINIVASA POOJARY:

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

(a) the details of the number of projects sanctioned and made functional under the Pradhan Mantri Kisan Sampada Yojana (PMKSY) in Karnataka, particularly in the districts of Dakshina Kannada, Udupi, Chikmagalur, Hassan and Uttara Kannada since its launch; and

(b) the details of the total number of direct and indirect employment opportunities generated from such projects in the said districts?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b): Ministry of Food Processing Industries (MoFPI) is implementing a centrally sponsored umbrella scheme Pradhan Mantri Kisan Sampada Yojana (PMKSY). Under component schemes of PMKSY, Ministry provides financial assistance for setting up food processing projects and related infrastructure across the country, including Karnataka.

These schemes are not any region or State/UT specific but are demand driven and implemented across the country. Applications / proposals are invited from eligible entities as per the extant scheme guidelines of the relevant sub-scheme under PMKSY through floating of Expression of Interest from time to time based on availability of funds. The proposals received are scrutinized for their eligibility and evaluated based on the criteria fixed as per the extant scheme guidelines.

Merit based approvals are given to the eligible proposals based on availability of funds.

Under component schemes of PMKSY, 96 projects are approved in the State of Karnataka and 10 projects in the districts of Dakshina Kannada, Udupi, Chikmagalur, Hassan and Uttara Kannada since launch of component schemes of PMKSY and it is estimated that these projects generated about 4535 number of direct/indirect employment. The details of these 10 projects approved in Dakshina Kannada, Udupi, Chikmagalur, Hassan and Uttara Kannada are at **Statement.**

STATEMENT

Details of the 10 projects approved under PMKSY as on 28.02.2025 in Dakshina Kannada, Udupi, Chikmagalur, Hassan and Uttara Kannada districts of Karnataka									
Sr. No.	Name of the component Scheme of PMKSY	Project Name	Date of Approval	Project Cost	Approved Grant-in-aid (Rs. in Cr)	Released Grant-in-aid (Rs. in Cr)	Status	Employment	Farmers Benefited
Dakshin Kannada									
1	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Ideal Icecream	05-11-2018	36.54	9.86	9.86	Operational	600	9552
2	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold	Yashaswi Fish Meal and Oil Company	12-11-2018	73.05	10	10.00	Operational	600	9552

	Chain)								
3	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	PROVIT FOODS PVT LTD	29-02-2024	55.40	9.91	0.00	Under Implementation	600	9552
Hassan, Belgam, Bangalore									
4	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Atharvass Traders Pvt Ltd.	30-10-2009	28.61	7.5	7.50	Operational	600	9552
Udupi									

5	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Malpefresh Marine Exports Private Limited.	08-08-2017	18.10	4.37	4.37	Operational	600	9552
6	Infrastructure for Agro-Processing Clusters Scheme (APC)	M/s Udupi Food Park	16.03.2021	16.08	5.23	3.7516	Under Implementation	531	4000
7	Creation / Expansion of Food Processing and Preservation Capacities Scheme (CEFPPC)	M/s Tenguraja Coco Products	24.01.2023	11.4836	5.00	2.43	Under Implementation	44	100
8	Creation / Expansion of Food Processing and Preservation	M/s Allen Cashew Industries	29.02.2024	10.5331	4.38	0.00	Under Implementation	210	300

	Capacities Scheme (CEFPPC)								
9	Creation / Expansion of Food Processing and Preservation Capacities Scheme (CEFPPC)	M/s Parishudh Industries	29.02.2024	8.70726	4.11	0.00	Under Implementation	150	200
Uttar Kannada									
10	Integrated Cold Chain and Value Addition Infrastructure Scheme (Cold Chain)	Srikrishna Milks Private Limited	24-04-2017	26.96	5.67	5.67	Operational	600	9552

कोसी-मेची लिंक परियोजना की डीपीआर को स्वीकृति

5472. श्री गिरिधारी यादव:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कोसी-मेची लिंक परियोजना, जो बिहार में बाढ़ प्रबंधन और सिंचाई दोनों के लिए महत्वपूर्ण है, की विस्तृत परियोजना रिपोर्ट (डीपीआर) केन्द्रीय वित्तपोषण हेतु राष्ट्रीय जल विकास अभिकरण (एनडब्ल्यूडीए) के पास अनुमोदन हेतु लंबित है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और

(ग) उक्त डीपीआर को कब तक स्वीकृत किये जाने की संभावना है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग): कोसी-मेची अंतर-राज्यीय लिंक परियोजना में महानंदा नदी बेसिन के असिंचित क्षेत्रों में सिंचाई के विस्तार के लिए कोसी नदी के अधिशेष जल के एक हिस्से के विपथन की परिकल्पना की गई है, जिसके लिए मौजूदा पूर्वी कोसी मुख्य नहर (ईकेएमसी) को इसके अंतिम हिस्से को मेची नदी तक विस्तारित किया जाएगा, ताकि बिहार से होकर बहने वाली कोसी और मेची नदियों को राज्य के भीतर एक साथ जोड़ा जा सके। लिंक परियोजना से खरीफ मौसम में परमान और मेची नदियों के बीच महानंदा बेसिन में लिंक नहर के नए कमांड मार्ग में 2,10,516 हेक्टेयर क्षेत्र में अतिरिक्त सिंचाई सुविधा उपलब्ध होगी, जिससे बिहार के अररिया, पूर्णिया, किशनगंज और कटिहार जिले लाभान्वित होंगे।

कोसी-मेची अंतर-राज्यीय लिंक परियोजना की विस्तृत परियोजना रिपोर्ट (डीपीआर) राष्ट्रीय जल विकास एजेंसी (एनडब्ल्यूडीए) द्वारा तैयार की गई तथा मार्च, 2014 में बिहार सरकार को भेज दी गई। सभी अपेक्षित मंजूरी प्राप्त कर ली गई हैं। एनडब्ल्यूडीए द्वारा दिसंबर, 2022 में कोसी-मेची अंतर-राज्यीय लिंक परियोजना की डीपीआर का अद्यतन कार्य भी पूरा कर लिया गया था और परियोजना को बाद में जल संसाधन, नदी विकास और गंगा संरक्षण विभाग की सलाहकार

समिति द्वारा मार्च, 2024 में स्वीकार कर लिया गया था, जिसकी अनुमानित लागत वर्ष 2022-23 के मूल्य स्तर पर 6,282.32 करोड़ रुपये है।

मार्च, 2025 में आर्थिक मामलों की मंत्रिमंडलीय समिति (सीसीईए) ने प्रधानमंत्री कृषि सिंचाई योजना-त्वरित सिंचाई लाभ कार्यक्रम (पीएमकेएसवाई-एआईबीपी) के अंतर्गत कोसी-मेची अंतर-राज्यीय लिंक परियोजना को शामिल करने को मंजूरी दे दी है, जिसके कार्यान्वयन के लिए बिहार राज्य को 3,652.56 करोड़ रुपये की केंद्रीय सहायता दी जाएगी।

उत्तराखंड में दीनदयाल उपाध्याय ग्राम ज्योति योजना

5473. श्री अजय भट्ट:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने उत्तराखंड में दीनदयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई) के कार्य-निष्पादन का कोई मूल्यांकन कराया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके निष्कर्ष क्या हैं;

(ग) विगत तीन वर्षों और वर्तमान वर्ष के दौरान राज्य में कितने गांवों का विद्युतीकरण किया गया है और कितने गांवों का विद्युतीकरण किया जाना है;

(घ) क्या सरकार द्वारा शेष गांवों के विद्युतीकरण के लिए कोई विशेष कदम उठाए गए हैं; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) से (ग) : भारत सरकार (जीओआई) ने वर्ष 2014 में दीनदयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई) शुरू की थी। राज्यों द्वारा दी गई जानकारी के अनुसार, देश के सभी आबाद गैर-विद्युतीकृत जनगणना गांवों को दिनांक 28 अप्रैल, 2018 तक विद्युतीकृत कर दिया गया। डीडीयूजीजेवाई के तहत उत्तराखंड राज्य के 91 गांवों सहित राष्ट्रीय स्तर पर कुल 18,374 गांवों को विद्युतीकृत किया गया। इसके अलावा, प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) के तहत ग्रामीण क्षेत्रों में सभी इच्छुक घरों और शहरी क्षेत्रों में सभी इच्छुक गरीब घरों को विद्युतीकृत किया गया, जिनमें से उत्तराखंड राज्य में 2,48,751 घरों को विद्युतीकृत किया गया।

डीडीयूजीजेवाई का प्रभाव आकलन अध्ययन मेसर्स अन्स्ट एंड यंग एलएलपी द्वारा वर्ष 2022 में अखिल भारतीय स्तर पर किया गया था, जिसमें बताया गया था कि अध्ययन के अंतर्गत शामिल 100% गांवों और उपभोक्ताओं ने विद्युत आपूर्ति के घंटों में सुधार की सूचना दी है। अध्ययन में उल्लेख किया गया है कि कई डिस्कॉम ने नए अवसंरचना के कारण वितरण हानियों को कम किया है। बिलिंग दक्षता और एसीएस-एआरआर अंतर में सुधार, डिस्कॉम के प्रचालन और वित्तीय प्रदर्शन के महत्वपूर्ण संकेतक, ने भी डीडीयूजीजेवाई के बाद सुधार दिखाई दिया है। तथापि, यह उल्लेख करना उचित है कि, जैसा कि रिपोर्ट में बताया गया है, डीडीयूजीजेवाई के कार्यान्वयन के दौरान, डिस्कॉम ने अन्य स्कीमों के तहत आपूर्ति क्षेत्रों में विकास कार्य किए, जिसका विभिन्न मापदंडों में सुधार में योगदान हो सकता है।

इसके अलावा, अध्ययन में इस स्कीम के व्यवसाय विकास, शिक्षा, स्वास्थ्य देखभाल, सामुदायिक सुरक्षा और बैंकिंग पर महत्वपूर्ण सकारात्मक प्रभाव पर भी प्रकाश डाला गया।

अध्ययन में उत्तराखंड राज्य के संबंध में निम्नलिखित उल्लेख किया गया है:

i. वर्ष 2015 में 18 घंटे की तुलना में वर्ष 2022 में विद्युत आपूर्ति के घंटे बढ़कर 23 घंटे हो गए।

ii. वर्ष 2015 और 2022 के बीच आय में 33% की वृद्धि देखी गई।

(घ) और (ङ) : भारत सरकार (जीओआई) ने वित्तीय रूप से स्थिर और प्रचालन रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार लाने के उद्देश्य से जुलाई, 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की।

सौभाग्य के दौरान छूटे हुए घरों के लिए आरडीएसएस के तहत, जहाँ भी व्यवहार्य पाया गया, ग्रिड आधारित विद्युतीकरण कार्यों को भी संस्वीकृत किया गया है। अब तक, 10,19,030 घरों के ग्रिड विद्युतीकरण के लिए 4,643 करोड़ रुपये की राशि के कार्यों को संस्वीकृत किया गया है। उत्तराखंड राज्य के लिए, 2049 घरों के विद्युतीकरण कार्य के लिए 14.59 करोड़ रुपये की लागत की परियोजनाओं को संस्वीकृत किया गया है।

PROJECTS SANCTIONED UNDER RDSS

5474. SHRI B. K. PARTHASARATHI:

Will the Minister of **POWER** be pleased to state:

(a) the details of the total number of projects sanctioned under the Revamped Distribution Sector Scheme (RDSS), State and year-wise till date;

(b) the details of the funds sanctioned and released for the approved projects, State and year wise;

(c) whether the Government has any details regarding the total number of smart meters sanctioned under the said scheme;

(d) if so, the details thereof, State-wise and district-wise for Andhra Pradesh along with the sanctioned and awarded quantities of smart meters; and

(e) the details of the cost of the sanctioned project, grants allocated and disbursed for smart meters in the State of Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) to (d) : Government of India launched the Revamped Distribution Sector Scheme (RDSS) in July 2021 with the objective of improving the quality and reliability of power supply to consumers through a financially sustainable and operationally efficient distribution Sector. Under the scheme, projects worth Rs. 1.51 lakh crore for loss reduction infrastructure and Rs. 1.31 lakh crore for smart metering works have been sanctioned. The State/ UT-wise and year-wise details of loss-reduction and smart metering works are placed at **Statement-IA, IB, and IC.**

As part of the scheme, Government of India has been supporting grid-based electrification of households left out during SAUBHAGYA (Pradhan Mantri Sahaj Bijli Har Ghar Yojana) period, wherever found feasible. Till date, works amounting to Rs. 6,113 Cr. have been sanctioned for electrification of 12,91,833 households. This includes electrification works for households belonging to Particularly Vulnerable Tribal Group (PVTG) identified under PM-JANMAN (Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan), households belonging to Scheduled Tribes identified under DA-JGUA (Dharti Aaba Janjatiya Gram Utkarsh Abhiyan) and households identified under PM-AJAY (Pradhan Mantri

Anusuchit Jaati Abhyuday Yojana). The State/UT-wise and year-wise details of household electrification works sanctioned under RDSS are placed at **Statement-IIA** and **IIB**.

The State/UT-wise and year-wise details of funds expended under RDSS for loss reduction works are at **Statement-III**.

State-wise details of smart-meter works sanctioned are placed at **Statement-IV**. District-wise details of smart metering works sanctioned and awarded under RDSS for State of Andhra Pradesh are at **Statement-V**.

(e) : DISCOM-wise details of sanctioned cost, grants allocated and disbursed for smart meters under RDSS are as under:

DISCOMs	Project Cost (Rs. Cr.)	Gol Grant (Rs. Cr.)	Gol grant expended (Rs. Cr.)
APSPDCL	1,664	249	0
APCPDCL	1,513	230	0
APEPDCL	951	144	0
AP Total	4,128	623	0

STATEMENT-IA**State/UT-wise Loss Reduction and Smart Metering works sanctioned under RDSS***(in Rs. Cr.)*

State/UTs	Sanctioned Cost of Loss Reduction Infrastructure Works	Sanctioned Cost of Smart Metering	Total Sanctioned Project Cost
Andaman and Nicobar Islands	462	54	516
Andhra Pradesh	10,710	4,128	14,838
Arunachal Pradesh	1,042	184	1,226
Assam	3,395	4,050	7,444
Bihar	9,983	2,021	12,004
Chhattisgarh	4,021	4,105	8,126
Delhi	324	13	337
Goa	247	469	716
Gujarat	6,089	10,642	16,731
Haryana	6,797	-	6,797
Himachal Pradesh	2,327	1,788	4,116
Jammu and Kashmir	4,771	1,064	5,835
Jharkhand	3,462	858	4,320
Karnataka	36	-	36

Kerala	3,018	8,231	11,249
Ladakh	876	-	876
Madhya Pradesh	9,426	8,911	18,336
Maharashtra	17,238	15,215	32,453
Manipur	615	121	737
Meghalaya	1,232	310	1,542
Mizoram	319	182	500
Nagaland	461	208	668
Puducherry	84	251	335
Punjab	3,873	5,769	9,642
Rajasthan	18,693	9,715	28,408
Sikkim	416	97	514
Tamil Nadu	9,568	19,235	28,803
Telangana	120	-	120
Tripura	598	319	917
Uttar Pradesh	21,661	18,956	40,617
Uttarakhand	1,718	1,106	2,824
West Bengal	7,223	12,670	19,893
Grand Total	1,50,803	1,30,671	2,81,474

STATEMENT-IB**State/UT-wise and year-wise Loss Reduction works sanctioned under RDSS**

State/UT	FY22	FY23	FY24	FY25	Total
Andaman and Nicobar Islands		183	279		462
Andhra Pradesh	9,277		97	1,336	10,710
Arunachal Pradesh		800	143	99	1,042
Assam	2,609	0		786	3,395
Bihar		7,081		2,902	9,983
Chhattisgarh		3,598	34	390	4,021
Delhi		324			324
Goa		247			247
Gujarat	6,021			68	6,089
Haryana		3,158	0	3,638	6,797
Himachal Pradesh	1,913		367	47	2,327
Jammu and Kashmir	4,636			135	4,771
Jharkhand		3,262	61	139	3,462
Karnataka			4	32	36
Kerala	2,347		1	670	3,018
Ladakh		697	178		876
Madhya Pradesh	9,403		105	(83)*	9,426
Maharashtra		14,158	27	3,053	17,238

Manipur		401		214	615
Meghalaya	796		436		1,232
Mizoram	237		70	11	319
Nagaland		391	65	4	461
Puducherry		84			84
Punjab		3,873			3,873
Rajasthan	8,912		500	9,281	18,693
Sikkim		264	134	19	416
Tamil Nadu	9,066		501		9,568
Telangana			7	114	120
Tripura		485	62	52	598
Uttar Pradesh	16,746		2,266	2,649	21,661
Uttarakhand	1,447		249	22	1,718
West Bengal		7,223			7,223
Total	73,412	46,229	5,585	25,578	1,50,803

**due to cost revision*

STATEMENT-IC

State/UT-wise and year-wise Smart Metering works sanctioned under RDSS

(Rs. Cr.)

State/UT	FY 22	FY 23	FY 24	FY 25	Total
Andaman and Nicobar Islands		54			54

Andhra Pradesh	4,128				4,128
Arunachal Pradesh		184			184
Assam	3,677	372			4,050
Bihar		2,021			2,021
Chhattisgarh		4,105			4,105
Delhi		13			13
Goa		469			469
Gujarat	10,642				10,642
Haryana		4,967	(4,967)*		0
Himachal Pradesh	1,788				1,788
Jammu and Kashmir	1,064				1,064
Jharkhand		858			858
Karnataka					0
Kerala	8,231				8,231
Ladakh		0			0
Madhya Pradesh	8,769			142	8,911
Maharashtra		15,215			15,215
Manipur		121			121
Meghalaya	310				310
Mizoram	182				182
Nagaland		208			208
Puducherry		251			251

Punjab		5,769			5,769
Rajasthan	9,715				9,715
Sikkim		97			97
Tamil Nadu	19,235				19,235
Telangana					0
Tripura		319			319
Uttar Pradesh	18,956				18,956
Uttarakhand	1,051			55	1,106
West Bengal		12,670			12,670
Total	87,748	47,693	(4,967)	197	1,30,671

* Smart metering works got desanctioned

STATEMENT-II A

State/UT-wise details of household electrification works sanctioned under RDSS

Sl. No.	State	Sanctioned Project Cost (Rs. Cr.)	Central Gross Budgetary Support (Rs. Cr.)	No. of Households Sanctioned
1	Andhra Pradesh	161.27	96.76	46,443
2	Arunachal Pradesh	75.52	67.97	10,136
3	Assam	785.55	706.99	1,27,111

4	Bihar	300.55	180.33	42,635
5	Chhattisgarh	423.17	253.90	80,734
6	Himachal Pradesh	6.63	5.96	100
7	Jammu and Kashmir	77.10	69.39	10,730
8	Jharkhand	199.98	119.98	38,672
9	Karnataka	35.90	21.54	5,844
10	Kerala	7.07	4.24	1,482
11	Madhya Pradesh	184.70	110.81	36,045
12	Maharashtra	57.02	34.21	17,529
13	Manipur	214.44	193.00	36,972
14	Meghalaya	435.70	392.13	50,501
15	Mizoram	79.90	71.91	15,167
16	Nagaland	69.55	62.59	10,004
17	Rajasthan	1765.08	1059.04	4,39,372
18	Tamil Nadu	29.89	17.94	10,673
19	Telangana	120.42	72.25	31,081
20	Tripura	104.52	94.08	19,853
21	Uttar Pradesh	964.48	578.69	2,58,700
22	Uttarakhand	14.59	13.13	2,049
	Total	6,113	4,227	12,91,833

STATEMENT-II B**State/UT-wise and year-wise details of household electrification works sanctioned under RDSS***(in Rs. Cr.)*

S. No.	State	FY24	FY25	Total
1	Andhra Pradesh	97	64	161
2	Arunachal Pradesh	20	55	76
3	Assam		786	786
4	Bihar		301	301
5	Chhattisgarh		423	423
6	Himachal Pradesh		7	7
7	Jammu and Kashmir		77	77
8	Jharkhand	61	139	200
9	Karnataka	4	32	36
10	Kerala	1	6	7
11	Madhya Pradesh	105	80	185
12	Maharashtra	27	30	57
13	Manipur		214	214
14	Meghalaya	436		436
15	Mizoram	69	11	80
16	Nagaland	65	4	70
17	Rajasthan	500	1,266	1,765

18	Tamil Nadu	30		30
19	Telangana	7	114	120
20	Tripura	62	43	105
21	Uttar Pradesh	932	32	964
22	Uttarakhand	13	2	15
	Total	2,427	3,686	6,113

STATEMENT-III

State/UT-wise and year-wise details of funds expended under RDSS for loss reduction works

S. No.	STATE	FY 22	FY 23	FY 24	FY 25	Total
1	Andaman and Nicobar	0	0	0	0	0
2	Andhra Pradesh	274	-24	311	901	1,463
3	Arunachal Pradesh	0	0	0	43	43
4	Assam	0	10	635	761	1,406
5	Bihar	0	4	1,268	1,207	2,479
6	Chandigarh	0	0	0	0	0
7	Chhattisgarh^	0	45	178	304	527
8	Dadra and Nagar Haveli and	0	0	0	0	0
	Daman and Diu					
9	Delhi	0	0	0	0	0
10	Goa	0	0	15	0	15

11	Gujarat	178	-167	507	670	1,188
12	Haryana	0	0	35	205	241
13	Himachal pradesh	85	-84	6	80	87
14	Jammu and Kashmir	0	67	349	624	1,040
15	Jharkhand	0	0	0	222	222
16	Karnataka	0	0	0	5	5
17	Kerala	0	0	22	153	176
18	Ladakh	0	0	79	0	79
19	Lakshadweep	0	0	0	0	0
20	Madhya Pradesh	0	179	1,006	820	2,005
21	Maharashtra	0	29	820	1,614	2,463
22	Manipur	0	17	20	58	94
23	Meghalaya	0	0	51	146	197
24	Mizoram	0	0	22	27	50
25	Nagaland	0	0	1	10	11
26	Odisha	0	0	0	0	0
27	Puducherry	0	0	0	0	0
28	Punjab	0	0	115	114	229
29	Rajasthan	0	0	531	1,094	1,624
30	Sikkim	0	0	24	12	36
31	Tamil Nadu	0	0	97	448	545
32	Telangana	0	0	2	0	2

33	Tripura	0	17	36	91	143
34	Uttar Pradesh	277	161	1,801	1,822	4,061
35	Uttarakhand	0	3	11	116	131
36	West Bengal	0	0	221	601	822
Total		814	259	8,160	12,150	21,383

STATEMENT-IV

State/UT-wise Smart Metering works sanctioned under RDSS

State/UTs	Consumer Meters (Nos.)	Distribution Transformer Meters (Nos.)	Feeder Meters (Nos.)	Total (Nos.)
Andaman Nicobar Islands	83,573	1,148	114	84,835
Andhra Pradesh	5,608,846	293,140	17,358	5,919,344
Arunachal Pradesh	287,446	10,116	688	298,250
Assam	6,364,798	77,547	2,782	6,445,127
Bihar	2,350,000	250,726	6,427	2,607,153
Chhattisgarh	5,962,115	210,644	6,720	6,179,479
Delhi		766	2,755	3,521
Goa	741,160	8,369	827	750,356
Gujarat	16,481,871	300,487	5,229	16,787,587

Himachal Pradesh	2,800,945	39,012	1,951	2,841,908
Jammu and Kashmir	1,407,045	88,037	2,608	1,497,690
Jharkhand	1,341,306	19,512	1,226	1,362,044
Kerala	13,289,361	87,615	6,025	13,383,001
Madhya Pradesh	12,980,102	419,396	29,708	13,429,206
Maharashtra	23,564,747	410,905	29,214	24,004,866
Manipur	154,400	11,451	357	166,208
Meghalaya	460,000	11,419	1,324	472,743
Mizoram	289,383	2,300	398	292,081
Nagaland	317,210	6,276	392	323,878
Puducherry	403,767	3,105	180	407,052
Punjab	8,784,807	184,044	12,563	8,981,414
Rajasthan	14,274,956	434,608	27,128	14,736,692
Sikkim	144,680	3,229	633	148,542
Tamil Nadu	30,000,000	472,500	18,274	30,490,774
Tripura	547,489	14,908	473	562,870
Uttar Pradesh	26,979,055	1,526,801	20,874	28,526,730
Uttarakhand	1,587,870	59,212	2,602	1,649,684
West Bengal	20,717,969	305,419	11,874	21,035,262
RDSS-Total	197,924,901	5,252,692	210,704	203,388,297

STATEMENT-V**District-wise details of sanction and award of Smart Meters under RDSS in
the State of Andhra Pradesh**

DISCOM	District	Sanctioned Qty. (Nos.)			Awarded Qty. (Nos.)		
		Consumer Meters	DT Meters	Feeder Meters	Consumer Meters	DT Meters	Feeder Meters
AP-CPDCL	Guntur	8,32,962	38,804	1,240	8,56,721	38,804	1,240
	Krishna	8,20,548	43,933	1,233	8,17,632	43,933	1,233
	Prakasam	3,97,452	30,913	1,253	4,33,038	30,913	1,253
AP-EPDCL	Eluru	2,66,487	24,765	1,217	2,67,359	24,765	1,217
	Rajamahendravaram	2,70,176	27,672	931	2,69,885	27,672	931
	Srikakulam	92,606	6,045	405	1,20,638	6,045	405
	Visakhapatnam	3,26,232	11,207	916	3,26,232	11,207	916
	Vizianagaram	2,99,739	7,555	422	2,71,126	7,555	422
AP-SPDCL	Anantapur	5,29,015	11,396	1,800	5,53,075	11,396	1,800

	Chittoor	5,56,262	56,6 30	2,674	5,86,691	56,630	2,674
	Kadapa	3,67,364	6,04 0	1,933	3,52,401	6,040	1,933
	Kurnool	4,26,565	10,1 12	1,574	4,24,702	10,112	1,574
	SPSR Nellore	4,23,438	18,0 68	1,760	3,91,563	18,068	1,760
Total		56,08,846	2,93, 140	17,358	56,71,06 3	2,93,14 0	17,35 8

CHALLENGES IN STRENGTHENING THE FOOD PROCESSING SECTOR IN HINGOLI

5475. SHRI NAGESH BAPURAO AASHTIKAR PATIL:

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

(a) whether the Government has conducted any study or survey to assess the gaps and challenges in the food processing sector in Hingoli and if so, the details thereof;

(b) the steps taken/being taken by the Government to set up food parks, processing hubs and value-addition centres in Hingoli to boost local food processing industries;

(c) whether there is any ongoing or proposed cold storage and warehouse projects in Hingoli to reduce post-harvest losses and ensure better storage for perishable agricultural produce, if so, the details thereof;

(d) the details of financial assistance and subsidy programmes available for new entrepreneurs and small -scale food processing industries in Hingoli and the manner in which the Government is ensuring awareness about these schemes; and

(e) the status of export promotion initiatives for processed food products from Hingoli along with the efforts made by the Government to connect local businesses with national and international markets?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a): Ministry of Food Processing Industries (MoFPI) has not conducted any study to assess the gaps and challenges in the food processing sector in the country including Hingoli.

(b) to (d): For overall development of food processing sector, MoFPI implements Central Sector umbrella scheme – Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2016-17 across the country including the Hingoli district of Maharashtra. The components scheme under PMKSY are (i) Mega Food Parks (MFP scheme- discontinued w.e.f. 01.04.2021), (ii) Integrated Cold Chain and Value Addition Infrastructure (Cold Chain scheme), (iii) Creation of Infrastructure for Agro Processing Clusters (APC scheme), (iv) Creation/ Expansion of Food

Processing and Preservation Capacities (CEFPPC scheme), (v) Creation of Backward and Forward Linkages (CBFL scheme- discontinued w.e.f. 01.04.2021) and (vi) Operation Greens (OG scheme). The schemes are demand driven and proposals are invited by floating Expression of Interest from time to time based on availability of funds. Under these component schemes, MoFPI provides financial support in the form of grants-in-aid/ subsidy for setting up of food processing projects thereby creating both processing and preservation infrastructure facilities including cold chain infrastructure. The facilities created under the component schemes help in preservation and processing of raw farm produce and transport of raw and finished products thereby reducing post-harvest losses of farm produce. As on 28th February, 2025, one project under CEFPPC scheme in Hingoli is under implementation with project cost of Rs.19.96 crore.

MoFPI provides financial, technical and business support for setting up/ upgradation of micro food processing enterprises in the country under "Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme. The support is provided for potential entrepreneurs for all the products including One District One Product (ODOP) products under PMFME Scheme across the country including Hingoli district. For the district of Hingoli, 184 loans have been sanctioned with approved subsidy of Rs. 12.05 crore under the scheme. MoFPI is taking various initiatives to promote and increase awareness and participation among beneficiaries through National and State level awareness campaigns

such as Newspaper advertisement, Radio Jingles, Exhibitions and Expos, Millet Fairs, Buyer-Seller Meets etc. since the inception of the scheme.

(e): Production Linked Incentive Scheme for Food Processing Industries (PLISFPI) of MoFPI is intended, inter alia, to support creation of global food manufacturing champions and support Indian brands of food products in international market. Also, Agricultural and Processed Food Products Export Development Authority (APEDA) provides incentives to processed food exporters under its different schemes for Infrastructure, Quality, Market Development etc. These schemes are implemented across the country, including Hingoli.

Apart from this, with the objective to boost investments and sourcing of Indian food products, MoFPI organized 3rd edition of a Mega Event, called “World Food India” during 19th to 22nd September 2024 at Bharat Mandapam, New Delhi to showcase domestic Industry and provide it with collaborative opportunities with international stakeholders. The event invited global food processing companies, innovators, supply chain stakeholders, equipment manufacturers etc. on a collaborative platform and to provide foreign companies with tie-up/ business opportunities with its Indian counterparts

SHGS UNDER DAY-NULM

5476.SHRI DAGGUMALLA PRASADA RAO:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the total number of Self-Help Groups (SHGs) created and loans disbursed under the Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM) till date, State-wise, especially for Andhra Pradesh;
- (b) the total number of candidates skill trained and placed under the said scheme during the last five years and the current year, year and district-wise;
- (c) the details of the types of skills developed by the beneficiaries, sector-wise;
- (d) the details of the Central and State share allocated and released under the said scheme till date, State-wise, especially for Andhra Pradesh; and
- (e) whether the Government has received any proposals or plans to extend the said scheme and if so, the details thereof including the timeline of its extension?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): A statement showing the State/UT-wise number of Self-Help Groups (SHGs) formed and loans disbursed under the Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM) from 01.04.2014 to 30.09.2024 is at **Statement-I.**

(b): A statement showing the year-wise number of candidates skill trained and placed under DAY-NULM during the last five years and the current year [i.e. 2019-20 to 2024-25 (upto 30.09.2024)] is at **Statement-II.**

(c):The Employment through Skill Training and Placement (ESTand P)

component under the Mission aimed to provide skill training to urban poor in various market oriented courses including apparel, beauty culture and hair dressing, construction, electrical, fashion design, food processing, hospitality, IT and ITeS, Medical and Nursing etc.

(d):Under DAY-NULM financing was shared between the Centre and States in the ratio 90:10 for North Eastern, Himalayan States and UT of Jammu and Kashmir; 100% for all other UTs and 60:40 for remaining States. A statement showing State/UT-wise central funds released under DAY-NULM from 01.04.2014 to 30.09.2024 including Andhra Pradesh is at **Statement-III**.

(e):The Ministry of Housing and Urban Affairs (MoHUA) implemented DAY-NULM upto 30.09.2024. Further, with effect from 1st October, 2024, MoHUA launched a pilot on urban poverty alleviation in 25 select cities for an initial period of 3 months, later on extended till 31st March, 2025

STATEMENT-I

State/UT-wise number of Self-Help Groups

S. No.	Name of State/UT	No. of Self-Help Groups (SHGs) formed	No. of beneficiaries assisted for setting up Individual/ Group micro enterprises	No. of loans disbursed to SHGs under SHG-Bank Linkage programme
1	Andaman and Nicobar Islands	124	7	1
2	Andhra Pradesh	108178	107097	120451

3	Arunachal Pradesh	714	76	17
4	Assam	24660	6520	8197
5	Bihar	37365	13769	15993
6	Chandigarh	689	410	0
7	Chhattisgarh	36580	49323	15086
8	Goa	1406	264	23
9	Gujarat	41182	30324	17878
10	Haryana	9502	8008	1254
11	Himachal Pradesh	4948	4022	1748
12	Jammu and Kashmir	4405	16383	275
13	Jharkhand	24288	12767	7651
14	Karnataka	45410	26592	10361
15	Kerala	27250	14492	22836
16	Ladakh	58	22	0
17	Madhya Pradesh	65459	92624	25909
18	Maharashtra	117896	62485	82833
19	Manipur	3535	136	123
20	Meghalaya	510	137	4
21	Mizoram	1388	2471	278
22	Nagaland	809	382	0

23	NCT of Delhi	1332	1213	6
24	Odisha	43528	45950	22319
25	Puducherry	1103	612	658
26	Punjab	11431	12149	270
27	Rajasthan	34644	32943	4873
28	Sikkim	129	35	0
29	Tamil Nadu	145718	309247	170473
30	Telangana	53611	15623	43420
31	Tripura	5497	2034	5314
32	Uttar Pradesh	74418	90188	16731
33	Uttarakhand	4511	9173	851
34	West Bengal	70267	14421	46374
Total		1002545	981899	642207

STATEMENT-II

Year-wise number of candidates skill trained and placed under DAY-NULM

S. No.	Financial Year	Number of Candidates Skill Trained	Number of Skilled Candidates Placed
1	2019-20	130336	83737
2	2020-21	56001	44135
3	2021-22	122722	63519

4	2022-233	234805	120478
5	2023-24	127247	54717
6	2024-25 (upto 30.09.2024)	15070	5082
Total		686181	371668

STATEMENT-III**State/UT-wise central funds released under DAY-NULM****(₹ in crore)**

Sr. No	States/UTs	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024- 25	Total released
1	Andhra Pradesh	40.34	15.00	56.30	36.31	30.20	98.45	58.23	60.50	37.63	0.00	0.00	432.96
2	Arunachal Pradesh	1.94	1.46	1.43	6.22	3.66	6.59	9.36	0.00	0.00	7.47	0.00	38.13
3	Assam	0.00	0.00	0.00	13.00	0.00	14.86	21.92	32.91	20.16	16.62	0.00	119.47
4	Bihar	0.00	25.73	22.38	0.00	42.52	31.08	30.90	0.00	0.00	10.00	0.00	162.61
5	Chhattisgarh	14.88	17.79	13.46	34.56	21.15	17.02	0.00	14.71	0.00	15.00	0.00	148.57
6	Goa	0.62	0.00	0.23	2.08	4.85	3.40	3.90	3.40	0.00	0.00	0.00	18.48
7	Gujarat	63.54	0.00	0.00	0.00	30.94	14.08	71.58	49.67	32.66	40.79	6.25	309.51
8	Haryana	16.08	0.00	0.00	0.00	0.00	29.63	10.54	14.22	12.82	0.00	0.00	83.29
9	Himachal	6.04	2.50	3.56	8.05	1.69	6.81	10.21	10.20	6.00	0.00	1.00	56.06

	Pradesh												
10	Jammu and Kashmir	9.99	0.00	0.00	1.89	3.23	11.56	3.67	6.25	13.46	0.00	0.00	50.05
11	Jharkhand	10.13	14.61	15.36	44.89	11.24	16.28	16.28	18.37	0.00	12.00	0.00	159.16
12	Karnataka	63.47	9.90	0.00	23.08	0.00	16.46	32.07	0.00	0.00	26.25	0.00	171.23
13	Kerala	0.00	0.00	0.00	25.19	18.60	24.09	27.90	35.38	29.23	15.00	5.00	180.39
14	Madhya Pradesh	51.58	5.00	28.80	41.75	21.60	48.80	55.09	63.36	100.00	10.00	0.00	425.98
15	Maharashtra	128.54	0.00	0.00	0.00	0.00	0.00	96.15	64.37	62.33	90.09	0.00	441.48
16	Manipur	8.37	3.11	0.00	0.00	0.00	3.65	2.98	10.08	25.00	5.35	0.00	58.54
17	Meghalaya	4.20	0.00	0.00	0.00	0.00	0.00	3.79	0.00	1.29	2.80	0.00	12.08
18	Mizoram	8.52	10.32	20.93	12.73	6.82	5.82	16.17	14.98	10.00	3.99	0.00	110.28
19	Nagaland	5.32	0.00	8.45	10.87	3.43	4.06	6.96	4.92	1.83	7.38	0.00	53.22
20	Odisha	18.08	13.22	6.56	17.05	16.24	14.32	20.07	13.43	0.00	8.44	0.00	127.41
21	Punjab	0.00	0.00	0.00	10.07	0.00	16.17	0.00	19.36	68.49	0.00	0.00	114.09
22	Rajasthan	42.01	0.00	7.92	28.51	31.10	38.11	39.31	40.53	0.00	15.00	0.00	242.49

23	Sikkim	1.52	0.85	0.97	2.31	1.12	2.44	1.10	0.00	0.00	1.00	0.00	11.31
24	Tamil Nadu	64.40	57.86	58.45	78.85	68.53	81.36	110.65	104.67	6.00	85.00	0.00	715.77
25	Telangana	0.00	39.88	4.70	32.49	15.56	42.13	38.10	31.69	100.00	25.00	0.00	329.55
26	Tripura	9.46	0.00	0.00	8.93	6.33	7.88	13.48	14.17	2.00	10.86	0.00	73.11
27	Uttar Pradesh	46.55	17.42	22.66	71.95	53.38	98.56	65.34	62.65	0.00	33.98	8.75	481.24
28	Uttarakhand	0.00	5.08	5.38	8.00	7.75	7.32	6.05	2.00	8.60	0.00	2.50	52.68
29	West Bengal	53.73	0.00	8.31	32.96	35.94	25.79	34.30	43.39	0.00	45.42	5.00	284.84
30	Andaman and Nicobar Islands	0.00	0.00	1.06	0.00	0.00	0.00	0.00	0.28	0.00	0.34	0.00	1.68
31	Chandigarh	2.82	0.00	0.93	1.99	1.82	3.08	1.82	1.86	2.54	3.55	0.50	20.91
32	Dand N Haveli, Dand D	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.17
33	Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34	Puducherry	0.00	0.00	2.79	2.97	1.97	2.97	4.20	0.00	0.00	5.11	0.00	20.01
35	Ladakh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	0.00	0.00	0.00	2.10
Total		672.13	239.73	290.63	556.70	439.84	692.77	812.12	739.47	540.04	496.44	29.00	5508.87

STATUS OF NULM**5477. SHRI SUDHAKAR SINGH:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:-

(a) the current status of the National Urban Livelihoods Mission (NULM) along with the number of urban poor benefited from its various schemes since its inception;

(b) the details of the funds allocated, released and utilized under NULM for skill development, self-employment and urban poverty alleviation, State-wise;

(c) the steps taken/being taken by the Government to ensure effective implementation of NULM, particularly in economically weaker States like Bihar, Jharkhand and Odisha;

(d) whether the Government has identified any gaps or challenges in the implementation of NULM and if so, the details thereof along with the corrective measures taken/being taken to improve the efficiency and reach for poor thereof; and

(e) the measures taken/being taken by the Government to enhance employment opportunities, promote Self-Help Groups (SHGs) and provide better financial support for microenterprises under NULM?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The Ministry of Housing and Urban Affairs, MoHUA implemented Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM) in 2014

and it ended on 30th September, 2024. The progress of DAY-NULM since its inception until 30th September, 2024 is at **Statement-I**.

(b): Under DAY-NULM, Central Assistance is released to States/ UTs as a whole. The inter-se allocation of funds under different components of the Mission is done by the respective States/ Uts, as per their requirements. The details of funds released and utilized are at **Statement-II**.

(c) and (d): The States/Uts effectively implemented the scheme DAY-NULM through their respective Urban Local Bodies (ULBs) comprising various components viz. Self-Employment Programme (SEP), Social Mobilization and Institutional Development (SMID) etc. The Central Government from time to time mentioned the implementation of the scheme through the following measures:

- Providing help to SHGs for selling their products through various online and offline marketing strategies.
- Organising SHG (Self-Help Group) credit linkage melas with banks.
- Holding meetings with the State Level Bankers' Committee (SLBC), District Level Bankers' Committee (DLBC), and Block Level Bankers' Committee (BLBC).
- Awareness campaigns have been conducted through various IEC activities such as hoardings, banners, pamphlets and electronic and print media.
- Review progress of mission with State Level Officers.

Based on the learnings of DAY-NULM, the pilot was launched with effect from 1st October 2024 initially in 25 select cities and later expanded across the country. The pilot extended till 31st March 2025.

(e): Under the Mission, a one-time Revolving Fund support of Rs. 10,000/- was provided to SHGs, which were functional for a period of 3 months and had at least 70% of members as urban poor. Mission offered interest subvention at the rate over and above the rate of interest of 7% on the bank linkage loans sanctioned to SHGs. An additional 3% interest subvention was provided to women SHGs on timely payment of loans.

STATEMENT-I

ALL INDIA: PHYSICAL PROGRESS SINCE 01.04.2014 TILL 30.09.2024

UNDER DAY-NULM

Number of Self-Help Groups (SHGs) formed	10,02,545
No. of SHGs given Revolving Fund	6,79,705
No. of Candidates Skill Trained	15,42,952
No. of Skilled Candidates Placed	8,43,299
No. of Beneficiaries assisted for setting up individual/Group Micro Enterprises	9,81,899
No. of loans disbursed to SHGs under Bank linkage Programme	6,42,207
Number of Street Vendors issued ID card	32,59,522
Number of SUH functional	1,995

STATEMENT-II**STATE-WISE CENTRAL FUND RELEASED AND UTILIZED FROM 01.04.2014 till
30.09.2024 UNDER DAY-NULM****(Rs in crore)**

S. No.	States/UTs	Released	Utilized
1	Andhra Pradesh	432.96	410.01
2	Arunachal Pradesh	38.13	37.90
3	Assam	119.47	113.10
4	Bihar	162.61	160.81
5	Chhattisgarh	148.57	139.48
6	Goa	18.48	17.96
7	Gujarat	309.51	308.91
8	Haryana	83.29	78.84
9	Himachal Pradesh	56.06	55.58
10	Jammu and Kashmir	50.05	43.01
11	Jharkhand	159.16	156.46
12	Karnataka	171.23	170.30
13	Kerala	180.39	176.52
14	Madhya Pradesh	425.98	424.67
15	Maharashtra	441.48	440.74
16	Manipur	58.54	54.03
17	Meghalaya	12.08	11.96
18	Mizoram	110.28	109.70
19	Nagaland	53.22	50.41

20	Odisha	127.41	124.93
21	Punjab	114.09	112.55
22	Rajasthan	242.49	237.01
23	Sikkim	11.31	10.09
24	Tamil Nadu	715.77	700.52
25	Telangana	329.55	304.54
26	Tripura	73.11	70.17
27	Uttar Pradesh	481.24	480.49
28	Uttarakhand	52.68	50.78
29	West Bengal	284.84	281.27
30	A and N Islands	1.68	1.08
31	Chandigarh	20.91	20.35
32	Dand N Haveli, Daman and Diu	0.17	0.00
33	Ladakh	2.10	0.76
34	Delhi	0.00	16.22
35	Puducherry	20.01	19.27
	Total	5508.87	5390.42

उत्तर प्रदेश में पेट्रोल पंपों और गैस एजेंसियों का आवंटन

5478. श्री धर्मेन्द्र यादव :

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) उन श्रेणियों/व्यक्तियों का ब्यौरा क्या है जिन्हें विशेषकर उत्तर प्रदेश में पेट्रोल पंपों और गैस एजेंसियों के आवंटन में विशेष रियायतें/छूट प्रदान की गई है;

(ख) इन आवेदकों के संबंध में विशेषकर उत्तर प्रदेश में विशेष छूट/रियायत के अंतर्गत आवंटन की प्रक्रिया का ब्यौरा क्या है;

(ग) क्या आजमगढ़ जिले सहित उत्तर प्रदेश में उक्त श्रेणियों के अंतर्गत पेट्रोल पंप/गैस एजेंसियां आवंटित की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) उक्त जिले में अनुसूचित जाति/अनुसूचित जनजाति के कितने व्यक्तियों को विशेष रियायतों/छूटों के अंतर्गत पेट्रोल पंप/गैस एजेंसियां आवंटित की गई हैं और उनके प्रचालनों की वर्तमान स्थिति क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) और (ख): सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसीज) ने दिनांक 28.06.2023 से खुदरा बिक्री केन्द्रों के लिए नए “डीलरशिप चयन दिशानिर्देश” और दिनांक 23.06.2016 से “एलपीजी डिस्ट्रीब्यूटरशिप चयन संबंधी एकीकृत दिशानिर्देश” लागू किए हैं। इन दोनों दिशानिर्देशों में अन्य बातों के साथ-साथ खुदरा बिक्री केन्द्र डीलरशिपों और एलपीजी डिस्ट्रीब्यूटरशिपों के आवंटन के लिए अनुसूचित जाति/अनुसूचित जनजाति के लिए 22.5 प्रतिशत आरक्षण और अन्य पिछड़ा वर्ग के लिए 27 प्रतिशत आरक्षण का प्रावधान है। अनुसूचित जाति/अनुसूचित जनजाति, अन्य पिछड़ा वर्ग और सामान्य श्रेणियों में रक्षा कार्मिकों, अर्धसैनिक कार्मिकों/केन्द्रीय/राज्य सरकार और केन्द्र/राज्य पीएसयू कर्मचारियों, शारीरिक रूप से दिव्यांग व्यक्तियों, उत्कृष्ट खिलाड़ियों, स्वतंत्रता सेनानियों और प्राथमिक कृषि ऋण सोसायटी (पीएसीएस) के लिए भी आरक्षण है।

आरओ और एलपीजी डिस्ट्रीब्यूटरशिप का आवंटन पारदर्शी प्रक्रिया का पालन करके किया जाता है, जिसमें अन्य बातों के साथ-साथ राष्ट्रीय/राज्य समाचार पत्रों में विज्ञापन देकर पात्र प्रतिभागियों से आवेदन आमंत्रित करना, ऑनलाइन आवेदन जमा करना, आवंटित का चयन करने के लिए लॉटरी निकालना आदि शामिल हैं।

खुदरा बिक्री केन्द्र डीलरशिप के आवंटन के लिए आवेदन प्रक्रिया/मानदंड/मापदंड/आरक्षण नीति www.petrolpumpdealerchayan.in पर उपलब्ध है और एलपीजी डिस्ट्रीब्यूटरशिप के चयन के बारे में विस्तृत दिशा-निर्देश www.lpgvitarakchayan.in वेबसाइट पर उपलब्ध हैं।

(ग) और (घ): दिनांक 01.03.2025 की स्थिति के अनुसार पूरे उत्तर प्रदेश और आजमगढ़ में पीएसयू ओएमसीज के खुदरा बिक्री केन्द्रों के श्रेणी-वार ब्यौरे नीचे दिए गए हैं:

	एससी/एसटी	ओबीसी	अन्य	कुल
उत्तर प्रदेश	1780	1210	8423	11413
जिला आजमगढ़	46	35	155	236

इसके अलावा, पीएसयू ओएमसीज द्वारा आरओज की स्थापना के लिए जारी किए गए विज्ञापन के उत्तर में, दिनांक 01.03.2025 की स्थिति के अनुसार उत्तर प्रदेश में 3536 आशय पत्र (एलओआईज) जारी किए गए हैं और 558 आरओज चालू किए गए हैं। इसके अलावा, आजमगढ़ जिले में 89 एलओआईज जारी किए गए हैं और 17 आरओ चालू किए गए हैं।

दिनांक 01.03.2025 की स्थिति के अनुसार, उत्तर प्रदेश और आजमगढ़ में एलपीजी डिस्ट्रीब्यूटरशिपों का श्रेणी-वार विवरण नीचे दिया गया है:-

	एससी/एसटी	ओबीसी	अन्य	कुल
उत्तर प्रदेश	882	415	2551	3848
जिला आजमगढ़	19	9	54	82

दिनांक 01.03.2025 की स्थिति के अनुसार, तेल विपणन कंपनियों ने एकीकृत चयन दिशा-निर्देश, 2016 के तहत उत्तर प्रदेश राज्य में 1051 स्थलों का विज्ञापन दिया है, जिनमें से 1034 स्थलों पर काम शुरू हो चुका है, और शेष 17 स्थल चयन प्रक्रिया के विभिन्न चरणों में हैं। तेल विपणन कंपनियों ने एकीकृत चयन दिशा-निर्देशों के तहत जिला आजमगढ़ में 46 स्थलों का विज्ञापन दिया है, जिनमें से 44 स्थलों पर काम शुरू हो चुका है और वे प्रचालन कर रहे हैं तथा शेष 2 स्थल

चयन के विभिन्न चरणों में हैं। उत्तर प्रदेश और आजमगढ़ जिले में आवंटन का श्रेणी-वार ब्यौरा इस प्रकार है:

उत्तर प्रदेश और आजमगढ़ जिला में एलपीजी डिस्ट्रीब्यूशिफों का श्रेणी-वार संख्या				
	एससी/एसटी	ओबीसी	अन्य	कुल
उत्तर प्रदेश	232	269	533	1034
जिला आजमगढ़	12	10	22	44

ROAD INFRASTRUCTURE IN TELANGANA

5479. SHRI CHAMALA KIRAN KUMAR REDDY:

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

(a) whether the State Government of Telangana is planning to develop ten new greenfield radial roads alongside metro corridor connecting outer ring road to proposed Regional Ring Road (RRR) and has requested the Ministry to sanction Rs. 45,000 crores as financial assistance; and

(b) if so, the details thereof along with the action taken thereon till date and the funds sanctioned and spent therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): The Government in Ministry of Road Transport and Highways (MoRTH) is primarily responsible for development and maintenance of National Highways (NHs). Development and maintenance of NHs is a continuous process. Works on NHs, including development of greenfield sections, are

accordingly taken up based on the traffic density, condition of the road, inter-se priority and synergy with PM GatiShakti National Master Plan (NMP).

At present, 52 NHs projects in 1,423 km length costing ₹25,323 crore are under construction in the State of Telangana. The Government has incurred expenditure of ₹25,000 crore on development and maintenance of NHs in the State of Telangana since April, 2019.

Government has also taken up preparation of Detailed Project Report for Northern Regional Ring Road of Hyderabad. No proposal for development of greenfield radial roads connecting outer ring road to Northern Regional Ring Road is under consideration of Government.

Apart from above, the Government allocates and releases funds for State Governments / Union Territories (UTs), including for the State of Telangana, for development and maintenance of State Roads under the Central Road and Infrastructure Fund (CRIF) Scheme as per the provisions of the amended CRIF Act, 2000. Accordingly, the Government has released ₹1,722 crore to the State of Telangana for development and maintenance of State Roads under CRIF Scheme since April, 2019.

राज्य के राजमार्गों का दोहरीकरण

5480. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने आर्थिक और सामाजिक लाभ सुनिश्चित करने के लिए महाराष्ट्र के शिरडी संसदीय निर्वाचन क्षेत्र के अंतर्गत राज्य राजमार्ग (एसएच) संख्या 23 (बोटा से राजूर), एसएच-54, एसएच-65, एसएच-50 और एसएच-320 और अन्य प्रमुख राज्य की सड़कों के दोहरीकरण के लिए कोई कदम उठाए हैं या उठाने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को इस संबंध में जन-प्रतिनिधियों से कोई अनुरोध प्राप्त हुआ है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इस संबंध में अब तक क्या प्रगति हुई है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ग): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय मुख्य रूप से राष्ट्रीय राजमार्गों (एनएच) के विकास और अनुरक्षण के लिए उत्तरदायी है। सरकार संबंधित राज्य/संघ राज्य क्षेत्र (यूटी) की सरकारों की सिफारिशों के आधार पर केंद्रीय सड़क और अवसंरचना निधि (सीआरआईएफ) योजना के तहत राज्य की सड़कों के विकास के लिए कार्यों को भी मंजूरी देती है।

महाराष्ट्र राज्य सरकार द्वारा सीआरआईएफ योजना के अंतर्गत राज्य राजमार्ग (एसएच) संख्या 23 (बोटा से राजूर), एसएच-54, एसएच-65, एसएच-50 और एसएच-320 के दोहरीकरण के लिए किसी कार्य की अनुशंसा नहीं की गई है। तथापि, महाराष्ट्र राज्य सरकार की सिफारिशों के आधार पर, महाराष्ट्र में शिरडी संसदीय निर्वाचन क्षेत्र के तहत अन्य प्रमुख राज्य सड़कों के सुधार के लिए वित्तीय वर्ष 2024-25 में सीआरआईएफ योजना के तहत 25 करोड़ रुपये की लागत के तीन कार्यों को मंजूरी दी गई है।

TRIFED INITIATIVES IN ODISHA

5481. SHRI SUKANTA KUMAR PANIGRAHI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the projects and initiatives undertaken by the Tribal Cooperative Marketing Development Federation of India (TRIFED) during the last three years

to support tribal artisans in Kandhamal, Odisha and promote the marketing of tribal handicrafts, handlooms and forest produce at national and international levels;

(b) the extent to which Kandhamal's tribal communities have been benefited from the Van Dhan Yojana and other TRIFED programmes focused on skill development, value addition and marketing of forest-based products like turmeric and honey;

(c) the details of the financial allocation made and the existing as well as future plans for improving the supply chain, market linkages and infrastructure for Kandhamal's tribal produce along with the monitoring mechanisms in place to evaluate progress thereof; and

(d) whether the Government proposes to provide special support for establishing a Tribal Excellency Center in Kandhamal to enhance research, training and innovation in tribal products and entrepreneurship and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d): Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED) is implementing "Pradhan Mantri Janjatiya Vikas Mission" (PMJVM) scheme of Ministry of Tribal Affairs for socio-economic development of tribal communities across the country including Kandhamal, Odisha. Under the scheme, empanelment of tribal artisan and procurement of various tribal products from them is a core activity for generating livelihood opportunities for tribal communities. To achieve the same, TRIFED undertakes retail marketing of tribal products through TRIBES India Outlets, E-Commerce and Exhibitions. So

far, 130 tribal suppliers / producers have been empaneled by TRIFED from the State of Odisha.

Besides, financial assistance is also provided to State Implementing Agencies (SIAs) for establishment of Van Dhan Vikas Kendras (VDVKs) for value addition of Minor Forest Produce (MFP) / non-MFPs. Additionally, revolving funds are provided to State Governments for the procurement of 87 enlisted MFP items at Minimum Support Price (MSP). As on 28.02.2025, TRIFED has sanctioned an amount of ₹240.00 lakhs for establishment of 16 VDVKs associating 4,560 beneficiaries in the State of Odisha. Additionally, during financial year 2024-2025, TRIFED under B2B collaboration with ITC facilitated sale of 15 MT of Turmeric valuing Rs. 26.25 lakhs by Pragati VDVK, Daringbadi, Kandhamal to ITC.

UTILIZATION OF LAND OWNED BY PUBLIC SECTOR OIL COMPANIES

5482. SHRI N. K. PREMACHANDRAN:

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

- (a) whether the Government has prepared a master plan for the utilization of land owned by HPCL, if so, the action taken thereon;
- (b) whether the Government has examined the proposal received from the public representative for the utilization of land owned by HPCL at Edapallycotta, Kollam, if so, the details of action taken thereon and the current status thereof;
- (c) whether the Government has initiated action to protect the land owned by HPCL at Edapallycotta, if so, the details thereof;

(d) the details regarding the planning of HPCL for utilizing the land owned by HPCL at Edapallycotta;

(e) whether the Government proposes to utilize HPCL land for opening a new venture at Edapallycotta, if so, the details thereof; and

(f) whether the Government proposes to utilize the land owned by the public sector oil companies and if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (e): Hindustan Petroleum Corporation Limited (HPCL) is a Maharatna Public Sector Undertaking (PSU). It is a Board driven Commercial entity which is publicly listed. As an entity of this nature, it enjoys operational freedom in its day-to-day commercial decisions. HPCL has informed that its land at Edapallycotta, Kerala is secured by a boundary wall around it and security personnel have been deployed at the plot for safeguarding it. HPCL has informed that presently, there is no approved plan for utilization of the land for a new venture.

(f): No, as such decision is taken by the company concerned.

दादरा और नगर हवेली तथा दमन और दीव में डीएजेजीयूए

5483. श्री उमेशभाई बाबूभाई पटेल:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे कि

(क) दादरा और नगर हवेली तथा दमन और दीव में प्रधानमंत्री धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के क्रियान्वयन का ब्यौरा क्या है तथा इसकी वर्तमान स्थिति क्या है;

(ख) क्या दमन और दीव में उक्त अभियान के अंतर्गत किन्हीं जनजातीय गांवों की पहचान की गई है और यदि हां, तो ऐसे गांवों की सूची क्या है तथा इन गांवों में चिह्नित ब्लॉकों का ब्यौरा क्या है;

(ग) इन गांवों में सामाजिक बुनियादी ढांचे, स्वास्थ्य, शिक्षा और आजीविका से संबंधित गंभीर खामियों का ब्यौरा क्या है, और

(घ) ऐसे महत्वपूर्ण अंतरालों को दूर करने के लिए जमीनी स्तर पर क्या कदम उठाए गए हैं?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) से (घ): धरती आबा जनजातीय ग्राम उत्कर्ष अभियान में 17 संबंधित (लाइन) मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका उद्देश्य 5 वर्षों में 30 राज्यों/संघ राज्यक्षेत्रों के 549 जिलों और 2,911 ब्लॉकों में 63,843 गांवों में बुनियादी ढांचे की कमी को पूरा करना, स्वास्थ्य, शिक्षा, आंगनवाड़ी सुविधाओं तक पहुंच में सुधार करना और आजीविका के अवसर प्रदान करना है, जिसमें संघ राज्यक्षेत्र दादरा और नगर हवेली तथा दमन और दीव के 2 जिलों के 2 ब्लॉकों के 76 गांव शामिल हैं। अभियान के तहत दादरा और नगर हवेली तथा दमन और दीव में ब्लॉकों के साथ गांवों की सूची **विवरण-I** में दी गई है। मिशन अंत्योदय (2022-23) के आंकड़ों के आधार पर, अब तक संघ राज्यक्षेत्र दादरा और नगर हवेली तथा दमन और दीव के संबंध में पहचाने गए अंतर **विवरण-II** में दिए गए हैं। प्रत्येक संबंधित मंत्रालय को अभियान के तहत बजट और लक्ष्य आवंटित किए गए हैं और वह उसे सौंपे गए उपाय को क्रियान्वित करने के लिए जिम्मेदार है। अभियान का उद्देश्य अभिसरण और आउटरीच (पहुंच) के माध्यम से संतुष्टि प्राप्त करना है। संबंधित मंत्रालयों को योजना-विशिष्ट आवश्यकताओं के आधार पर अंतरों (गैप्स) को मान्य करना आवश्यक है। जनजातीय कार्य मंत्रालय ने दादरा और नगर हवेली तथा दमन और दीव सहित राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों से अभियान दिशानिर्देशों के अनुसार प्रस्ताव प्रस्तुत करने का अनुरोध किया है।

विवरण-I

धरती आबा जनजातीय ग्राम उत्कर्ष अभियान के तहत दादरा और नगर हवेली तथा दमन और दीव में ब्लॉकों के साथ गांवों की सूची

ज़िला	ब्लॉक	गाँव
दादरा और नगर हवेली	दादरा नगर हवेली	तिघरा
दादरा और नगर हवेली	दादरा नगर हवेली	वाघछिपा
दादरा और नगर हवेली	दादरा नगर हवेली	सिली
दादरा और नगर हवेली	दादरा नगर हवेली	मोरखाल
दादरा और नगर हवेली	दादरा नगर हवेली	नाना रंधा
दादरा और नगर हवेली	दादरा नगर हवेली	मोटा रंधा
दादरा और नगर हवेली	दादरा नगर हवेली	बोंटा
दादरा और नगर हवेली	दादरा नगर हवेली	किलावानी
दादरा और नगर हवेली	दादरा नगर हवेली	एथोला
दादरा और नगर हवेली	दादरा नगर हवेली	कनाड़ी
दादरा और नगर हवेली	दादरा नगर हवेली	खरड़पाड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	अथल
दादरा और नगर हवेली	दादरा नगर हवेली	कुदाचा
दादरा और नगर हवेली	दादरा नगर हवेली	वासोना
दादरा और नगर हवेली	दादरा नगर हवेली	चिंचपाड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	लुहारी
दादरा और नगर हवेली	दादरा नगर हवेली	चिखली
दादरा और नगर हवेली	दादरा नगर हवेली	दपाडा
दादरा और नगर हवेली	दादरा नगर हवेली	पाती

दादरा और नगर हवेली	दादरा नगर हवेली	खडौली
दादरा और नगर हवेली	दादरा नगर हवेली	सुरंगी
दादरा और नगर हवेली	दादरा नगर हवेली	अपती
दादरा और नगर हवेली	दादरा नगर हवेली	वेलुगम
दादरा और नगर हवेली	दादरा नगर हवेली	अंबोली
दादरा और नगर हवेली	दादरा नगर हवेली	बिन्द्राबिन
दादरा और नगर हवेली	दादरा नगर हवेली	तिनोदा
दादरा और नगर हवेली	दादरा नगर हवेली	खानवेल
दादरा और नगर हवेली	दादरा नगर हवेली	उमरवर्नी
दादरा और नगर हवेली	दादरा नगर हवेली	जमालपाड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	कौंचा
दादरा और नगर हवेली	दादरा नगर हवेली	दुधानी
दादरा और नगर हवेली	दादरा नगर हवेली	गुंसा
दादरा और नगर हवेली	दादरा नगर हवेली	बिलधारी
दादरा और नगर हवेली	दादरा नगर हवेली	घोड़बाड़ी
दादरा और नगर हवेली	दादरा नगर हवेली	करचोन्द
दादरा और नगर हवेली	दादरा नगर हवेली	खेराबाड़ी
दादरा और नगर हवेली	दादरा नगर हवेली	शेल्टी
दादरा और नगर हवेली	दादरा नगर हवेली	खुटाली
दादरा और नगर हवेली	दादरा नगर हवेली	चाउड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	काला
दादरा और नगर हवेली	दादरा नगर हवेली	कराचगाम
दादरा और नगर हवेली	दादरा नगर हवेली	खेरडी

दादरा और नगर हवेली	दादरा नगर हवेली	डोलारा
दादरा और नगर हवेली	दादरा नगर हवेली	परजाई
दादरा और नगर हवेली	दादरा नगर हवेली	तलावली
दादरा और नगर हवेली	दादरा नगर हवेली	रुदाना
दादरा और नगर हवेली	दादरा नगर हवेली	चिन्सदा
दादरा और नगर हवेली	दादरा नगर हवेली	मंडोनी
दादरा और नगर हवेली	दादरा नगर हवेली	वंसदा
दादरा और नगर हवेली	दादरा नगर हवेली	बेन्सडा
दादरा और नगर हवेली	दादरा नगर हवेली	बेडपा
दादरा और नगर हवेली	दादरा नगर हवेली	सिंदोनी
दादरा और नगर हवेली	दादरा नगर हवेली	खेड़पा
दादरा और नगर हवेली	दादरा नगर हवेली	देमानी
दादरा और नगर हवेली	दादरा नगर हवेली	ढपसा
दादरा और नगर हवेली	दादरा नगर हवेली	सैली
दादरा और नगर हवेली	दादरा नगर हवेली	कराड
दादरा और नगर हवेली	दादरा नगर हवेली	गोराटपाड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	वाघचौड़ा
दादरा और नगर हवेली	दादरा नगर हवेली	मेधा
दादरा और नगर हवेली	दादरा नगर हवेली	अम्बाबाड़ी
दमन	दमन	भामती
दमन	दमन	परियारी
दमन	दमन	नैला पारडी
दमन	दमन	जरी

दमन	दमन	देवका
दमन	दमन	जानिवांकड़
दमन	दमन	वरकुंड
दमन	दमन	रिंगनवाड़ा
दमन	दमन	मगरवाडा
दमन	दमन	दमनवाडा (दामा ओ-डे-सीमा)
दमन	दमन	पलहीट
दमन	दमन	ढोलर
दमन	दमन	जम्पोर
दमन	दमन	देवा पारदी
दमन	दमन	थाना पारडी

विवरण-II

दादरा और नगर हवेली तथा दमन और दीव के संबंध में मिशन अंत्योदय 2022-23 के आंकड़ों के आधार पर उपाय-वार अंतर (गैप्स)

क्र.सं.	मापदंड (डों)	अंतर (गैप्स)
1	कच्चे घरों वाले अजजा परिवारों की संख्या	6944
2	सभी बारहमासी (मौसमी) सड़क से न जुड़े गांवों की संख्या	8
3	पाइप जलापूर्ति से वंचित गांवों की संख्या	7
4	5 किलोमीटर की दूरी के भीतर स्वास्थ्य सुविधा से वंचित गांवों की संख्या	8
5	एलपीजी कनेक्शन से वंचित अजजा परिवार की संख्या	2169
6	2 किलोमीटर के भीतर आंगनवाड़ी केंद्र से वंचित गांवों की संख्या	1
7	5 किलोमीटर के भीतर मिडिल और हाई स्कूल से वंचित गांवों की संख्या	9

8	टेलीफोन कनेक्टिविटी से न जुड़े गांवों की संख्या	2
9	5 किलोमीटर की दूरी के भीतर बाजार से वंचित गांवों की संख्या	21

BENEFICIARIES UNDER PRADHAN MANTRI UJJWALA YOJANA

5484. SUSHRI BANSURI SWARAJ:

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

(a) the total number of beneficiaries under the Pradhan Mantri Ujjwala Yojana (PMUY) till February, 2025;

(b) the number of LPG refills delivered to the PMUY households till February, 2025;

(c) the number of LPG refills delivered on a daily basis to the PMUY households in 2024; and

(d) the increase in per-capita consumption of PMUY beneficiaries from 2019-20 to February, 2025?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d): Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. The target to release 8 crore connections under PMUY was achieved in September 2019. To cover the remaining poor households, Ujjwala 2.0 was launched in August 2021 with a target to release 1

crore additional PMUY connections, which was achieved in January 2022. Subsequently, the Government decided to release 60 lakh more LPG connections under Ujjwala 2.0 and the target of 1.60 crore Ujjwala 2.0 connections was also achieved during December 2022. Further, Government approved release of additional 75 lakh connections under PMUY Scheme for the period FY 2023-24 to 2025-26 which has already been achieved during July 2024. As on 01.03.2025, there are 10.33 crore PMUY connections across the country.

Since launch of PMUY Scheme, OMCs have delivered a total of 234.02 crore LPG refills (in terms of 14.2 Kg cylinders) to PMUY customers, including the initial installation refill, up to February 2025. During FY 2024-25 (till February 2025), OMCs have been delivering approximately 12.6 lakh LPG refills for PMUY (in terms of 14.2 Kg cylinders) per day.

Further, as a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per capita consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.01 (FY 2019-20) to 3.95 in FY 2023-24, and 4.43 in FY 2024-25 (as on 01.03. 2025).

LOWER PANZARA IRRIGATION PROJECT

5485. DR. BACHHAV SHOBHA DINESH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the details of the irrigation projects on which work is under progress under the Centrally Sponsored Schemes in Maharashtra along with the estimated cost

involved therein including the Central and State share prescribed for the purpose, location-wise;

(b) the details of the Lower Panzara Irrigation Project including funds sanctioned, released and utilized along with land acquisition status, current status of implementation and expected timeline for completion of the project;

(c) whether there have been any delays in the implementation of the Panzara Irrigation Project, if so, the reasons therefor;

(d) the steps taken/being taken by the Government to address these delays and expedite the completion of the project;

(e) whether the Government has received any proposals from the State Government of Maharashtra for irrigation in Dhule during the last five years and the current year; and

(f) if so, the details thereof and the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): There are two Centrally Sponsored Schemes (CSS) under implementation for irrigation projects in Maharashtra. Pradhan Mantri Krishi Sinchai Yojna (PMKSY) and Special Package scheme for completion of irrigation projects to address agrarian distress in Vidarbha and Marathwada and other chronically drought prone areas of rest of Maharashtra (Maharashtra Package). Further, two components of PMKSY namely Accelerated Irrigation Benefits Programme (AIBP) and Command Area Development and Water Management (CAD and WM) are under implementation in Maharashtra.

Details of irrigation projects along with their approved estimated cost, eligible central assistance and State share along with districts benefitted are given at **Statement**.

(b) to (d): Lower Panzara Irrigation Project was included under AIBP during 2009-10 and subsequently brought under the umbrella of PMKSY-AIBP and CADand WM during 2015-16. Both the components of the project have been declared as completed by Government of Maharashtra. Central assistance provided to the project is Rs. 133.49 crore under AIBP and Rs. 8.64 crore under CADand WM.

(e) and (f): Sulwade Jamphal Kanoli Project, benefitting Dhule district is being implemented under Maharashtra Package.

STATEMENT**a. Details of Ongoing Projects under PMKSY-AIBP in Maharashtra****Rs. in crore**

S. No.	Name of Project	Approved Cost of the Project under PMKSY (AIBP)	Eligible Central Assistance (CA) (CA released before 03/2016 + CA eligible since 04/2016)	State Share	Districts benefitted
1	Aruna Project	1,472.14	70.542	1,401.598	Sindhudurg, Ratnagiri
2	BodwadParisar Project	694.87	278.62	416.25	Jalgaon, Buldhana
3	Gosikhurd Project	12,770.09	4,031.156	8,738.934	Bhandara, Nagpur, Chandrapur
4	JiheKathapur Project	647.69	247.34	400.35	Satara
5	Lower Pedhi Project	1,480.7	257.435	1,223.265	Amravati, Akola
6	Lower Wardha Project	2,915.61	482.265	2,433.345	Wardha, Amravati
7	Upper Penganga Project	1,511.83	570.074	941.756	Yavatmal, Hingoli, Nanded
8	Waghur Project	1,758.5	798.116	960.384	Jalgaon, Bhusawal

b. Details of ongoing Projects under CADand WM

Rs. in crore

Sl. No.	Name of the Project	Estimated Cost of CADand component WM	Eligible Central Share	State Share	Districts benefitted
1	Bawanthadi Project	15.63	7.41	8.22	Bhandara
2	Bembla Project	157.43	61.67	95.76	Yavatmal
3	Gosikhurd Project	743.73	354.09	389.64	Bhandara, Nagpur, Chandrapur
4	Khadakpurna Project	35.43	13.78	21.65	Buldhana
5	Lower Dudhana Project	139.66	72.26	67.4	Parbhani, Jalna
6	Lower Pedhi Project	43.88	20.5	23.38	Amravati, Akola
7	Lower Wardha Project	163.76	81.57	82.19	Wardha, Amrawati
8	Nandur Madhmeshwar Project	93.49	56.9	36.59	Nashik, Aurangabad
9	Upper Penganga Project	69.62	34.83	34.79	Yavatmal, Hingoli, Nanded
10	Waghur Project	78.04	39.02	39.02	Jalgaon, Bhusawal

11	Arjuna Project	28.94	11.18	17.76	Ratnagiri
12	Aruna Project	20.26	9.6	10.66	Sindhudurg, Ratnagiri
13	Gadnadi Project	19.13	6.1	13.03	Ratnagiri
14	KKLIS Project	132.69	67.38	65.31	Sangli
15	Sangola Branch Canal Project	32.45	13.83	18.62	Solapur
16	Tarali Project	53.64	25.25	28.39	Satara
17	Tillari Project	32.43	16.1	16.33	Sindhudurg

c. **Details of Projects under Special Package of Maharashtra**

Rs. in crore

Sl. No.	Name of the Project	Estimated cost of the project under Special package	Eligible Central Share	State Share	Districts benefitted
Major and Medium Irrigation Projects					
1	Jigaon Project	4821.5	1205.38	3616.13	Buldana, Akola

2	Purna-2 Project	261.89	65.47	196.42	Akola
3	Shelgaon Barrage Project	596.34	149.09	447.26	Jalgaon
4	SulwadeJamphalKanoli Project	2072.47	518.12	1554.35	Dhule
5	Urmodi Project	468.01	117.00	351.01	Satara
6	Varkhede Londhe Project	405.27	101.32	303.95	Jalgaon
Surface Minor Irrigation (SMI) Projects (Out of package of 83 SMI projects, 60 have been completed)					
1	VIDC (66 SMI)	3692.099	923.02	2769.07	Wardha, Amarvathi, Yavtmal, Buldhana, Akola and Washim
2	GMIDC (17 SMI)	1123.054	280.76	842.29	Nanded, Beed, Latur, Jalna and Aurangabad

SUPER SWACHH LEAGUE CATEGORY IN SWACHH SURVEKSHAN 2025**5486. DR. MALLU RAVI:**

Will the Minister for **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has introduced the Super Swachh League category to recognise top-performing cities in Swachh Survekshan; and

(b) if so, the details thereof including the criteria for inclusion, the names of cities under each population category and the assessment process for retaining league membership?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) :The Ministry of Housing and Urban Affairs (MoHUA) launched the toolkit for Swachh Survekshan, 2024 with the theme 'Reduce Reuse Recycle' on 17th January, 2025. In this edition of Swachh Survekshan a new feature "Super Swachh League" is introduced to recognize cities that demonstrate extraordinary performance based on their previous Swachh Survekshan Ranking (SS21, SS22 and SS23) have become a part of this league for the current year.

"Super Swachh League" includes the top ranked cities of their respective population categories. These cities have been ranked as Top 3 in at least 2 of the Swachh Survekshan editions conducted in the year 2021, 2022, and 2023.

These cities will now be assessed on an additional set of aspirational indicators to remain in this special category of high-performing cities. The

ULB should score at least 85% in Swachh Survekshan to retain their position in

the league for subsequent years. **List of Cities in the “Super Swachh League”** at present is enclosed as **Statement**.

STATEMENT

List of Cities in the “Super Swachh League” at present

S. No.	Category	Cities
1	Very Small Cities (< 20,000)	Maharashtra: Panchgani Chhattisgarh: Patan
2	Small Cities (20 000 – 50 000)	Maharashtra: Vita , Sasvad
3	Medium Cities (50,000 – 3 Lakh)	Chhattisgarh: Ambikapur Andhra Pradesh: Tirupati Delhi: New Delhi Municipal Council
4	Big Cities (3 – 10 Lakh)	Uttar Pradesh: Noida Chandigarh
5	Million Plus Cities (> 10 Lakh)	Maharashtra: Navi Mumbai Madhya Pradesh: Indore Gujarat: Surat

COSTS INVOLVED IN THE PRODUCTION OF PETROLEUM AND NATURAL GAS

5487. DR. M. K. VISHNU PRASAD:

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

- (a) the costs involved in the production of petroleum and natural gas from the point of extraction of crude oil in off-shore/other countries till it is sold to the consumers;
- (b) the steps taken by the Government to reduce these costs so as to reduce the costs of the products for the consumers; and
- (c) the manner in which the Government has been successful in reducing such costs so far?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c): In the Oil and Gas industry various costs are involved till the sale of final products to the consumers. From the point of extraction these inter-alia include cost of making the extracted commodity merchantable, cost of Importation/Transportation, costs of refining, marketing margins, statutory levies etc.

The Government / Oil and Gas Companies have implemented several measures to optimize fuel supply costs, focusing on efficiency improvements, logistical streamlining, and fiscal interventions.

Cost reductions have been achieved through technological advancements in refining and transportation. The rationalization of freight charges by PSU Oil Marketing Companies (OMCs) has significantly reduced transportation costs, narrowing the price gap between urban and remote areas. The expansion of the City Gas Distribution (CGD) network has further improved fuel accessibility.

Government also took several other steps to insulate common citizens from high international prices, which included diversifying the crude import basket, invoking the provisions of Universal Service Obligation to ensure availability of petrol and diesel in domestic market, increasing the blending of ethanol in petrol, etc.

Fiscal interventions, such as excise duty reductions in 2022 and strategic reductions in VAT by multiple states, have provided direct relief to consumers. Prices of petrol and diesel are market determined and Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel. In March, 2024, OMCs reduced the retail prices of petrol and diesel by Rs. 2 per litre each.

India has been the only major economy in the world where the prices of petrol and diesel have come down in recent years. Changes in prices of petrol and diesel in some major economies between November 2021 and January 2025 are as under:

	% age Change in Prices between Nov-21 and Jan-25	
Country	Petrol	Diesel
India (Delhi)	-13.60%	-10.92%
France	14.21%	15.08%
Germany	7.87%	12.43%
Italy	8.65%	11.39%
Spain	8.67%	12.93%
UK	0.08%	2.61%

Canada	10.52%	23.05%
USA	4.83%	12.86%

Source: Petroleum Planning and Analysis Cell (PPAC)

Globally, Pradhan Mantri Ujjwala Yojana (PMUY) is the biggest program of its kind that provides Domestic LPG to more than 100 million poor households at an effective price of just about Rs. 35/Kg. Further, the effective price of domestic LPG cylinder in neighbouring countries as on 01.01.2025 is as below:

Country	Domestic LPG (Rs./14.2 kg.cyl.)
India	503.00*
Pakistan	1094.83
Sri Lanka	1231.53
Nepal	1206.65

Source: Petroleum Planning and Analysis Cell (PPAC)

*Effective cost to PMUY beneficiaries in Delhi, effective price is Rs. 803 for non-PMUY consumers

The price of Compressed Natural Gas (CNG) in any location is fixed by the City Gas Distribution (CGD) entity authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) after considering cost of gas procured, state taxes, tariff and other components.

In order to minimise the impact of rising Natural Gas prices, the Government has approved the revised domestic natural gas pricing guidelines vide Gazette Notification dated 07.04.2023 for gas produced from nomination

fields of Oil and Natural Gas Corporation (ONGC)/ Oil India Limited (OIL), New Exploration Licensing Policy (NELP) blocks, and pre-NELP blocks, where the Production Sharing Contracts (PSCs) provide for Government approval of prices. Under the revised guidelines, the price of such natural gas is determined as 10% of the monthly average of the Indian Crude Basket and is notified on a monthly basis. For gas produced by ONGC and OIL from their nomination blocks, the Administered Price Mechanism (APM) price is subject to a floor of \$4.0/Metric Million British Thermal Unit (MMBTU) and a ceiling of \$6.5/MMBTU. This has led to price stability for consumers.

गोरखपुर में पीएमयूवाई

5488. श्री रवीन्द्र शुक्ला उर्फ रवि किशन :

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे कि:

(क) गोरखपुर जिले में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के तहत कितने परिवारों को मुफ्त एलपीजी कनेक्शन मिले हैं;

(ख) उक्त जिलों में उज्ज्वला लाभार्थियों को समय पर रिफिल की उपलब्धता सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं;

(ग) जिले में एलपीजी सिलेंडरों की समय पर रिफिलिंग और वितरण सुनिश्चित करने के लिए क्या कदम उठाए गए हैं;

(घ) क्या सरकार को गोरखपुर के दूरदराज के क्षेत्रों में उक्त योजना को लागू करने में किसी चुनौती का सामना करना पड़ा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ड) गोरखपुर में महिलाओं के स्वास्थ्य और जीवन की गुणवत्ता में सुधार लाने तथा घर के अंदर वायु प्रदूषण को कम करने में उक्त योजना का क्या प्रभाव होगा; और

(च) गोरखपुर में इस योजना के अंतर्गत आवंटित और उपयोग की गई कुल राशि का ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (च): पूरे देश में गरीब परिवारों की वयस्क महिलाओं को बगैर जमानत राशि के एलपीजी कनेक्शन उपलब्ध करवाने के उद्देश्य से मई 2016 में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) शुरू की गई थी। पीएमयूवाई के तहत 8 करोड़ कनेक्शन जारी करने का लक्ष्य सितंबर, 2019 में हासिल कर लिया गया था। शेष गरीब परिवारों को शामिल करने के लिए 1 करोड़ अतिरिक्त पीएमयूवाई कनेक्शन जारी करने के लक्ष्य के साथ अगस्त, 2021 में उज्ज्वला 2.0 की शुरुआत की गई थी, जिसे जनवरी, 2022 में हासिल कर लिया गया था। इसके साथ ही सरकार ने उज्ज्वला 2.0 के तहत और 60 लाख एलपीजी कनेक्शन जारी करने का निर्णय लिया तथा दिसंबर 2022 के दौरान उज्ज्वला 2.0 के तहत 1.60 करोड़ कनेक्शन के लक्ष्य को भी हासिल कर लिया था। इसके अतिरिक्त, सरकार ने पीएमयूवाई योजना के तहत वित्त वर्ष 2023-24 से 2025-26 तक की अवधि के लिए अतिरिक्त 75 लाख कनेक्शन जारी करने को अनुमोदित कर दिया था जिसे पहले ही जुलाई, 2024 के दौरान हासिल किया जा चुका है। दिनांक 01.03.2025 की स्थिति के अनुसार गोरखपुर जिले में 2.94 लाख सहित देश भर में 10.33 करोड़ पीएमयूवाई कनेक्शन हैं।

पीएमयूवाई लाभार्थियों सहित एलपीजी उपभोक्ता समय से एलपीजी रिफिल्स की उपलब्धता सुनिश्चित करने के लिए इंटरएक्टिव वॉयस रिस्पॉंस सिस्टम (आईवीआरएस), शार्ट मैसेज सर्विस (एसएमएस), व्हाट्सऐप, डिस्ट्रीब्यूटर को सीधे फोन करके, ई-कॉमर्स प्लेटफॉर्म, ओएमसी मोबाइल ऐप्लीकेशन, ओएमसीज वेब पोर्टलों आदि सहित विभिन्न माध्यमों से रिफिल बुक कर सकते हैं। ये विभिन्न विकल्प उपयोगकर्ता को एलपीजी की रीफिल की निर्बाध और परेशानी-मुक्त बुकिंग करने के लिए बेहतर पहुंच प्रदान करते हैं।

सरकार द्वारा देश भर में गोरखपुर सहित पीएमयूवाई के कार्यान्वयन पर कड़ी निगरानी रखी जाती है। क्रियान्वयन में आने वाली कठिनाइयां मुख्यता परिवारों की पहचान करने, दुर्गम भूभाग में होने, एलपीजी की उपयोगिता के बारे में कम जागरूकता होना आदि से संबंधित थीं। ओएमसीज ने देश भर में ग्रामीण और दूरस्थ क्षेत्रों में एलपीजी की पहुंच को बेहतर बनाने के लिए 7959 डिस्ट्रीब्यूटरशिप्स (दिनांक 01.04.2016 से 31.12.2024 के दौरान कमीशन किए गए) कमीशन की है जिसमें से 7373 डिस्ट्रीब्यूटरशिप (अर्थात 93%) [रुरबन-1024, ग्रामीण-4974, दुर्गम क्षेत्रीय वितरक और राजीव गांधी ग्रामीण एलपीजी वितरक (डीकेवी + आरजीजीएलवी) -1375] ग्रामीण क्षेत्रों में हैं। इसके अलावा, देश में एलपीजी कवरेज अप्रैल 2016 में 62 प्रतिशत से बढ़कर अब संतुष्टि के निकट है।

ओएमसीज, योजना के बारे में जागरूकता पैदा करने और एलपीजी के उपयोग से संबंधित किसी भी मुद्दे के निवारण हेतु नियमित रूप से ग्राहकों के लिए एलपीजी पंचायतों का आयोजन करती हैं। सरकार ने पीएमयूवाई लाभार्थियों द्वारा एलपीजी की बेहतर खपत को प्रोत्साहित करने के लिए कई कदम उठाए हैं, जिनमें राजसहायता धनराशि से ऋण वसूली को स्थगित करना, अग्रिम नकद व्यय को कम करने के लिए 14.2 किलोग्राम से 5 किलोग्राम तक स्क्वैप विकल्प, 5 किलोग्राम डबल बॉटल कनेक्शन का विकल्प, लाभार्थियों को निरंतर आधार पर एलपीजी का उपयोग करने के लिए मनाने हेतु प्रधानमंत्री एलपीजी पंचायत का आयोजन, जन जागरूकता शिविर आदि शामिल हैं। इन प्रयासों के परिणामस्वरूप, देश में एलपीजी कवरेज अप्रैल 2016 में 62% से बढ़कर अब संतुष्टि के निकट है। पीएमयूवाई के तहत किसी भी राज्य/यूटी/जिला-वार धनराशि का आवंटन नहीं किया गया है। सरकार, पीएमयूवाई योजना की शुरुआत से वित्त वर्ष 2022-23 तक प्रति पीएमयूवाई कनेक्शन पर सिलिंडर की जमानत राशि (एसडी), प्रेशर रेगुलेटर, सुरक्षा होस, डीजीसीसी बुकलेट तथा संस्थापन प्रभार के रूप में 1600 रुपए तक का व्यय वहन कर रही है। वित्त वर्ष 2023-24 से यह व्यय प्रति 14.2 किलोग्राम के सिंगल बॉटल कनेक्शन/ 5 किलोग्राम के डबल बॉटल कनेक्शन पर बढ़कर 2,200 रुपए तथा 5 किलोग्राम के सिंगल बॉटल कनेक्शन पर 1,300 रुपए हो गया है।

सरकार ने पीएमयूवाई उपभोक्ताओं के लिए एलपीजी को और किफायती बनाने तथा उनके द्वारा एलपीजी के सतत उपयोग को सुनिश्चित करने के लिए प्रतिवर्ष 12 रिफिलों तक (तथा 5 किलोग्राम के कनेक्शनों के लिए अनुपातिक रूप से समानुपाती) 200 रुपए प्रति 14.2 किलोग्राम सिलिंडर की निर्धारित राजसहायता मई 2022 में शुरू की। सरकार ने अक्टूबर, 2023 से निर्धारित राजसहायता को प्रतिवर्ष 12 रिफिलों तक (तथा 5 किलोग्राम के कनेक्शनों के लिए अनुपातिक रूप से समानुपाती) प्रति 14.2 किलोग्राम सिलिंडर को बढ़ाकर 300 रुपए कर दिया। भारत सरकार, सभी पीएमयूवाई उपभोक्ताओं को 300 रुपए प्रति सिलिंडर निर्धारित राजसहायता के बाद 14.2 किलोग्राम के एलपीजी सिलिंडरों को प्रति सिलिंडर 503 रुपए प्रभावी मूल्य पर (दिल्ली में) प्रदान कर रही है।

विभिन्न स्वतंत्र अध्ययनों और रिपोर्टों में दिखाई दिया है कि पीएमयूवाई योजना का ग्रामीण परिवारों, खास तौर से महिलाओं तथा ग्रामीण और दूर दराज के क्षेत्रों में रह रहे परिवारों के जीवन पर काफी सकारात्मक प्रभाव पड़ा है। कुछ प्रमुख फायदे संक्षेप में नीचे स्पष्ट किए गए हैं:-

(i) पीएमयूवाई के परिणामस्वरूप खाना बनाने के उन पारंपरिक तरीकों में बदलाव आया है जिनमें लकड़ी, गोबर और फसल अपशिष्टों जैसे ईंधनों को जलाना शामिल था। अपेक्षाकृत अधिक स्वच्छ ईंधन के इस्तेमाल से घरों में होने वाला वायु प्रदूषण कम हुआ है जिससे विशेष रूप से उन महिलाओं और बच्चों के

श्वसन संबंधी स्वास्थ्य बेहतर हुआ है जो पारंपरिक तरीके से खाना बनाने के दौरान धुएं के संपर्क में ज्यादा आते हैं।

(ii) ग्रामीण क्षेत्रों खास तौर से दूर दराज के स्थानों में रह रहे परिवार अपना अधिकांश समय और ऊर्जा पारंपरिक रसोई ईंधन इकट्ठा करने में खर्च करते हैं। एलपीजी से गरीब परिवारों की महिलाओं द्वारा खाना बनाने में होने वाली नीरसता और इसमें लगने वाले समय में कमी आई है। इस प्रकार उन्हें फुरसत का समय उपलब्ध होता है जिसका उपयोग वे आर्थिक उत्पादकता बढ़ाने के लिए विभिन्न क्षेत्रों में कर सकती हैं।

(iii) बायोमास और पारंपरिक ईंधनों के स्थान पर एलपीजी का इस्तेमाल करने से खाना बनाने के प्रयोजनों के लिए लकड़ी तथा अन्य बायोमास पर निर्भरता कम हुई है जिससे वनों की कटाई तथा पर्यावरण पर पड़ने वाले दुष्प्रभाव में कमी आई है। इससे न केवल परिवारों को फायदा मिलता है अपितु व्यापक तौर पर किए जाने वाले पर्यावरण संरक्षण संबंधी उपायों में भी इसका योगदान है।

(iv) खाना बनाने की बेहतर सुविधाओं के साथ, पोषण पर संभावित सकारात्मक प्रभाव पड़ता है। परिवारों को विभिन्न प्रकार के पौष्टिक भोजन बनाने में आसानी प्राप्त होती है, जिससे समग्र स्वास्थ्य बेहतर होगा।

इसके अलावा, सरकार द्वारा पीएमयूवाई उपभोक्ताओं के लिए घरेलू एलपीजी की पहुंच और वहनीयता में सुधार के लिए उठाए गए विभिन्न कदमों के परिणामस्वरूप, पीएमयूवाई लाभार्थियों (प्रति वर्ष लिए गए 14.2 किग्रा. एलपीजी सिलिंडरों की संख्या के सन्दर्भ में) की प्रति व्यक्ति खपत 3.01 (वि.व.2019-20) से बढ़कर वि.व 2023-24 में 3.95 हो गई है तथा (दिनांक 01.03.2025 की स्थिति के अनुसार) वि.व 2024-25 में 4.43 है।

MAINTENANCE OF BRIDGES

5489. SHRIMATI PRATIMA MONDAL:

Will the Minister of **ROAD TRANSPORT AND HIGHWAYS** be pleased to state: the details of the initiatives being introduced to modernize and maintain ageing bridges and flyovers for ensuring structural integrity and safety?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

The Government in the Ministry of Road Transport and Highways follows a well established system of inspection / maintenance protocol for periodic assessment of physical condition of bridges. Guidelines have been issued for

identification and rectification of bridges on National Highways which are in severely damaged and precarious condition. A research and development scheme on Bridge Health Monitoring System has been entrusted to IIT Madras for structural health analysis of bridges. Guidelines have been issued on 4.3.2024 for real time Bridge Health Monitoring using sensors. Consultants are deployed to monitor the status of bridges through online platform, Indian Bridge Management System (IBMS).

SAFETY AND MAINTENANCE OF ROADS IN DHUBRI

5490. MD. RAKIBUL HUSSAIN:

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

- (a) the steps being taken to enhance road safety measures on National Highways in Dhubri, including the installation of traffic signals, signages and accident-prone zone identification sign boards;
- (b) the manner in which the Government is ensuring the timely maintenance and repair of roads in Dhubri especially during and after the monsoon season when road conditions often worsen due to heavy rains; and
- (c) whether there is any focus on improving the infrastructure for public transport, such as the construction of bus terminals and safe passenger waiting areas, to enhance travel experience for both locals and tourists in Dhubri, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The steps taken to enhance road safety on National Highways in Dhubri district of Assam State include:

- i) Installation of reflective and standardized road safety signages for speed limits, sharp curves, junctions, etc., to enhance visibility and ensure safer driving conditions.
- ii) Identification and rectification of accident prone area (s)/Black Spot (s).
- iii) Marking of center and edge lines with reflective studs and delineators to enhance night-time visibility and ensure safer navigation for drivers.
- iv) Installation of rumble strips, transverse bar marking, cat-eye reflectors and guardrails/crash barriers at high-risk locations to enhance safety and prevent accidents.
- v) Road safety campaigns and stricter enforcement of traffic rules through collaboration with law enforcement agencies.
- vi) Installation of warning boards and cautionary signages.

Further, all safety norms have been incorporated right from design stage to implementation stage on National Highways in Dhubri District. Proper signages have also been provisioned as per Indian Road Congress (IRC):119-2015 (Guidelines for Traffic Safety Barriers), and IRC:67-2012 (Code of Practice for Road Signs).

Furthermore, the Government in the Ministry of Road Transport and Highways has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as per **Statement**.

(b): The standards and benchmarks for the maintenance of National Highways are defined by the Indian Roads Congress (IRC) specifications and the Government guidelines. These standards cover various aspects such as pavement quality, road markings, signages, drainage systems and safety features to ensure smooth and safe travel for users. The standards are reviewed periodically based on advancements in technology, climatic conditions, traffic growth and stakeholders' feedback.

(c): All 4-laning projects entrusted to National Highways and Infrastructure Development Corporation Limited (NHIDCL) in Dhubri District of Assam State have provisions of Bus Bays and Truck Lay byes. Details are given below :

Sl. No.	Project	Bus bay with passenger shelter (in Dhubri)	Truck Lay Bye (in Dhubri)
i.	4 laning of Srirampur – Dhubri Pkg-I on NH-127B	3	1
ii.	4 laning of Srirampur – Dhubri Pkg-II on NH-127B	4	0
iii.	Bilasipura – Guwahati Pkg-I on NH-17	1	0

STATEMENT

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety : -

(1) Education:

- i. Administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.
- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. Administers a scheme for setting up of Institutes of Driving Training and Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(2) Engineering :

2.1. Road engineering:

- i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.
- ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies to look after RSA and other road safety related works.

iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Government from time to time.

2.2 Vehicle engineering:

Various initiatives were undertaken to make vehicles safer, including the following:-

i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

iii. Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

- Seat Belt Reminder (SBR) for driver and co-driver.
- Manual Override for central locking system
- Over speed warning system.

For all M and N category vehicles:

- Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations (ATSSs), which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSSs. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection and Certification Centre in each State/UT for testing the fitness of vehicles through an automated system.

- ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.
- x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.
- xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.
- xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

(3) Enforcement:

- i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic

management and enforcement is essentially in the domain of State Governments/UT Administrations. While Union Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations. The Government has specifically requested all States/ UTs for strict implementation of provisions of Motor Vehicles Act, 1988 related to overloading of vehicles.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk and high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(4) Emergency care:

i. Published rules for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government in Ministry of Road Transport and Highways along with National Health Authority (NHA), has implemented a pilot program for providing cashless treatment to victims of road accidents in Chandigarh, Haryana, Punjab, Uttarakhand, Puducherry and Assam.

ALLOCATION OF FUNDS TO NESTS

5491. SHRI RAO RAJENDRA SINGH:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the details of the funds allocated to the National Education Society for Tribal Students (NESTS) for opening new Eklavya Model Residential Schools (EMRSs) in the country during the last five years and the current year, year and State-wise;

(b) the number of new EMRSS opened during the last five years and the current year in Rajasthan, district-wise;

(c) whether the Government proposes to establish any EMRSs in the Jaipur Rural Lok Sabha Constituency;

(d) if so, the details thereof along with the timeline fixed for the same and if not, the reasons therefor;

(e) whether the Government has information on the staff engaged in NESTS and EMRSs for administration-related work and the funds devolved for the same and if so, the details thereof; and

(f) whether the Government proposes to introduce any legislation to enhance oversight on various State societies that run such schools and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a): Ministry of Tribal Affairs (MoTA) is implementing the Central Sector Scheme of Eklavya Model Residential School (EMRS) to provide quality education to the tribal children (from class VI to XII) in their own environment from the year 2018-19 onwards. Under this scheme , Ministry releases funds to National Education Society for Tribal Students (NESTS), an autonomous organization established under the Ministry to manage and implement the scheme of EMRS, and NESTS further releases funds to States/ UTs/ PSUs/ Construction Agencies/ State Societies as per their requirements for construction of EMRSs and recurring cost for running of the schools. Prior to 2020-21, this scheme was a component under Grants under Article 275(1) of the Constitution of India and therefore no separate budget allocation was made for the scheme of EMRS.

Budget allocation under new EMRS scheme from 2020-21 onwards are as under:

Financial Year	Expenditure (in Crore)
2020-21	1199.95
2021-22	1057.74
2022-23	1999.98
2023-24	2447.61
2024-25	4,748.92

YEAR WISE STATEMENT OF FUND RELEASED TO STATES

Rs. In Lakhs

S. No.	Name of the State/UT	2020-21	2021-22	2022-23	2023-24	2024-25 (Till 21.03.2025)
1	Andhra Pradesh	6,199.12	14,591.28	12,600.57	10,795.05	23,277.28
2	Arunachal Pradesh (NE)	200.24	119.54	1,010.87	693.91	2,003.38
3	Assam (NE)	750.00	1,800.00	1,433.65	2,732.67	8,304.02
4	Bihar	10.00	-	-	8.95	34.12
5	Chhattisgarh	6,968.12	13,259.66	19,435.93	15,888.89	77,276.02
6	Dadra and Nagar Haveli	95.70	252.55	568.22	163.45	317.34
7	Gujarat	4,755.86	1,060.00	10,088.95	15,667.55	26,946.17
8	Himachal Pradesh	255.06	599.11	483.18	829.76	1,359.59

9	Jammu and Kashmir	-	392.40	1,200.00	891.40	778.27
10	Jharkhand	2,205.73	11,309.20	23,562.27	23,915.13	58,994.70
11	Karnataka	2,495.83	3,672.86	1,768.84	2,677.67	7,710.55
12	Kerala	-	229.56	1,515.66	249.00	1,137.74
13	Ladakh	-	10.00	450.00	800.00	17.41
14	Madhya Pradesh	14,459.36	3,560.00	31,817.79	13,157.19	34,495.09
15	Maharashtra	2,787.16	4,393.74	12,919.16	8,525.91	29,100.98
16	Manipur (NE)	1,268.00	398.08	2,369.98	3,044.92	2,351.85
17	Meghalaya (NE)	1,123.45	1,100.00	800.00	21,014.66	31,458.72
18	Mizoram (NE)	3,283.73	6,085.41	2,094.54	1,242.52	14,570.41
19	Nagaland (NE)	5,885.51	9,481.60	557.71	18,377.12	698.27
20	Odisha	6,174.27	10,648.82	28,164.31	48,934.80	61,275.75
21	Rajasthan	12,944.17	18,214.71	19,463.30	13,687.79	13,632.61
22	Sikkim (NE)	800.33	1,037.88	1,047.35	1,118.83	1,034.32
23	Tamil Nadu	1,225.14	1,190.62	1,098.78	1,099.80	1,738.95
24	Telangana	9,517.30	19,695.52	12,794.53	14,276.17	16,187.05
25	Tripura (NE)	6,064.89	5,715.44	6,435.19	6,670.35	8,965.95
26	Uttar Pradesh	386.68	337.49	596.23	624.14	1,327.63
27	Uttarakhand	321.28	598.39	474.95	1,537.53	2,945.43
28	West Bengal	2,062.45	-	2,303.67	1,869.70	1,789.50
	Total	92,239.38	1,29,753.86	1,97,055.63	2,30,494.86	4,29,729.07

For running and maintenance of EMRSs, NESTS releases Rs. 1,09,000/- per student per annum under GIA-General head. Further fund under GIA-CCA is released as per requirement on the basis of physical and financial progress of construction of schools.

(b): In Rajasthan, the Ministry of Tribal Affairs, from the financial years 2019-20 to 2024-25, has approved 11 new Ekalavya Model Residential Schools (EMRS) and 13 EMRSs have been made functional including old schools.

(c) and (d): The Ministry of Tribal Affairs has approved one Ekalavya Model Residential School (EMRS) in Jamwa Ramgarh block of Jaipur district under the Jaipur Rural Lok Sabha Constituency during the financial year 2016-17 under Article 275(1) of the Constitution. The State Government has proposed to make this school functional from the academic year 2025-26.

(e): As of March 28, 2025, the regular staff, including administrative personnel appointed in NESTS and EMRS, are as follows:

Particulars	No. of regular Staff
Regulars staff appointed in NESTS	19
Regulars staff at EMRS appointed by NESTS	7,564
Total	7,583

Details of salaries disbursed to regular staff, including administrative personnel appointed in NESTS and EMRS, during the financial year 2024-25 are as follows:

Particulars	Amount in Rs. (in Crore)
Salary disbursed to staff appointed in NESTS	3.80
Salary disbursed to EMRS staff appointed by NESTS	611.28
Total	615.08*

*Includes the salary provision of March 2025 also.

Additionally, NESTS releases Rs. 1,09,000/- per student per annum for recurring grant under GIA-General for running and maintenance of EMRSs.

(f): Presently, no such proposal is under consideration, The Union Government, through the National Education Society for Tribal Students (NESTS) under the Ministry of Tribal Affairs, is committed to strengthening the Eklavya Model Residential Schools (EMRSs) to ensure quality education for tribal children across the country. Further NESTS is responsible to establish, endow, maintain, control and manage the EMRS schools across the country.

ROAD ACCIDENTS ON NH-48

5492. DR. PRABHA MALLIKARJUN:

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

(a) whether the Government is aware of the rising number of road accidents on National Highway (NH)-48, if so, the details of accidents reported during the last three years;

(b) the details of corrective measures being taken to address the safety concerns and reduce accidents on the said National Highway; and

(c) the steps being taken to ensure timely completion of road projects and establishment of necessary infrastructure such as underpasses and wider roads to prevent accidents?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The Government publishes annual report “Road Accidents in India”, based on data received from States/UTs. The said report does not include the National Highway-wise data of road accidents. However, as per reports for the year 2022, total number of road accidents on National Highways (including Expressways) in the country from calendar year 2020 to 2022 is given below :-

Year	No. of road accident on National Highways
2020*	1,19,615
2021*	1,28,825
2022	1,51,997

* - Covid affected year

(b): Government in the Ministry of Road Transport and Highways has formulated a multi-pronged strategy to address the issue of road safety based on Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as per **Statement**.

(c) :The Government has taken number of steps to expedite the completion of National Highway (NH) projects in the country. These include:-

- i.Awarding projects after adequate preparation in terms of Land Acquisition (LA) and preconstruction activities
- ii.Streamlining LA process and environment clearances
- iii.Simplified procedure for approval of GAD (General Arrangement Drawing) by Railways
- iv.Promoting Contractor's Ecosystem by rationalising the projects and contract documents
- v.Revamping dispute resolution mechanism
- vi.Relaxations in contract provisions under "Atmanirbhar Bharat" to improve liquidity of funds
- vii.Periodic reviews of projects at various levels

STATEMENT

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety : -

(1) Education:

- i. Administers Road Safety Advocacy Scheme to provide financial assistance to various agencies for raising awareness about road safety and for administering road safety programs.

- ii. Observance of National Road Safety Month/Week every year for spreading awareness and strengthening road safety.
- iii. Administers a scheme for setting up of Institutes of Driving Training and Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country.

(2) Engineering :

2.1. Road engineering:

- i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.
- ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA and other road safety related works.
- iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.
- v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering:

Various initiatives were undertaken to make vehicles safer, including the following:-

- i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.
- ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.
- iii. Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

- Seat Belt Reminder (SBR) for driver and co-driver.
- Manual Override for central locking system
- Over speed warning system.

For all M and N category vehicles:

- Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor

vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection and Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Union Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations. The Government has specifically requested all States/ UTs for strict implementation of provisions of Motor Vehicles Act, 1988 related to overloading of vehicles.

- ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk and high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).
- iii. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(4) Emergency care:

- i. Published rules for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital.
- ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).
- iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.
- iv. Government in Ministry of Road Transport and Highways along with National Health Authority (NHA), has implemented a pilot program for providing cashless

treatment to victims of road accidents in Chandigarh, Haryana, Punjab, Uttarakhand, Puducherry and Assam.

PRADHAN MANTRI UJJWALA YOJANA IN WEST BENGAL

5493. SHRI SAUMITRA KHAN:

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

(a) the number of Below Poverty Line/Scheduled Caste/Scheduled Tribe families covered under Pradhan Mantri Ujjwala Yojana (PMUY) especially in West Bengal;

(b) whether the Government has noticed that the beneficiaries of PMUY scheme are not interested in refilling their gas cylinders due to LPG price hike/lack of funds;

(c) if so, the details thereof along with the response of the Government thereto including steps taken for reducing the price of LPG cylinders or providing subsidy to the said categories, State/UT-wise;

(d) whether the Government has been able to achieve the objectives set under PMUY; and

(e) if so, the details thereof and if not, the corrective steps taken/proposed to be taken in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND
NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM
(SHRI SURESH GOPI):**

(a) to (e): Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 to provide deposit free LPG connection to adult women from poor households across the country. LPG connection under PMUY is released in the name of adult women of the poor households, provided no LPG connection exists in the name of any family member of the household and fulfilling other terms and conditions. Households belonging to Socio Economic Caste Census (SECC) list or from seven other categories such as Scheduled Caste(SC) Households, Scheduled Tribe(ST) Households, Most Backward Classes (MBC), Beneficiaries of PM Awas Yojana (Gramin), Beneficiaries of Antyodaya Anna Yojana (AAY), Forest Dwellers, Resident of islands/ river islands, Tea garden / ex-tea garden workers or poor households not covered under the above categories by submitting 14 point declaration are eligible for a PMUY connection.

As on 01.03.2025, there are 10.33 crore PMUY connections across the country including 1.24 crore connections in the State of West Bengal. As on 01.03.2025, there are 3.13 crore beneficiaries in SC, ST and SC/ST category including 36.41 lakh in State of West Bengal.

The primary objective of the PMUY is to provide access to clean cooking fuel LPG to such poor households thereby protecting their health by reducing the serious health hazards associated with use of conventional cooking fuel such as firewood, coal, cow dung etc. which cause severe indoor household air pollution.

Use of LPG as cooking fuel frees women from the drudgery of collecting firewood, reduces time spent on cooking and prevents deforestation. PMUY has majorly contributed to improve LPG coverage in the country from 62% in April 2016 to near saturation now.

LPG consumption of PMUY beneficiaries is monitored on regular basis. Consumption of domestic LPG by households depends on several factors like food habits, household size, cooking habits, tradition, flavor, taste, preferences, price, availability of alternate fuels etc.

India imports about 60% of the domestic LPG consumed. Price of LPG in the country is linked to its price in the international market. While the average Saudi CP (international benchmark for LPG pricing) rose by 63% (from US\$ 385/MT in July 2023 to US\$ 629/MT in February 2025), the effective price for Pradhan Mantri Ujjwala Yojana (PMUY) consumers for domestic LPG was reduced by 44% (from Rs. 903 in August 2023 to Rs. 503 in February 2025).

Government reduced the retail selling price of domestic LPG for all consumers by Rs. 200 per 14.2 Kg LPG cylinder with effect from 30th August, 2023. Government further reduced the RSP of domestic LPG by Rs. 100 per 14.2 Kg cylinder w.e.f. 9th March, 2024. The current RSP of domestic LPG at Delhi is Rs. 803 per 14.2 Kg cylinder.

Since the launch of PMUY till financial year 2022-23, Government has been bearing an expenditure of up to Rs.1,600 per PMUY connection for Security Deposit (SD) of Cylinder, Pressure Regulator, Suraksha Hose, DGCC booklet and installation charges. From financial year 2023-24, this expenditure

has been increased to Rs.2,200 per connection for 14.2 Kg Single Bottle Connection/ 5 Kg Double Bottle Connection and Rs.1,300 per connection for 5 Kg Single Bottle Connection. State/UT-wise details of LPG connections under PMUY are at **Statement**.

To make LPG more affordable to PMUY consumers and ensure sustained usage of LPG by them, Government started a targeted subsidy of Rs.200/- per 14.2 kg cylinder for up to 12 refills per Annum (and proportionately pro-rated for 5 Kg connections) to the PMUY consumers in May 2022. In October 2023, Government increased the targeted subsidy Rs.300 per 14.2 kg cylinder for up to 12 refills per annum (and proportionately pro-rated for 5 Kg connections). After a targeted subsidy of Rs 300/cylinder to PMUY consumers, Government of India is providing 14.2 Kg LPG cylinders at an effective price of Rs.503 per cylinder (in Delhi). This is available to more than 10.33 crore Ujjwala beneficiaries, across the country.

Further, as a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per capita consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.01 (FY 2019-20) to 3.95 in FY 2023-24 and 4.43 in FY 2024-25 (as on 01.03. 2025).

Various independent studies and reports have shown that PMUY scheme has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas. Some key benefits are briefly explained below:

(i) PMUY had resulted in a shift from traditional cooking methods that involve burning solid fuels like wood, dung and crop residues. The use of cleaner fuel lowers indoor air pollution, leading to improved respiratory health, particularly among women and children who are traditionally more exposed to household smoke.

(ii) Households in rural areas, especially those in remote locations, often spend a significant portion of their time and energy in collecting traditional cooking fuels. LPG has reduced drudgery and the time spent on cooking by women of poor households. The free time, thus, available with them can be utilized in multiple spheres for enhanced economic productivity.

(iii) Transition from biomass and traditional fuels to LPG reduces the dependency on wood and other biomass for cooking purposes, leading to a decrease in deforestation and environmental degradation. This benefits not only the households but also contributes to broader environmental conservation efforts.

(iv) With improved cooking facilities, there is a potential positive impact on nutrition. Families may find it easier to cook a variety of nutritious meals, contributing to better overall health.

STATEMENT**State/UT-wise details of connections released under PMUY Scheme –****As on 01.03.2025**

State/UT	Number of PMUY Customers
Andaman and Nicobar Island	13,824
Andhra Pradesh	9,73,250
Arunachal Pradesh	53,795
Assam	50,97,581
Bihar	1,16,28,783
Chandigarh	2,027
Chhatisgarh	38,01,474
Dadra Nagar Haveli and Daman and Diu	17,792
Delhi	2,59,674
Goa	1,955
Gujarat	43,08,665
Haryana	11,15,235
Himachal Pradesh	1,50,742
Jammu and Kashmir	12,69,741
Jharkhand	38,95,189
Karnataka	41,46,904
Kerala	3,87,787
Ladakh	11,086

Lakshadweep	370
Madhya Pradesh	88,47,087
Maharashtra	52,17,601
Manipur	2,24,926
Meghalaya	3,17,155
Mizoram	36,006
Nagaland	1,22,147
Odisha	55,49,512
Puducherry	19,383
Punjab	13,59,442
Rajasthan	73,81,514
Sikkim	19,872
Tamil Nadu	41,00,025
Telangana	11,84,203
Tripura	3,16,420
Uttar Pradesh	1,85,94,200
Uttarakhand	5,30,161
West Bengal	1,23,75,281

Source: Indian Oil Corporation Limited on Industry basis

WORLD BANK ASSISTANCE FOR THE PROJECTS UNDER ABY

5494. SHRI KANWAR SINGH TANWAR:

SHRI SHRIRANG APPA CHANDU BARNE:

SHRIMATI BHARTI PARDHI:

SHRI BAJRANG MANOHAR SONWANE:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is implementing Atal Bhujal Yojana (ABY) with the assistance of World Bank after getting financial approval in December, 2019 from the World Bank;

(b) if so, the details thereof indicating the World Bank assistance received since its implementation in the country, project and State-wise, especially in Maharashtra, Madhya Pradesh and Amroha Parliamentary Constituency of Uttar Pradesh;

(c) the details of the districts across the country where several blocks have been classified as dark zones due to depleting groundwater levels, State-wise, particularly in Maharashtra, Madhya Pradesh and Uttar Pradesh; and

(d) the details of the schemes implemented by the Government for water conservation and recharge in these blocks along with the result achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) :Government of India is implementing Atal Bhujal Yojana, a Central Sector Scheme with a total outlay of Rs.6000 crore, out of which Rs.3,000 crore is loan from the World Bank and Rs.3,000 crore is matching contribution from the Government of India. The scheme is being implemented in 8,203 water stressed Gram Panchayats (**GPs**) of 229 administrative Blocks/ Talukas in 80 districts of 7 States, viz., Haryana, Gujarat, Karnataka, Madhya Pradesh,

Maharashtra, Rajasthan and Uttar Pradesh for a period of 6 years from 01.04.2020, with an aim to arrest decline in ground water level by adopting community led participatory groundwater management approach.

An amount of Rs.2,658.16 crore has been received from the World Bank under the Atal Bhujal Yojana. An amount of Rs.3,861.68 crore has been released to the participating States under the scheme, which includes the share of Government of India as well as the World Bank, out of which Rs.643.82 crore, Rs.211.75 crore and Rs.264.83 crore have been released to the states of Maharashtra, Madhya Pradesh and Uttar Pradesh respectively. This scheme is not being implemented in the Amroha Parliamentary Constituency of Uttar Pradesh.

(c) :Assessment of Dynamic Ground Water Resources of each State/UT is being annually carried out jointly by Central Ground Water Board (CGWB) and concerned State Nodal/Ground Water Departments. As per the latest Assessment of 2024, 706 districts in the country have been assessed, out of which, 102 districts have been categorized as 'Over-Exploited' where the Stage of Ground Water Extraction (SoE) is more than 100%. Out of these, the states of Madhya Pradesh and Uttar Pradesh have six and five districts respectively under Over-Exploited category, whereas Maharashtra does not have any. List of such districts is provided in **Statement**.

(d): Water being a State subject, the responsibility of addressing the ground water related issues lies primarily with the concerned State Governments. However, the Central Government facilitates the efforts of the State

Governments by way of technical and financial assistance through its various schemes and projects. In this direction, the important steps taken by the Ministry of Jal Shakti and other central ministries for improvement of ground water resources of the country, including for the state of Maharashtra, Madhya Pradesh and Uttar Pradesh, are given below:-

- i. The Government is implementing Jal Shakti Abhiyan (JSA) in the country since 2019 which is a mission mode and time bound programme for harvesting the rainfall and taking up water conservation activities. Currently, JSA 2025 has been launched in the country, with a special focus on Over-exploited, Critical and Semi-critical districts (OCS districts). JSA is an umbrella campaign under which various ground water recharge and conservation related works are being taken up in convergence with various central and state schemes. As per the data available on JSA dashboard, so far a total of 1.58 lakh, 8.45 lakh and 15.7 lakh water conservation and ground water recharge structures have been respectively constructed in the states of Maharashtra, Madhya Pradesh and Uttar Pradesh under the Abhiyan.
- ii. CGWB has taken up National Aquifer Mapping and Management Programme (NAQUIM) with an aim to delineate aquifer disposition and their characterization. Entire mappable area of the country of around 25 lakh sq. km. has been mapped under the scheme and management plans have been shared with the respective State/District administrations for implementation, including for the states of Maharashtra, Madhya Pradesh and Uttar Pradesh.
- iii. Master Plan for Artificial Recharge to Groundwater- 2020 has been prepared by the CGWB for the entire country and shared with States/UTs providing a broad

outline for construction of around 1.42 crore rain water harvesting and artificial recharge structures in the country to harness 185 BCM (Billion cubic meter) of water.

- iv. Department of Agriculture and Farmers' Welfare (DA and FW), GoI, is implementing Per Drop More Crop Scheme in the country since 2015-16, which focuses on enhancing water use efficiency at farm level through Micro Irrigation and better on-farm water management practices to optimize the use of available water resources.
- v. Mission Amrit Sarovar was launched by the Government of India, which aimed at developing and rejuvenating at least 75 water bodies in each district of the country for the purpose of increasing water storage and boosting ground water recharge. As an outcome nearly 69,000 Amrit Sarovars have been constructed/rejuvenated in the country with 3055, 5839 and 16630 sarovars in Maharashtra, Madhya Pradesh and Uttar Pradesh respectively.

As a result of all these cumulative efforts, between the period from 2020 to 2024 annual ground water recharge in the country has increased from 436.15 Billion Cubic Meters (BCM) to 446.90 BCM, whereas, total annual ground water extraction for all purposes has remained stable from 244.92 BCM to 245.64 BCM. Further, the percentage of 'Safe' Assessment has increased from 63.6% to 73.4 % while that of 'Over Exploited' Assessment units has declined from 16 % to 11.13% between 2020 to 2024.

STATEMENT**Over-Exploited Districts in Madhya Pradesh and Uttar Pradesh****(as per Ground Water Resource Assessment-2024)**

S. No.	Name of State	Name of District
1	Madhya Pradesh	Indore
2	Madhya Pradesh	Mandsaur
3	Madhya Pradesh	Neemuch
4	Madhya Pradesh	Ratlam
5	Madhya Pradesh	Shajapur
6	Madhya Pradesh	Ujjain
7	Uttar Pradesh	Agra
8	Uttar Pradesh	Firozabad
9	Uttar Pradesh	G.B.Nagar
10	Uttar Pradesh	Ghaziabad
11	Uttar Pradesh	Shamli

बिहार में विद्युत परियोजना की स्थिति**5495. श्री रामप्रीत मंडल:****श्री दिनेश चंद्र यादव:****श्री कौशलेन्द्र कुमार:****क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:**

(क) जुलाई माह में वर्ष 2024-25 के बजट भाषण के दौरान बिन्दु संख्या 31 पर घोषित बिहार के पीरपैंती में 21,400 करोड़ रुपये की लागत से 2400 मेगावाट की विद्युत परियोजना की स्थापना का ब्यौरा क्या है तथा इसकी वर्तमान स्थिति क्या है; और

(ख) उक्त परियोजना पर अब तक उपयोग की गई धनराशि का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) : व्यवहार्यता अध्ययन को अंतिम रूप देने और विद्युत मंत्रालय के साथ विस्तृत विचार-विमर्श के बाद, बिहार सरकार ने टैरिफ आधारित प्रतिस्पर्धी बोली (टीबीसीबी) मार्ग के माध्यम से पीरपैंती ताप विद्युत परियोजना को विकसित करने का निर्णय लिया है। इस संबंध में, विकासकर्ता के चयन के लिए दिनांक 04.03.2025 को निविदा आमंत्रण सूचना (एनआईटी) जारी की गई है। कोयला मंत्रालय के तहत स्थायी लिंकेज समिति (दीर्घकालिक) ने दिनांक 24.02.2025 को परियोजना के लिए कोयला लिंकेज की सिफारिश की है।

(ख) : बिहार सरकार ने परियोजना के निर्माण-पूर्व और साइट विकास गतिविधियों के लिए लगभग 58.67 करोड़ रुपये खर्च किए हैं।

राजस्थान में जनजातीय लोगों का पलायन

5496. डॉ. मन्ना लाल रावत:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या जनजातीय लोग रोजगार की तलाश में जनजातीय क्षेत्रों से पलायन कर रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) राजस्थान में जिला और ब्लॉक-वार, विशेषकर उदयपुर संभाग में पलायन करने वाले जनजातीय व्यक्तियों की संख्या कितनी है;

(ग) क्या सरकार ऐसे प्रवास को रोकने के लिए कोई योजना क्रियान्वित कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या उक्त योजनाओं के कार्यान्वयन के बाद पलायन में कमी आई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) और (ख): जनगणना 2011 के अनुसार अंतरराज्यीय प्रवास (पलायन) के आंकड़े उपलब्ध नहीं हैं, हालांकि प्रत्येक राज्य के भीतर प्रवास (पलायन) उपलब्ध है। भारत के सभी राज्यों में रोजगार और व्यवसाय के लिए आंतरिक प्रवास (पलायन) का विवरण लिंक <https://censusindia.gov.in/census.website/data/census-tables#> (डी-03 (अजजा) अंतिम निवास स्थान, निवास की अवधि और प्रवास (पलायन) के कारण के अनुसार राज्य/संघ राज्य क्षेत्र के भीतर प्रवासी - 2011) पर उपलब्ध है।

राजस्थान सरकार ने पुष्टि की है कि राजस्थान से गुजरात और मध्य प्रदेश जैसे नजदीकी राज्यों में अल्प अवधि के लिए प्रवास (पलायन) होता है, हालांकि इसके लिए डेटा नहीं रखा जाता है। जनगणना 2011 के अनुसार, उदयपुर संभाग सहित राजस्थान के जिलों के आंतरिक प्रवास (पलायन) के डेटा लिंक <https://censusindia.gov.in/census.website/data/census-tables#> (डी-03 (अजजा) अंतिम निवास स्थान, निवास की अवधि और प्रवास (पलायन) के कारण के अनुसार राज्य/संघ राज्य क्षेत्र के भीतर प्रवासी – 2011, राजस्थान) पर उपलब्ध है।

(ग) और (घ): भारत सरकार जनजातियों के अपने स्थानीय अधिवास (पर्यावास) से पलायन (प्रवास) को रोकने के लिए कई योजनाएं क्रियान्वित कर रही है।

1. जनजातीय कार्य मंत्रालय निम्नलिखित योजनाओं का कार्यान्वयन कर रहा है:

i. पीएम जनमन (प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान) - 18 राज्यों और एक केंद्र शासित प्रदेश में रहने वाले 75 पीवीटीजी समुदायों जो मुख्य रूप से जनजातीय हैं, के सामाजिक-आर्थिक विकास के लिए एक नया अभियान है। इस मिशन का लक्ष्य 3 वर्षों में सुरक्षित आवास, स्वच्छ पेयजल और शिक्षा, स्वास्थ्य और पोषण, सड़क और दूरसंचार संपर्क, अविद्युतीकृत घरों का विद्युतीकरण और स्थायी आजीविका के अवसरों तक बेहतर पहुंच जैसी बुनियादी सुविधाएं प्रदान करना है। लगभग 87 एमपीसी केंद्र क्रियाशील हैं। 17 राजस्थान में हैं।

ii. डीएजेजीयूए- धरती आबा जनजातीय ग्राम उत्कर्ष अभियान 2 अक्टूबर, 2024 को माननीय प्रधानमंत्री द्वारा शुरू किया गया है। इस अभियान में 17-संबंधित (लाइन) मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका लक्ष्य 5 वर्षों में 63,843 गांवों में बुनियादी ढांचे के अंतरों को पूरा करना, स्वास्थ्य, शिक्षा, आंगनवाड़ी सुविधाओं तक पहुंच में सुधार करना और 30 राज्यों/केंद्र शासित प्रदेशों के 549 जिलों और 2,911 ब्लॉकों में आजीविका के अवसर प्रदान करना है। जनजातीय परिवारों के लिए आजीविका के अवसरों में सुधार और एफआरए पट्टा धारकों और जन शिक्षण संस्थानों के लिए गृह प्रवास (पलायन) (होम स्टे), कृषि, पशुपालन और मत्स्य पालन के माध्यम से आजीविका के माध्यम से उद्यमिता कौशल विकसित करना।

iii. वन धन विकास केंद्र (वीडीवीके): वीडिवीके का उद्देश्य जनजातीय संग्रहकर्ताओं/उद्यमियों को मिलाकर एक जनजातीय उद्यम बनाना है, जो मूल्यवर्धित उत्पादों के संग्रहण, मूल्य-संवर्धन, पैकेजिंग, ब्रांडिंग और विपणन से लेकर सभी संबंधित गतिविधियों को सामूहिक रूप से संचालित करेंगे। यह पहल जनजातीय परिवारों को नियमित आजीविका और आय सृजन के अवसर प्रदान कर सकती है।

iv. राष्ट्रीय अनुसूचित जनजाति वित्त एवं विकास निगम (एनएसटीएफडीसी) अनुसूचित जनजातियों के आर्थिक विकास के लिए विशेष रूप से स्थापित एक शीर्ष संगठन है। यह निगम अनुसूचित जनजातियों की उत्पादकता में सुधार के लिए रियायती ब्याज दर पर वित्तीय सहायता प्रदान करके उनके आर्थिक उत्थान में अग्रणी भूमिका निभाता है।

2. जनजातीय लोगों के कल्याण के लिए उन्हें आजीविका और रोजगार उपलब्ध कराने हेतु अन्य केन्द्रीय मंत्रालयों/विभागों की प्रमुख पहलें नीचे दी गई हैं:

(i) महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी अधिनियम (मनरेगा) की शुरुआत ग्रामीण क्षेत्रों में प्रत्येक परिवार जिसके वयस्क सदस्य अकुशल शारीरिक कार्य करने के लिए स्वेच्छा से तैयार होते हैं, को एक वित्तीय वर्ष में कम से कम 100 दिनों का गारंटीकृत मजदूरी रोजगार उपलब्ध कराते हुए आजीविका सुरक्षा को बढ़ाने के उद्देश्य से की गई थी।

(ii) प्रधानमंत्री गरीब कल्याण अन्न योजना: इस योजना के अंतर्गत लक्षित सार्वजनिक वितरण प्रणाली के अंतर्गत आने वाले सभी लाभार्थियों को प्रति व्यक्ति प्रति माह 5 किलोग्राम के दर से मुफ्त खाद्यान्न का अतिरिक्त आवंटन प्रदान किया जा रहा है।

(iii) प्रधानमंत्री जन धन योजना (पीएमजेडीवाई) आधारभूत बचत बैंक खाते की उपलब्धता, आवश्यकता आधारित ऋण तक पहुंच, धन प्रेषण सुविधा, बीमा और पेंशन जैसी विभिन्न वित्तीय सेवाओं तक वंचित वर्गों यानी कमजोर वर्गों और निम्न आय समूहों की पहुंच को सुनिश्चित कर रही है। सस्ती लागत पर इतनी गहरी पहुंच केवल प्रौद्योगिकी के प्रभावी उपयोग से ही संभव है।

(iv) पीएम किसान योजना छोटे और मध्यम श्रेणी के किसानों की आय में वृद्धि करने के उद्देश्य से शुरू की गई है। डिजिटल इंडिया पहल के साथ मिलकर इस योजना ने देश के किसानों तक पीएम किसान योजना का लाभ पहुंचाना संभव बना दिया है।

(v) प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई): इस कौशल प्रमाणन योजना का उद्देश्य बड़ी संख्या में भारतीय युवाओं को उद्योग-संबंधित कौशल प्रशिक्षण लेने में सक्षम बनाना है, जो उन्हें बेहतर आजीविका हासिल करने में मदद करेगी। पूर्व शिक्षण अनुभव या कौशल वाले व्यक्तियों का भी पूर्व शिक्षण की मान्यता (आरपीएल) के तहत मूल्यांकन और प्रमाणन किया जाता है।

3. राजस्थान राज्य सरकार योजनाएं क्रियान्वित कर रही है

- (i) राजस्थान कौशल आजीविका विकास निगम जो जनजातियों के लिए कौशल विकसित करता है ताकि वे भी आजीविका अर्जित करने में सक्षम हो सकें।
- (ii) जनजातीय किसानों को मक्का और सब्जियों के लिए बीज किट भी दी जाती है ताकि उन्हें अतिरिक्त आय और आजीविका का वैकल्पिक साधन मिल सके और उन्हें पलायन (प्रवास) न करना पड़े।

SCHEMES FOR URBAN CHALLENGE FUND

5497. SHRI T.M. SELVAGANAPATHI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether it is a fact that the Government has announced Scheme for Urban Challenge Fund and Scheme for Industrial Housing and if so, the details thereof;
- (b) whether it is also true that a sum of Rs.10,000 crore and Rs. 2,500 crore have been allocated in the Budget for 2025-26 for Urban Challenge Fund and Industrial Housing Schemes respectively and if so, the details thereof; and
- (c) whether the Government has framed any rules or norms for these schemes and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) to (c): To give boost to the Urban Infrastructure sector, in the Budget 2025-26, Government has announced setting up of Urban Challenge Fund of ₹1 lakh crore to implement the proposals for 'Cities as Growth Hubs', 'Creative

Redevelopment of Cities' and 'Water and Sanitation', out of which ₹10,000 crore is for the year 2025-26. This fund finances up to 25 per cent of the cost of bankable projects with a stipulation that at least 50 per cent of the cost is funded from bonds, bank loans, and Public Private Partnerships. Framing of scheme guidelines is at stakeholders consultation stage.

Further, in the Union Budget 2024-25, Government has announced rental housing with dormitory-type accommodation for industrial workers to be facilitated in Public-Private Partnership (PPP) mode with Viability Gap Funding (VGF) support and commitment from anchor industries. For this purpose, ₹2,500 crore has been provisioned in 2025-26 budget.

ADVANCE FOOD PROCESSING TECHNOLOGIES AMONG MSMES

5498. SHRI MAHENDRA SINGH SOLANKY:

SHRI PRATAP CHANDRA SARANGI:

DR. VINOD KUMAR BIND:

SHRI P. P. CHAUDHARY:

SHRI PRAVEEN PATEL:

DR. NISHIKANT DUBEY:

SHRI MADHAVANENI RAGHUNANDAN RAO:

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

- (a) the details of the measures taken/being taken by the Government to promote the adoption of advanced food processing technologies among Micro, Small, and Medium Enterprises (MSMEs) along with the number of units modernized during the last three years;
- (b) whether financial incentives or subsidies are being provided to encourage automation and modernization in food processing and if so, the details thereof and the total assistance provided;
- (c) the manner in which the Government is supporting Research and Development (Rand D) initiatives to enhance food safety and quality standards in processed food along with innovations developed; and
- (d) whether there are any collaborations with research institutions or industry bodies to drive innovation in food processing and if so, the details thereof and outcomes achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (d) : In order to promote and ensure overall development of Food Processing Industries including use of technology in Food Processing Sector, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/ expansion of related infrastructure through its Central Sector “Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme”, Central Sector “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” and Centrally

sponsored “PM Formalization of Micro Food Processing Enterprises (PMFME)” Scheme across the country. These schemes are not region specific but demand driven.

The schemes of MoFPI aims to promote preservation and processing of food products and modernization/ capacity enhancement of food processing units and Ministry extends financial support to prospective entrepreneurs for setting up of different kinds of food processing, as per respective scheme guidelines. Entrepreneurs in the Micro, Small and Medium Enterprises (MSME) sector are also incentivized under the schemes of MoFPI. Under the PMFME Scheme, financial assistance is being provided to micro food processing enterprises for acquiring new technologies and upgrading equipment. In addition, handholding support is provided to the beneficiary for project formulation, execution, access to credit, linkages to machine/equipment manufacturers, maintenance of hygiene and quality control etc.

So far, MoFPI has sanctioned 1608 projects including 41 Mega food Parks, 394 Cold Chain projects, 75 Agro-processing Clusters projects, 526 Food Processing Units, 61 Creation of Backward and Forward Linkages and 44 Operation Greens projects under corresponding component schemes of PMKSY across the country till 28th February, 2025. A total sum of ₹ 6198.76 crore has been disbursed as grants in aid/ subsidy since inception of component schemes of PMKSY, as on 28.02.2025.

A total of 1,27,758 micro food processing enterprises have been approved for assistance under PMFME in the country and Central Share of ₹ 2704.61

crore has been released to States/ UTs for implementation of various components of the scheme till 28th February, 2025.

A total of 171 proposals from 133 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in the country and incentives to the tune of ₹1155.296 crore has been disbursed, out of which ₹13.266 crore has been disbursed to MSMEs in 20 eligible cases as on 28.02.2025.

Keeping in view the requirement of innovative product and use of technology in Food Processing Sector, MoFPI extends Grant-in-Aid to educational and research institutions including Council of Scientific and Industrial Research (CSIR) recognized Research and Development (Rand D) units in private sector for related demand driven Rand D projects through its Rand D scheme under PMKSY. A total of 80 research projects have been approved since 2017-18 under the scheme with subsidy of Rs. 28.75 Cr.

In addition, National Institute of Food Technology, Entrepreneurship and Management (NIFTEM) Kundli and NIFTEM, Thanjavur, under administrative control of MoFPI, are also engaged in Rand D activities in the sector.

Also, expenditure on scientific research on in-house research and development facility is eligible for deduction under relevant sections of the Income-tax Act, 1961.

Schemes of MoFPI are, inter alia, intended to develop value-added products, bringing innovative technologies, enhancing productivity, enhancing product quality and safety standards and thus reducing wastage of food.

List of technologies developed by NIFTEM- Kundli, NIFTEM- Thanjavur and Central Food Technological Research Institute (CSIR-CFTRI), Mysuru, which have been put to commercial use by various MSMEs, SHGs and other Food Processing Industries, during last 3 years, is placed at **Statement**.

STATEMENT

List of technologies developed by NIFTEM- Kundli, NIFTEM- Thanjavur and Central Food Technological Research Institute (CSIR-CFTRI), Mysuru, which have been put to commercial use by various MSMEs, SHGs and other Food Processing Industries, during last three year

S.No	Technology
Technology Developed by NIFTEM-T	
1.	Non-Dairy Ice-cream (Millet mil , Coconut milk)
2.	Puffing Unit
3.	Millet (Pasta, Flakes, Vermicelli, Cookies)
4.	Malt Powder
5.	RF Protein Bar
6.	KAVUNI Cookies
7.	Neera Sugar Crystal technology
Technology Developed by NIFTEM-K	

8.	Flavoured Fermented Rice Water Beverage
9	Development of acrylamide reduction method for Indian potato cutlet
10	Soybean oil enriched with natural antioxidants replacing TBHQ (synthetic antioxidant)
11	A biopolymer composite functionalized with sorghum bran and ionic liquid for active packaging of chicken meat
12	Chitosan-Pineapple Peel Active Packaging for Shelf –Life of Indian Cottage Cheese
13	Microencapsulation of vitamin B2-producing probiotic strain <i>L. plantarum</i> MTCC25432
14	Vitamin B2-enriched probiotic yogurt
15	Millet Muffins
16	Millet Nan-khatai
17	Millet Biscuits
18	Millet Bun
19	Millet Kurkure
20	Millet Bread
21	Millet Nutribar
22	Millet flakes
23	Millet smoothie
24	Millet Soup
25	Lactation Biscuits 1
26	Lactation Biscuits 2
27	Lactation Biscuits 3
28	Gluten Free Cookies

29	Millet based multigrain cookies
30	Sugar free Muffins
31	Sattu Cookies
32	Multigrain Muffins
33	Herbal Cookies
34	Pomegranate peel, Bengal gram husk and Moong dal
35	Gluten Free Pasta
36	Multigrain Pasta using Malted Finger Millet and Lentil Flour
37	Microwave processed Multigrain Pasta
38	Multigrain Protein Enriched Noodles
39	Malted Pearl Millet Based Noodles
40	Malted Proso Millet Based Bread
41	Malted Foxtail and Lentil Flour Cookies
42	Stuffed Paratha Making Machine
43	COCOSHRESHTHTM- Coconut Water
44	Extraction machine
45	RTE 3D PRINTED MARZIPAN SWEET
46	Vacuum precooler
47	Evacuated Tube Solar Dryer
48	BOONDI DISPENSER MACHINE
49	Fruit-flavored millet (ragi/ bajra) malt premix
50	Millet (Ragi and Bajra) based Nutribar
51	Infrared-Assisted Evacuated Tube Hybrid Solar Dryer

52	Nano-curcumin Functionalized Milk Cream Powder
53	Nano-curcumin Functionalized Dairy whitener/milk powder
54	Process Technology for retaining softness of Khoa Burfi and Peda
55	Low Cost Meat Storage Structure
56	ALA- Rich Oil Powder and ALA Rich Margarine
57	Linseed Ladoos / Linseed Muffin / Linseed Papad / Linseed Fryum
58	Black Rice Instant Kheer Premix
59	Nanomaterial based non-enzymatic colorimetric sensor for the rapid detection of L-lactate/lactic acid/ polylactic acid (PLA) in food, pharma and packaging application
60	Development of metal oxide bentonite clay nanocomposite-based label free colorimetric sensor for the detection of total aflatoxin in food products and cattle feed
Technology Developed by CSIR-CFTRI, Mysore	
61	Tamarind Juice concentrate and Powder
62	Coffee concentrate
63	Microbial inoculums for the management of coffee pulp effluent.
64	Pickles and Chutney's: Preparation.
65	Preparation of ready to cook Multigrain Whole mix for Drink/Porridge
66	Fruits jam and jellies preparation
67	Nutra chikki with added spirulina
68	Osmo air dried fruits Amla, Jack fruits, Pineapple, mango
69	Instant coffee cubes
70	Raw banana Powder
71	Banana pseudostem juice

72	Dehydrated drumstick powder,
73	Instant moringa leaves soup mix,
74	Flaking of fox tail millet,
75	Low glycemic Index noodles
76	Shelf stable Jowar flour
77	Cereal flakes- jowar
78	Ozone Based Disinfection System
79	Tamarind Candy
80	Shelf-stable varieties of curry pastes for vegetarian and non-vegetarian traditional cuisines,
81	Preparation of Shelf stable biriyani paste.
82	Wafers: Egg, Chicken and Fish
83	Potato wafers/chips
84	Fruits and vegetables: canning of
85	Ginger and Garlic Paste
86	RTS Fruit Juices and Beverages
87	Bottling of Sugarcane Juice
88	Groundnut (Peanut) butter
89	Convenience Flour from Ragi Suitable For Stiff Porridge
90	Malted weaning food
91	Preparation of beverage mix from malted ragi
92	Compounded Asafoetida
93	Instant cake mix

94	Tomato Product Preparation
95	Paan Floured water
96	Spirulina choco bar and cereal bar
97	Chikki/Nutra chikki (3 formulation)
98	Fermented and Dehydrated Ready mixes for idly and dosa batter
99	Value added products from coconut-Instant adjunct mix, Instant filling mix, coconut rice mix, coconut bites
100	Whole Wheat flour Vermicelli
101	Protein rich Ragi vermicelli
102	Preparation of shelf stable roti from non wheat cereal and millet
103	Desiccated coconut
104	Upma Ready mix
105	Dry dehulling of sesame seed
106	Turmeric Powder Technology From Fresh Rhizomes
107	Roller milling process for semolina(sooji/rava) from millets and preparation of multimillets semolona
108	Instant rava idli mix from millets and multimillets semolina
109	Full fat soya flour : edible
110	Bland soy protein concentrate
111	Maize chips
112	Mutton pickle
113	Modified Atmosphere packaging of minimally processed vegetables
114	Online fortification of atta or maida

115	Chestnut based gluten free cookies
116	Fruit syrups and squashes
117	Tutty-Fruity
118	RTE Low Fat flaked spicy maize /corn snack
119	Mari gold oleoresin
120	Instant gravy mixes (dehydrated)
121	Instant upma mix from millets and multimillets semolina
122	Finger millet based multigrain semolina for preparation of upma, Kesaribath, Porridge and others
123	Instant halva mix from millets and multimillets semolina
124	Instant rava idly mix from millets and multimillets semolina.
125	Virgin Coconut Oil
126	RTS Fruit juice and Beverages
127	Spirulina Choco bar and Spirulina Cereal bar
128	Nutra Chikki with added Spirulina
129	Tomato products: preparation
130	Nutri Fruit bars with immune boosters
131	Shelf Stable Chapati
132	Continuous idli making unit
133	Modified atmosphere packaging of minimally processed vegetables
134	Fruit syrups and squashes
135	Improved process for preservation of Neera
136	Neera concentrate

137	Tamarind candy
138	Eggless cake premix
139	Preparation of shelf stable roti from non wheat cereal and millet
140	Process for the preparation of gluten free bakery products
141	Raw banana powder
142	Osmo-air dried fruits (Amla, Jackfruit, Pineapple and Mango)
143	Bio preservation of RTE sugarcane chunks
144	Herbal fogging disinfectants for mist sanitizer system
145	Sugar free biscuits
146	Sugar free cup cake
147	Sugar free cake rusk
148	Coffee concentrate
149	Potato wafers/chips
150	Fortified mango bar
151	Pickles and chutnes preparation
152	Prawn pickle
153	Mutton pickle
154	Meat pickle
155	Instant coffee cubes
156	Sugarcane juice spread
157	Ginger Beverage
158	Paan flavoured water
159	High protein biscuits

160	High protein Rusk
161	Annatto dye: preparation
162	Deep fat fried and flavoured cashew kernels
163	Desiccated coconut
164	Malted weaning food
165	Process for flavour essence from decalepis
166	Plant growth promoter: containing n-triacontanol
167	Water soluble turmeric colourant (odourless)
168	Instant products from moringa leaves
169	Roasted and flavoured cashew kernels.
170	Pasta: Chocolate, Multigrain, Legume based
171	Preparation of ready to cook multigrain whole mix for drink/porridge
172	Tamarind juice concentrate and powder
173	Process for instant tomato crush, tomato rasam mix and tomato rice bath mix
174	Dehydrated whole lime
175	Pulse based papads
176	Online fortification of atta/maida
177	Egg wafers
178	RTE shelf stable egg crunchy bites
179	Dehydration egg cubes
180	Egg loaf
181	Instant upma mix millet and multimillet semolina
182	Instant halva mix millet and multimillet semolina

183	Shelf stable jowar flour
184	Shelf stable chicken biriyani
185	Chicken wafers
186	Chicken pickle
187	Shelf stable kabab mix with chicken meat
188	Shelf stable Chicken tit-bits
189	Preparation of shelf stable biriyani paste
190	Instant mushroom soup mix
191	Making superior quality of white pepper
192	Fermented and dehydrated ready mixes for dosa batter
193	Spray dried refined papain
194	Coffee leaf brew mix
195	Ragi based papads
196	Coffee flakes based mouth freshener
197	Fish Pickle
198	Fish Wafer
199	Prawn wafer
200	Preparation of beverage mix from malted ragi
201	Potato flour
202	Mustard / Rape seed integrated processing
203	Chikki with moringa
204	Processed Besan (Bengal Gram Flour) for sev and boondi preparation
205	Quick cooking, germinated and dehydrated pulses

206	RTE convenience food-Khakra
207	Ready mix: Pakoda
208	Dolymix, a ready to use mix for soft and enhanced number of IDLYS
209	Moulding machine for besan, soji/rava and similar laddus
210	Layered parotta (South Indian)
211	Online fortification of atta (Whole wheat flour)/Maida (Refined wheat flour)
212	Nutra chikki with added spirulina
213	RTS Fruit juices and beverages
214	Pickles and chutneys: preparation
215	Rural based biotechnological production of spirulina
216	Eggless cake premix
217	Ready to cook multigrain whole mix for drink/porridge
218	Fermented and dehydrated ready mixes for idli/dosa batter
219	Virgin coconut oil
220	Ready mix: upma
221	Baking Powder
222	Roller milling process for semolina (sooji/rava) from millets and preparation of multimillets semolina
223	Instant halva mix from millets and multimillets semolina
224	Instant Upma mix from millets and multimillets semolina
225	Instant Rava idli mix from millets and multimillets semolina
226	Nutri fruit bars with immune boosters
227	Instant moringa leaf based products

228	Fruit syrups and squashes
229	Preparation of beverage mix from malted ragi
230	Preparation of shelf stable biriyani paste
231	Shelf-stable varieties of curry pastes for vegetarian and non-vegetarian traditional cuisines (Shahi Paneer, Pindi Channa, Sambar (Without coconut), Dal Tadka, Kitchen King)
232	Preparation of ready to eat shelf stable egg crunchy bite
233	Instant traditional foods: Sambar
234	Ready mix: Maddur vada
235	Instant Idly Mix
236	Spice Mix : Puliogre
237	Roasted and flavoured cashew kernels
238	Low GI beverage for diabetics
239	High protein biscuits
240	High protein rusk
241	DOLY MIX, a ready to use mix for soft and enhanced number of IDLYS
242	Sugar free biscuits
243	Sugar free cake rusk
244	Sugar free rusk
245	Sugar free cup cake
246	Sugar free bread
247	For both (Process for extension of shelf life of bread with natural preservatives)
248	A Process for the preparation of gluten free bakery products

249	Multigrain nutria cookies
250	Bar cake
251	Multigrain pasta
252	Low Glycemic Index Noodles
253	Layered parotta (South Indian)
254	Legume based pasta
255	Process for production of quinoa germ
256	Instant cake mix
257	Dipping oil formulation for grapes
258	Herbal fogging disinfectants for mist sanitizer system
259	Tomato products: preparation
260	Dehydrated drumstick powder
261	Jamun Fruit products (Squash, RTS beverage, Syrup)
262	Fruit bar: Apple, Banana, Guava, Mango (All 4)
263	Improved Banana Fruit bar
264	Osmo-air dried Fruits (Amla, Jackfruit, Pineapple)
265	Fruits and vegetables: canning of
266	Food for diabetics
267	Quick cooking, germinated and dehydrated pulses
268	Low fat expanded green snack using moringa
269	Pulse based papads
270	Ragi Based Papads
271	Preparation of shelf stable roti from non-wheat cereal and millet

272	Convenience flour from ragi suitable for stiff porridge
273	A Green process for Production of Methylxanthines for food and other applications
274	Chicken and Egg wafers
275	Preparation of Shelf stable Egg Albumin and Egg Yolk Cubes
276	Instant gravy mixes (dehydrated)
277	Preparation of dehydrated egg cubes
278	Meat/Fish/Chicken/ Egg/Pork/Prawn Wafers
279	High Performance Advanced Oxidation process for STP's Grey water and industrial waste water (Food and Non Food)
280	Dehydration of coriander foliage
281	Compounded Asafoetida
282	Tamarind Juice Concentrate
283	Ginger paste
284	Garlic paste
285	One time Royalty (SPRAY DRIED PAPAIN)
286	Instant traditional foods: Rasam
287	Groundnut (Peanut) butter
288	Multigrain cereal legume bar and puffed rice bar
289	Moringa Chikki
290	Energy Food: New formulation
291	Ready mix: Dosa
292	Tamarind Candy
293	Ready mix: Jamun

294	Production of soya protein hydrolysate
295	Chikki/Nutra chikki (3 formulation)
296	Fruit dehydration: Banana
297	Instant gravy mixes (dehydrated) – Madras kurma, Multi-Purpose Gravy, Biryani mix.
298	Instant products from moringa leaves
299	Preparation of shelf stable biriyani paste
300	Convenience flour from ragi suitable for stiff porridge
301	Preparation of shelf stable roti from no wheat cereal and millet (Ragi, Rice, Maize, Jowar, Bajra)
302	Tamarind Juice Concentrate
303	Fruit bar: Mango
304	Fruit jams and jellies: Preparation
305	Paan flavoured water
306	Preparation of Ready-to-use Idly/Dosa Batter in retail packs
307	Ginger paste
308	Garlic paste
309	Ginger beverage
310	Pickles and chutneys: Preparation
311	Shelf stable jowar flour
312	Spirulina choco bar and cereal bar
313	Osmo-air dried: Mango
314	Tomato Products: preparation
315	Layered parotta (South Indian)

316	Eggless cake premix
317	Fermented and dehydrated ready mixes for idli/dosa batter
318	Instant upma mix from millets and multimillets semolina
319	Instant halva mix from millets and multimillets semolina
320	Instant rava mix from millets and multimillets semolina
321	Coffee concentrate
322	Egg wafers
323	Preparation of Ready to eat shelf stable egg crunchy bite
324	Preparation of Protein, vitamin and mineral fortified chikki
325	Preparation of ready to cook multigrain whole mix for drink/porridge
326	Chikki/Nutra chikki (3 formulations)
327	Millet based cookie
328	Pulse based papads
329	Bottling of Sugarcane Juice
330	Decortication of Ragi
331	Bottling of Sugarcane Juice
332	Doly Mix
333	Fermented and dehydrated ready mixes for idli/dosa batter
334	Chocolate rich in healthy polyphenols
335	Instant traditional food: Sambar

RING ROADS IN TELANGANA**5499. SHRIMATI D. K. ARUNA:****SHRI EATALA RAJENDER:****SHRI CHAMALA KIRAN KUMAR REDDY:**

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

(a) whether the State Government of Telangana has sent proposals for building a Regional Ring Road with a length of about three hundred fifty kilometers to ease traffic in and around Hyderabad and has agreed to contribute 50 percent of the land acquisition cost, if so, the details thereof;

(b) whether the State Government of Telangana has signed the tripartite agreement and had sent it to the Ministry and the land acquisition process was initiated for the Northern Corridor with compensation awards passed by the State Government and yet to be approved by National Highways Authority of India (NHAI), if so, the details thereof;

(c) whether the Union Government has been requested to sanction Rs. 34,367.62 crore as financial assistance and if so, the details thereof;

(d) the status of granting environmental clearance for the land acquisition process and the efforts being made to take up land acquisition for the Southern Corridor simultaneously along with the timeframe for completion of the project; and

(e) the reasons for delay in approval, fund allocation and implementation of the project and the corrective action taken thereon?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): Yes sir, the State Government of Telangana has requested the Central Government for sanction of Regional Ring Road for Hyderabad city and gave an undertaking to bear 50% of the land acquisition cost of the project.

(b): The Tripartite Agreement for the sharing of land acquisition cost is yet to be signed. The alignment for the Northern part of Hyderabad Regional Ring Road has been finalised.

(c): A request for sanction of the Regional Ring Road at an estimated cost of Rs. 34,367.62 crore for has been received.

(d): The Environment Clearance for the Northern part of the Hyderabad Regional Ring Road has been granted on 18.03.2025. The Detailed Project Report (DPR) for the Southern part of the Hyderabad Regional Ring Road is in progress, and the project will be taken up based on the outcome of the DPR and inter-se priority of the work.

(e): Development of National Highways is a continuous process. Government keeps on receiving proposals from various State Governments including from the State of Telangana for declaration/upgradation/development of National Highways (NHs). Decision for project implementation and investment is taken

based on the outcome of DPR, requirement of connectivity, inter-se priority and synergy with PM Gati Shakti National Master Plan.

PM SVANIDHI SCHEME

5500. SHRI VISHALDADA PRAKASHBAPU PATIL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has undertaken any specific initiatives to increase the participation of minorities in the PM SVANidhi scheme particularly in Maharashtra and Sangli district and if so, the details thereof;

(b) the total number of minority applicants and beneficiaries under the said scheme in Maharashtra and Sangli along with the trend in their participation since 2020;

(c) whether it is a fact that the share of minority beneficiaries under the scheme has declined from 9.4% in 2020-21 to 4.3% in 2023-24 and if so, the reasons therefor;

(d) whether the Ministry of Minority Affairs is coordinating with the Ministry of Housing and Urban Affairs or relevant State agencies to ensure better outreach and implementation of welfare schemes for minorities including PM SVANidhi and if so, the details thereof; and

(e) whether any State-specific implementation goals or special initiatives have been set to increase minority participation in Central welfare schemes particularly in Maharashtra and Sangli and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):)

(a): Pradhan Mantri Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme was launched on June 01, 2020 with the objective to facilitate collateral free working capital loan to the street vendors across the country whose business had been adversely affected due to lockdown. The scheme has been designed to support street vendors across all backgrounds, irrespective of religion, caste, creed, gender or social status. Further, in order to increase the number of beneficiaries, Ministry of Housing and Urban Affairs (MoHUA) is taking initiatives which includes, inter-alia, conduct of regular review meetings with States/UTs/ULBs/Lending Institutions and various awareness campaigns. All States/UTs including Maharashtra state have also been provided Information, Education and Communication (IEC) material in local languages regularly for outreach and dissemination of the benefits to the vendors to avail the benefits of the scheme.

(b) and (c): The details of number of minority applicants and beneficiaries under the scheme in Maharashtra and Sangli district along with the trend in their participation since 2020 are at **Statement**. The participation of minority community has declined marginally over the years since inception in Maharashtra including Sangli district as well as at national level. The number of

sanctioned loans under the scheme depends upon the street vendors as they have to apply for loans. The applications are accepted from all beneficiaries irrespective of religion, caste, creed, gender or social status.

(d) and (e): Ministry of Housing and Urban Affairs has launched a program - 'SVANidhi se Samridhhi' under PM SVANidhi Scheme, in 125 select ULBs, on January 4, 2021. Currently, total 3564 select ULBs across the country are covered under the program. This programme facilitates linkages to 8 select Central Government Welfare schemes designed to provide a safety net and social security for the eligible beneficiaries and their families. These 8 Schemes are (i) Pradhan Mantri Jeevan Jyoti Bima Yojana (ii) PM Suraksha Bima Yojana (iii) Pradhan Mantri Jan Dhan Yojana (iv) Registration under Building and other Constructions Workers (Regulation of Employment and Conditions of Service) Act (BOCW) (v) Pradhan Mantri Shram Yogi Maandhan Yojana (vi) National Food Security Act (NFSA) portability benefit – One Nation One Ration Card (ONORC)(vii) Pradhan Mantri Janani Suraksha Yojana and (viii) Pradhan Mantri Matru Vandana Yojana (PMMVY). As on March 31, 2025, socio economic profiling is completed for 44.96 lakh PM SVANidhi beneficiaries along with 95.46 Lakh family members and a total of 127.89 lakh scheme benefits have been extended to them. Monthly camps are organized at ULB level to mobilize beneficiaries to extend benefits of 8 central welfare schemes. No specific measures are taken to increase participation of any particular group or community.

STATEMENT**STATEMENT SHOWING COMPLETE BREAKUPS OF LOAN DETAILS WITH RESPECT TO MINORITY AND NON- MINORITY FROM FY 2020-21 TO FY 2024-25 IN MAHARASHTRA AND SANGLI DISTRICT UNDER PM SVANIDHI SCHEME****(As on 30.03.2025)**

State / District		Total Eligible Applications	Beneficiaries	Total Sanctioned Applications	Total Disbursed Applications
Maharashtra State	Minority	67,296	42,842	58,138	55,470
	Total	13,10,568	8,52,429	11,38,622	10,85,808
Sangli District	Minority	1,121	758	1,068	1,047
	Total	25,418	17,646	24,328	23,881

Source: PM SVANidhi Portal**AGRO FOOD PROCESSING CLUSTER SCHEME IN TAMIL NADU****5501. SHRI SELVAM G.:****SHRI C. N. ANNADURAI:****SHRI NAVASKANI K.:**Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) the total number of Agro Processing Clusters approved and operationalized in Tamil Nadu Under the scheme;

- (b) the steps taken by the Government to expedite the implementation of pending clusters in the State;
- (c) the impact of the scheme on improving the income of farmers in Tamil Nadu;
- (d) the total number of farmers in the State who have directly or indirectly benefited from the scheme;
- (e) the measures taken/being taken by the Government to ensure the inclusion of small and marginal farmers in Tamil Nadu under the Agro Processing Cluster Scheme;
- (f) whether any incentives or special provisions have been introduced to promote their participation; and
- (g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (d): The Ministry of Food Processing Industries (MoFPI) has been implementing the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a component scheme under the Pradhan Mantri Kisan Sampada Yojana (PMKSY).

As on date, under the APC scheme, 12 projects with total project cost of ₹333.625 crore and approved grant-in-aid of ₹81.69 crore, have been approved in the State of Tamil Nadu. Out of 12 approved projects, 02 projects have been operationalized benefiting 8000 farmers directly or indirectly. Details of the projects are shown in **Statement**.

To expedite implementation of the ongoing clusters, the Ministry has taken following steps:

- i. Holding regular review meetings with the implementing agencies to help remove bottlenecks in implementation;
- ii. Regular monitoring of the status of the project through updated fact sheets/site visits.
- iii. Facilitating the implementers to obtain the required statutory clearances from concerned authorities/State Governments;
- iv. taking up issues with the concerned State Governments for smooth implementation of the projects.

(e) to (g): The APC Scheme is a demand driven scheme where applications from interested entrepreneurs are invited from time to time through Expression of Interests (EoI).

An APC can be set up by any entity/ organisation such as Govt. Departments / PSUs / Joint Ventures / NGOs / Cooperatives / Self Help Groups (SHGs) / Farmer Producer Organizations (FPOs) / Private Sector Companies / Partnership Firms / Proprietorship Firms etc.

The APC scheme guidelines have some distinct provisions to promote participation of Farmers and Self Help Groups with the aim to improve their income as per the details mentioned below :-

- i. The financial assistance is in form of grants-in-aid/subsidy @50% of eligible project cost for projects from SC/ST applicants, FPOs, SHGs and projects in Difficult Areas subject, to maximum of Rs.10 crore as against grants-in-

aid/subsidy @35% of eligible project cost for projects from general category applicants.

ii. Combined Net worth to be eligible should not be less than grants-in-aid sought under the Scheme for applicant(s) of SC/ST category, FPOs, SHGs and proposal from Difficult Areas whereas for combined Net worth required for general category applicants is 1.5 times of grants-in-aid sought under the scheme

iii. Term loan from the Bank and also infusion of equity is 10% of total project cost for proposals from Difficult Areas or proposals from SC/ST or Farmer Producer Organisations or Self-Help Groups as against 20% of the total project cost in respect of proposals from General Areas/category.

STATEMENT**Details of projects approved in the State of Tamil Nadu under APC scheme:**

S. No.	Name of the Project Execution Agency (PEA)	Name of District	Date of approval	Project cost	Grant Approved	Released GIA	Status	No. of farmers benefitted/ Expected to be benefitted
1.	M/s JFK International	Coimbatore	01.08.2019	16.71	4.1921	2.8566	Operational	4000
2.	M/s P Duraisamy Maharaja Rice Mills Pvt Ltd	Tiruppur	03.10.2019	26.83	8.7682	6.2284	At various stages of implementation	4000
3.	M/s Tiruvannamalai Market Committee	Tiruvanna malai	29.04.2020	25.506	5.7487	1.81084	At various stages of implementation	4000
4.	M/s Salem Market Committee	Salem	29.04.2020	25.252	5.9753	1.88222		4000
5.	M/s Theni Market Committee	Theni	29.04.2020	26.308	5.9955	1.88858		4000
6.	M/s Dharmapuri	Krishnagiri	29.04.2020	26.826	5.8937	1.85651		4000

	Market Committee							
7.	M/s Madurai Market Committee	Madurai	29.04.2020	32.066	5.7912	1.82423		4000
8.	M/s Dindigul Market Committee	Dindigul	29.04.2020	29.018	6.7357	2.12174		4000
9.	M/s Cuddalore Market Committee	Cuddalore	29.04.2020	25.002	5.9793	1.88348		4000
10.	M/s Delta Foods	Pudukkottai	08.06.2020	24.3125	7.472	5.25282	Operational	4000
11.	M/s Vamsi RS Industrial Zone	Erode	17.11.2021	33.167	9.1351	0	At various stages of implementation	4000
12.	M/s Integrated Service Point Private Limited	Thiruvallur	28.02.2024	42.635	10	3.3333		4000

ADIVASI MAHILA SASHAKTIKARAN YOJANA IN TELANGANA**5502. DR. KADIYAM KAVYA:**

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

(a) the number of tribal women beneficiaries who have availed financial assistance under Adivasi Mahila Sashaktikaran Yojana (AMSY) during the last five years, year and State-wise and district-wise for Telangana including Warangal Parliamentary Constituency;

(b) the details of the total financial assistance provided under AMSY during the said period, year and State-wise, especially for Telangana;

(c) the types of economic activities supported under the said scheme and their success rates; and

(d) the details of training and capacity-building initiatives undertaken to support these activities?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b): National Scheduled Tribes Finance and Development Corporation (NSTFDC), a Central Public Sector Enterprise (CPSE) under the Ministry of Tribal Affairs, provides credit linkage by extending concessional loans to the eligible Scheduled Tribe persons for undertaking income generation activities/ self-employment under its various schemes. NSTFDC has not received any proposal from the implementing agencies under Adivasi Mahila Sashaktikaran Yojana (AMSY) in the State of Telangana including Warangal district. However,

during last five years, NSTFDC has disbursed ₹152.10 crore covering 38,025 women beneficiaries under Micro Finance Scheme for SHG members through Stree Nidhi Credit Cooperative Federation (Telangana). The detail of State-wise number of women beneficiaries assisted under AMSY is given at Statement.

(c): The types of activities under AMSY are Goatry, Tailoring, Kitchen Gardening, Ginger, Potato cultivation, Areca Nut Cultivation, Small Business, Piggery etc. Ministry or NSTFDC has not conducted any separate study on AMSY, however, a study was conducted exclusively for Telangana regarding impact of financial assistance provided through Stree Nidhi Credit Cooperative Federation in 2020 through Indian Institute of Corporate Affairs (IICA). The brief of findings of the said study is given below:

- Stree Nidhi loans have resulted in a higher increase in the average annual income of borrowers. Among Stree Nidhi borrowers, the survey found a 30 per cent rise in Non-ST borrowers and a 38 per cent rise in ST borrowers.
- Survey calculations revealed that Stree Nidhi has a greater impact on developmental indices compared to other programs. Stree Nidhi borrowers reported higher satisfaction on various themes, namely food and quality, education, healthcare, sanitation, access to infrastructure, etc. compared to Non-Stree Nidhi borrowers
- Stree Nidhi's use of IVRS has significant implications on financial inclusion, especially among the ST community. The organisation is effectively reaching this population, providing pathways out of poverty for those lacking basic reading and writing skills.

○ According to the survey conducted, Stree Nidhi had higher recovery rates (99.1 per cent) vis-à-vis Non-Stree Nidhi borrowers, for which rates were 92.4 per cent

○ In addition to its aim of poverty alleviation, Stree Nidhi also promotes women's empowerment. It does so by providing employment and related opportunities.

(d): NSTFDC has not received proposal for conducting any training or capacity building programme in the state of Telangana.

STATEMENT

Details of State-wise number of women beneficiaries assisted under AMSY

(₹ in lakh)

Sl. No.	Agency Name	2019-20		2020-21		2021-22		2022-23		2023-24	
		Amt.	No. of benefi.	Amt.	No. of benefi.	Amt.	No. of benefi.	Amt.	No. of benefi.	Amt.	No. of benefi.
1	Chhattisgarh					74.06	41				
2	Himachal Pradesh	20.00	50					8.00	20		
3	Jammu and Kashmir			90.00	50	86.40	48	180.00	200	23.40	13
4	Jharkhand	21.25	25							150.00	1131
5	Karnataka			792.14	1109	119.16	150				
6	Kerala	9.90	22	29.05	23	205.01	220	252.60	266	220.00	164
7	Maharashtra	216.00	240					194.40	216	298.80	166
8	Odisha			219.98	250						
9	Rajasthan	460.80	512								

10	Tripura									36.00	20
11	West Bengal	30.51	287	6.35	35	14.64	105	9.09	80	14.62	334
		758.46	1136	1137.52	1467	499.27	564	644.09	782	742.82	1828

किफायती मूल्य पर घरेलू एलपीजी सिलेंडर

5503. श्री दिलीप शङ्कीया:

श्रीमती हिमाद्री सिंह:

श्रीमती महिमा कुमारी मेवाड़:

श्री गजेन्द्र सिंह पटेल:

डॉ. राजेश मिश्रा:

श्री दिनेशभाई मकवाणा:

डॉ. भोला सिंह:

श्री विष्णु दयाल राम:

श्री बिद्युत बरन महतो:

श्री अनिल फिरोजिया:

श्री प्रवीण पटेल:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वित्तीय वर्षों और चालू वर्ष के दौरान प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के उपभोक्ताओं के बीच एलपीजी की घरेलू खपत में वर्ष – वार कितनी वृद्धि हुई है;

(ख) सरकार द्वारा घरेलू एलपीजी सिलेंडरों की कीमतों की समीक्षा करने और राजस्थान सहित आम जनता और उज्ज्वला लाभार्थियों के लिए एलपीजी को किफायती बनाने के लिए क्या कदम उठाए गए हैं;

(ग) विगत तीन वित्तीय वर्षों और चालू वर्ष के दौरान केंद्र सरकार द्वारा पीएमयूवाई के अंतर्गत लाभार्थियों को कितनी राजसहायता प्रदान की गई है;

(घ) क्या सरकार की कम आय वाले परिवारों के लिए किफायती एलपीजी का प्रावधान सुनिश्चित करने के लिए नए उपाय शुरू करने की योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ड) क्या सरकार ने घरेलू बजट पर एलपीजी की बढ़ती कीमतों के प्रभाव का आकलन किया है और यदि हां, तो इसके निष्कर्ष क्या हैं; और

(च) दूरस्थ और ग्रामीण क्षेत्रों में एलपीजी की उपलब्धता सुनिश्चित करने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (च): पूरे देश में गरीब परिवारों की वयस्क महिलाओं को बगैर जमानत राशि के एलपीजी कनेक्शन उपलब्ध करवाने के उद्देश्य से मई 2016 में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) शुरू की गई थी। पीएमयूवाई के तहत 8 करोड़ कनेक्शन जारी करने का लक्ष्य सितंबर, 2019 में हासिल कर लिया गया था। शेष गरीब परिवारों को शामिल करने के लिए 1 करोड़ अतिरिक्त पीएमयूवाई कनेक्शन जारी करने के लक्ष्य के साथ अगस्त, 2021 में उज्ज्वला 2.0 की शुरुआत की गई थी, जिसे जनवरी, 2022 में हासिल कर लिया गया था। इसके साथ ही सरकार ने उज्ज्वला 2.0 के तहत और 60 लाख एलपीजी कनेक्शन जारी करने का निर्णय लिया तथा दिसंबर 2022 के दौरान उज्ज्वला 2.0 के तहत 1.60 करोड़ कनेक्शन के लक्ष्य को भी हासिल कर लिया था। इसके अतिरिक्त, सरकार ने पीएमयूवाई योजना के तहत वित्त वर्ष 2023-24 से 2025-26 तक की अवधि के लिए अतिरिक्त 75 लाख कनेक्शन जारी करने को अनुमोदित कर दिया था जिसे पहले ही जुलाई, 2024 के दौरान हासिल किया जा चुका है।

दिनांक 01.03.2025 की स्थिति के अनुसार भारत में सक्रिय घरेलू एलपीजी उपभोक्ताओं की कुल संख्या 32.94 करोड़ है जिसमें प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के 10.33 करोड़ लाभार्थी शामिल हैं। पीएमयूवाई उपभोक्ताओं में घरेलू एलपीजी खपत संबंधी ब्यौरे **विवरण-I** में दिए गए हैं। विगत तीन वित्त वर्षों के दौरान घरेलू एलपीजी उपभोक्ताओं के बढ़त संबंधी ब्यौरे निम्नानुसार हैं:

विवरण (1 अप्रैल की स्थिति के अनुसार)	इकाई	2022	2023	2024	01.01.25
एलपीजी के सक्रिय घरेलू ग्राहक	(लाख)	3053	3140	3242	3289

	बढ़त	5.5%	2.9%	3.2%	2.8%
पीएमयूवाई लाभार्थी	(लाख)	899.0	958.6	1032.7	1033.4
	बढ़त	12.3%	6.6%	7.7%	3.2%

नोट: किसी भी वर्ष की 1 अप्रैल को बढ़त दरें पिछले वर्ष की 1 अप्रैल के आकड़ों के अनुरूप होती हैं।

स्रोत: पीपीएसी

पूरे देश में एलपीजी की पहुंच बेहतर बनाने के लिए अन्य बातों के साथ-साथ पीएमयूवाई के विषय में जागरूकता में सुधार करने के लिए अभियान चलाना, कनेक्शनों के निमित्त नामांकन एवं वितरण के लिए मेला/शिविर आयोजित करना, आउट ऑफ होम (ओओएच) होर्डिंग्स, रेडियो जिंगल्स, सूचना, शिक्षा और संचार (आईसीसी) वैन आदि के माध्यम से प्रचार करना, एलपीजी पंचायतों के माध्यम से अन्य पारंपरिक ईंधनों की तुलना में एलपीजी का उपयोग करने के लाभों और एलपीजी के सुरक्षित उपयोग के बारे में जागरूकता फैलाना, विकसित भारत संकल्प यात्रा के अन्तर्गत नामांकन/जागरूकता शिविर, पीएमयूवाई कनेक्शन प्राप्त करने के निमित्त उपभोक्ताओं और उनके परिवारों के लिए आधार नामांकन करने तथा बैंक खाता खोलने की सुविधा प्रदान करने, एलपीजी कनेक्शन प्राप्त करने की प्रक्रिया का सरलीकरण, निकटतम एलपीजी वितरक, जन सेवा केन्द्र (सीएससी) आदि से www.pmu.gov.in पर पीएमयूवाई कनेक्शन के लिए ऑनलाइन आवेदन, 5 किलोग्राम के डबल बॉटल कनेक्शन (डीबीसी) का विकल्प, 14.2 किलोग्राम से 5 किलोग्राम के सिलेंडर में अदला-बदली का विकल्प, प्रवासी परिवारों के लिए पते के प्रमाण और राशन कार्ड के बजाय स्व-घोषणा के आधार पर नया कनेक्शन प्राप्त करने का प्रावधान आदि जैसे कई कदम उठाए गए हैं।

इसके अलावा, ओएमसीज विशेषकर ग्रामीण क्षेत्रों में लगातार नई डिस्ट्रीब्यूटरशिप्स कमीशन कर रही हैं। ओएमसीज ने देश भर में पीएमयूवाई योजना की शुरुआत से 7959 डिस्ट्रीब्यूटरशिप्स (दिनांक 01.04.2016 से 31.12.2024 के दौरान) कमीशन की हैं जिसमें से 93% अर्थात् 7373 [रुरबन-1024, ग्रामीण-4974, दुर्गम क्षेत्रीय वितरक और राजीव गांधी ग्रामीण एलपीजी वितरक

(डीकेवी + आरजीजीएलवी) -1375] ग्रामीण क्षेत्रों में हैं। इसके अलावा, देश में एलपीजी कवरेज अप्रैल 2016 में 62 प्रतिशत से बढ़कर अब संतृप्ति के निकट है।

भारत घरेलू एलपीजी के खपत का लगभग 60% आयात करता है। देश में एलपीजी के मूल्य अंतरराष्ट्रीय बाजार में इसके मूल्य से जुड़े हुए हैं। औसत सऊदी सीपी (एलपीजी मूल्य निर्धारण के लिए अंतरराष्ट्रीय बेंचमार्क) में 63 % (जुलाई 2023 में यूएस अमेरिकी डॉलर 385 प्रति एमटी से फरवरी, 2025 में यूएस अमेरिकी डॉलर 629 प्रति एमटी तक) तक वृद्धि हुई है जबकि प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) उपभोक्ताओं के लिए घरेलू एलपीजी के प्रभावी मूल्य में 44 % (अगस्त 2023 में 903 रुपए से फरवरी, 2025 में 503 रुपए तक) तक कमी हुई है।

दिल्ली में घरेलू एलपीजी का वर्तमान खुदरा बिक्री मूल्य 803 रुपए प्रति 14.2 किलोग्राम सिलिंडर है। भारत सरकार, पीएमयूवाई उपभोक्ताओं को 300 रुपए प्रति सिलिंडर निर्धारित राजसहायता के बाद 14.2 किलोग्राम के एलपीजी सिलिंडरों को प्रति सिलिंडर 503 रुपए प्रभावी मूल्य पर (दिल्ली में) प्रदान कर रही है। यह राजस्थान सहित देश भर में 10.33 करोड़ से भी अधिक उज्ज्वला लाभार्थियों को उपलब्ध है। 1 मार्च को विगत तीन वर्षों के लिए गैर-पीएमयूवाई उपभोक्ताओं तथा पीएमयूवाई लाभार्थियों हेतु दिल्ली में प्रभावी घरेलू एलपीजी सिलिंडर लागत के ब्यौरे:

(रुपए/14.2 किग्रा. घरेलू एलपीजी रिफिल)

	01.03.2023	01.03.2024	01.03.2025
गैर-पीएमयूवाई उपभोक्ता	1103	903	803
पीएमयूवाई लाभार्थी	903	603	503

स्रोत: पेट्रोलियम योजना और विश्लेषण प्रकोष्ठ (पीपीएसी)

वैश्विक स्तर पर, पीएमयूवाई अपनी तरह का सबसे बड़ा कार्यक्रम है जिसमें 10.33 करोड़ से भी अधिक गरीब परिवारों को लगभग 35 रुपए/किलोग्राम के प्रभावी मूल्य पर घरेलू एलपीजी उपलब्ध करवाया जाता है। इसके अलावा, पड़ोसी देशों में दिनांक 01.01.2025 की स्थिति के अनुसार घरेलू एलपीजी सिलिंडर का प्रभावी मूल्य निम्नानुसार है-

देश	घरेलू एलपीजी (रुपए/14.2 किलोग्राम सिलिंडर)
भारत	503.00*
पाकिस्तान	1094.83
श्रीलंका	1231.53
नेपाल	1206.65

स्रोत- पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ (पीपीएसी)

*दिल्ली में पीएमयूवाई लाभार्थियों के लिए प्रभावी लागत, गैर-पीएमयूवाई उपभोक्ताओं के लिए प्रभावी मूल्य 803 रुपए है।

सरकार द्वारा पीएमयूवाई उपभोक्ताओं के लिए घरेलू एलपीजी की पहुंच और वहनीयता में सुधार के लिए उठाए गए विभिन्न कदमों के परिणामस्वरूप, पीएमयूवाई लाभार्थियों (प्रति वर्ष लिए गए 14.2 किग्रा. एलपीजी सिलिंडरों की संख्या के सन्दर्भ में) की प्रति व्यक्ति खपत 3.01 (वि.व.2019-20) से बढ़कर वि.व 2023-24 में 3.95 हो गई है तथा (दिनांक 01.03.2025 की स्थिति के अनुसार) वि.व 2024-25 में 4.43 है।

विभिन्न स्वतंत्र अध्ययनों और रिपोर्टों में दिखाई दिया है कि पीएमयूवाई योजना का ग्रामीण परिवारों, खास तौर से महिलाओं तथा ग्रामीण और दूर दराज के क्षेत्रों में रह रहे परिवारों के जीवन पर काफी सकारात्मक प्रभाव पड़ा है। कुछ प्रमुख फायदे संक्षेप में नीचे स्पष्ट किए गए हैं:-

(i) पीएमयूवाई के परिणामस्वरूप खाना बनाने के उन पारंपरिक तरीकों में बदलाव आया है जिनमें लकड़ी, गोबर और फसल अपशिष्टों जैसे ईंधनों को जलाना शामिल था। अपेक्षाकृत अधिक स्वच्छ ईंधन के इस्तेमाल से घरों में होने वाला वायु प्रदूषण कम हुआ है जिससे विशेष रूप से उन महिलाओं और बच्चों के श्वसन संबंधी स्वास्थ्य बेहतर हुआ है जो पारंपरिक तरीके से खाना बनाने के दौरान धुएं के संपर्क में ज्यादा आते हैं।

(ii) ग्रामीण क्षेत्रों खास तौर से दूर दराज के स्थानों में रह रहे परिवार अपना अधिकांश समय और ऊर्जा पारंपरिक रसोई ईंधन इकट्ठा करने में खर्च करते हैं।

एलपीजी से गरीब परिवारों की महिलाओं द्वारा खाना बनाने में होने वाली नीरसता और इसमें लगने वाले समय में कमी आई है। इस प्रकार उन्हें फुरसत का समय उपलब्ध होता है जिसका उपयोग वे आर्थिक उत्पादकता बढ़ाने के लिए विभिन्न क्षेत्रों में कर सकती हैं।

(iii) बायोमास और पारंपरिक ईंधनों के स्थान पर एलपीजी का इस्तेमाल करने से खाना बनाने के प्रयोजनों के लिए लकड़ी तथा अन्य बायोमास पर निर्भरता कम हुई है जिससे वनों की कटाई तथा पर्यावरण पर पड़ने वाले दुष्प्रभाव में कमी आई है। इससे न केवल परिवारों को फायदा मिलता है अपितु व्यापक तौर पर किए जाने वाले पर्यावरण संरक्षण संबंधी उपायों में भी इसका योगदान है।

(iv) खाना बनाने की बेहतर सुविधाओं के साथ, पोषण पर संभावित सकारात्मक प्रभाव पड़ता है। परिवारों को विभिन्न प्रकार के पौष्टिक भोजन बनाने में आसानी प्राप्त होती है, जिससे समग्र स्वास्थ्य बेहतर होगा।

वर्ष 2022-23 से प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के तहत आवंटित धनराशि और उपयोग का ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

पिछले तीन वित्त वर्षों और चालू वर्ष के दौरान प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) संबंधी खपत का विवरण

वि.व.	पीएमयूवाई खपत(टीएमटी में)
2021-22	4439.24
2022-23	4896.86
2023-24	5591.3
2024-25 (फरवरी'25 तक)	5957.2

स्रोत:पीपीएसी

विवरण-II

वर्ष 2022-23 से प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के तहत आवंटित धनराशि और उपयोग का विवरण नीचे दिया गया है:

(करोड़ रुपए में)

योजना	वि.व	कुल आवंटन	वास्तविक
प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई)	2022-23	8010	5663.38
	2023-24	8500	8500
	2024-25	12700	12700

2022-23 to 2024-25 – संशोधित अनुमान

2025-26– बजट अनुमान

WORKS ON NH 183 A**5504. SHRI ANTO ANTONY:**

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

(a) the details and the current status of the works undertaken on NH-183A (Mundakkayam-Bharanikkavu);

(b) the time by which the completion of this project is expected;

(c) the details of the bypasses approved for the said project; and

(d) the amount of funding allocated, released and utilized for the construction of this project?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d): Development and maintenance of National Highways (NHs) in the country including the State of Kerala is a continuous process. Works on NHs including their pre-construction activities are accordingly taken up in phased manner to keep the NHs in traffic worthy conditions depending upon inter-se priority, traffic density and synergy with PM Gati Shakti National Master Plan.

Preparation of Detailed Project Report (DPR) amounting to Rs. 3.33 crore has been taken up by the Government for the stretches from Bharanikkavu (Km 0.000) to Mundakkayam (Km.116.800) on NH 183 A. Three maintenance works amounting to Rs.38.46 crore are sanctioned during Financial Year 2023-24 to upkeep NH 183A in traffic worthy condition.

REVIEW OF PENDING PROPOSALS FOR NEW CITIES IN ODISHA

5505. SHRI PRADEEP PUROHIT:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Union Government has set a timeline to review the proposals received from the State Government of Odisha for new cities and if so, the details thereof along with the time by which the review is likely to be completed, district-wise;

(b) whether the Union Government has examined that these proposals meet key requirements such as environmental impact, infrastructure and long-term planning and if so, the details thereof along with the factors being considered in the review;

(c) whether the Union Government would work with the State Government of Odisha and local bodies to ensure that these new cities meet the needs of the growing population; and

(d) if so, the details thereof along with the steps taken/being taken to monitor their progress?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d): 15th Finance Commission (15th FC) has allocated ₹8,000 crore as performance based challenge fund for incubation of new cities. A State can have only one new city through this fund.

In line with the recommendations of 15th FC, the Ministry constituted an Expert Committee (EC) for finalization of bid parameters for incubation of new cities. The Committee finalized minimum eligibility conditions and bid parameters, and a Request for Proposal (RfP) was circulated to all States. The bid parameters included plan of connectivity (inter and intra city), city planning including environmental sustainability, availability of basic municipal services, residential occupancy in 5-10 years, creation of jobs, availability of social infrastructure etc.

The Ministry received 26 proposals from 21 States, including a proposal from the State of Odisha, upto the last date. Due to non-receipt of qualitative proposals from North-Eastern States, fresh/revised proposals were sought from these States. Consequently, total 28 proposals from 23 States have been received.

ईएमआरएस का विस्तार

5506. श्रीमती हिमाद्री सिंह:

श्री भोजराज नाग:

श्री गजेन्द्र सिंह पटेल:

कैप्टन बृजेश चौटा:

डॉ. के. सुधाकर:

श्री खगेन मुर्मु:

श्री माधवनेनी रघुनंदन राव:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

श्रीमती रूपकुमारी चौधरी:

श्री नव चरण माझी:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) विशेषकर कर्नाटक के दक्षिण कन्नड़ और छत्तीसगढ़ के महासमुंद संसदीय निर्वाचन क्षेत्र में और अधिक जनजातीय छात्रों को नामांकित करने के लिए एकलव्य आदर्श आवासीय विद्यालयों (ईएमआरएस) का विस्तार राज्यवार किस प्रकार किया जा रहा है;

(ख) ईएमआरएस में शिक्षा और अध्यापक प्रशिक्षण की गुणवत्ता में सुधार लाने के लिए क्या प्रयास किए जा रहे हैं;

(ग) सरकार यह किस प्रकार सुनिश्चित कर रही है कि जनजातीय छात्र राज्यवार, विशेषकर कर्नाटक के दक्षिण कन्नड़ और छत्तीसगढ़ के महासमुंद संसदीय निर्वाचन क्षेत्र में पारम्परिक पाठ्यक्रम के साथ-साथ डिजिटल और कौशल आधारित शिक्षा प्राप्त करें;

(घ) क्या उच्च शिक्षा में जनजातीय युवकों के नामांकन में वृद्धि करने के लिए कोई नई छात्रवृत्तियां या प्रोत्साहन शुरू किए जा रहे हैं और यदि हां, तो तत्संबंधी राज्यवार विशेषकर कर्नाटक के दक्षिण

कन्नड़ और छत्तीसगढ़ के महासमुंद संसदीय निर्वाचन क्षेत्र में तत्संबंधी ब्यौरा और कार्यान्वयन की स्थिति क्या है; और

(ड) क्या सरकार का जनजातीय छात्रों के लिए शैक्षिक अवसरों को बढ़ाने के लिए छत्तीसगढ़ के गरियाबंद जिले में ईएमआरएस स्थापित करने का विचार है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क): जनजातीय बच्चों को उनके अपने परिवेश में नवोदय विद्यालय के समान गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए वर्ष 2018-19 में एकलव्य मॉडल आवासीय विद्यालय (ईएमआरएस) की केंद्रीय क्षेत्र की योजना शुरू की गई थी। नई योजना के तहत, सरकार ने 440 ईएमआरएस स्थापित करने का निर्णय लिया, 50% से अधिक अजजा आबादी और कम से कम 20,000 जनजातीय व्यक्तियों (जनगणना 2011 के अनुसार) वाले प्रत्येक ब्लॉक में एक ईएमआरएस होगा। 288 ईएमआरएस स्कूलों को शुरू में संविधान के अनुच्छेद 275(1) के तहत अनुदान के अंतर्गत वित्त पोषित किया गया था, जिन्हें नए मॉडल के अनुसार उन्नत किया जा रहा है। तदनुसार, मंत्रालय ने देश भर में लगभग 3.5 लाख अजजा छात्रों को लाभान्वित करने वाले कुल 728 ईएमआरएसएस स्थापित करने का लक्ष्य रखा है। कर्नाटक के दक्षिण कन्नड़ जिले में ऐसा कोई ईएमआरएस स्वीकृत नहीं है क्योंकि दक्षिण कन्नड़ जिले का कोई भी ब्लॉक ऊपर उल्लिखित ईएमआरएस की स्थापना के लिए दोहरे मानदंडों को पूरा नहीं करता है। छत्तीसगढ़ के महासमुंद संसदीय निर्वाचन क्षेत्र में कुल चार धमतरी जिला (1), गरियाबंद जिला (2) और महासमुंद जिला (1) एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) स्वीकृत किए गए हैं और कार्यशील बताए गए हैं।

(ख): जनजातीय छात्रों के लिए गुणवत्तापूर्ण शिक्षा और समग्र विकास सुनिश्चित करने के लिए ईएमआरएस में निम्नलिखित सुविधाएं प्रदान की जा रही हैं: -

1. शैक्षिक अवसंरचना:

- आधुनिक शिक्षण सहायक सामग्री से सुसज्जित कक्षाएँ।
- विज्ञान और कंप्यूटर प्रयोगशालाएँ।

- विविध शिक्षण संसाधनों से युक्त पुस्तकालय।
- 2. **आवास एवं सुविधाएं:**
 - छात्रों और कर्मचारियों के लिए आवासीय सुविधाएं।
 - बिस्तर, फर्नीचर और स्वच्छता जैसी आवश्यक सुविधाओं के साथ लड़कों और लड़कियों के लिए अलग-अलग छात्रावास।
- 3. **खेल और पाठ्येतर सुविधाएं:**
 - खेल के मैदान और खेल उपकरण।
 - संगीत, कला और खेल जैसी पाठ्येतर गतिविधियों के लिए सुविधाएँ।
- 4. **स्वास्थ्य और पोषण:**
 - नियमित स्वास्थ्य जांच और चिकित्सा सुविधाएं।
- 5. **आईटी और डिजिटल लर्निंग:**
 - डिजिटल शिक्षा के लिए स्मार्ट कक्षाएँ।
 - इंटरनेट पहुंच के साथ कंप्यूटर लैब।
- 6. **व्यावसायिक प्रशिक्षण:**
 - रोजगार क्षमता बढ़ाने के लिए कौशल विकास और व्यावसायिक प्रशिक्षण कार्यक्रम।

इसके अलावा, ईएमआरएस की योजना का प्रबंधन और कार्यान्वयन करने के लिए इस मंत्रालय के तहत एक स्वायत्त निकाय, राष्ट्रीय आदिवासी छात्र शिक्षा समिति (एनईएसटीएस) ने शैक्षणिक प्रबंधन, मानसिक स्वास्थ्य, सुरक्षा, मानव संसाधन मामलों आदि के क्षेत्रों में उन्मुखीकरण के लिए देश भर से ईएमआरएस के सभी प्रधानाचार्यों को एक साथ लाने के लिए प्रिंसिपल कॉन्क्लेव का आयोजन किया है और इस सम्मेलन ने उनके ज्ञान और पेशेवर कौशल को समृद्ध किया है। एनईएसटीएस ने राज्य समितियों को आवासीय संस्कृति और शैक्षणिक लेन-देन के लिए शिक्षकों को प्रेरण प्रशिक्षण देने का अधिकार भी दिया है।

(ग): मंत्रालय एनईएसटीएस के माध्यम से अन्य सरकारी निकायों के साथ मिलकर कई पहलों को क्रियान्वित कर रहा है, ताकि आदिवासी छात्रों को पारंपरिक पाठ्यक्रम को बनाए रखते हुए डिजिटल और कौशल-आधारित शिक्षा तक पहुँच प्रदान की जा सके। इन पहलों में शामिल हैं:

i) जनजातीय स्कूलों में डिजिटल शिक्षा को बढ़ावा देने के लिए ईआरएनईटी, इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्रालय (एमईआईटीवाई) के साथ साझेदारी में डिजिटल बोर्ड से सुसज्जित स्मार्ट कक्षाओं की स्थापना।

ii) छात्रों को व्यावहारिक व्यावसायिक प्रशिक्षण और उद्योग-प्रासंगिक कौशल प्रदान करने के लिए कौशल विकास और उद्यमिता मंत्रालय (एमओएसडीई) के सहयोग से 200 ईएमआरएस में 400 कौशल प्रयोगशालाओं की स्थापना।

iii) पीएसीई-आईआईटी और मेडिकल के सहयोग से कक्षा 11 और 12 के छात्रों के अनुरूप रिकॉर्ड किए गए व्याख्यानों के साथ-साथ आईआईटी-जेईई और एनईईटी (नीट) के लिए ऑनलाइन कोचिंग सत्रों का प्रावधान। इसके अतिरिक्त, उच्च प्रदर्शन करने वाले और शैक्षणिक रूप से कमजोर छात्रों दोनों को सहायता प्रदान करने के लिए विशेष कक्षाएं और केंद्रित प्रशिक्षण मॉड्यूल प्रदान किए जाते हैं।

iv) व्यावसायिक शिक्षा सहित पाठ्यक्रम और पाठ्येतर शिक्षा को बढ़ाने के लिए एनसीईआरटी द्वारा एक समर्पित डीटीएच चैनल का आवंटन, दूरदराज के क्षेत्रों में छात्रों के लिए व्यापक पहुंच सुनिश्चित करना।

इसके अतिरिक्त, पारंपरिक पाठ्यक्रम को संरक्षित और बढ़ावा देने के लिए, भाषा अधिगम और सांस्कृतिक निरंतरता की सहायता करने हेतु कन्नड़ के लिए क्षेत्रीय भाषा शिक्षकों की भर्ती की गई है।

आदिवासी छात्रों के लिए समग्र शिक्षा और बेहतर अधिगम के परिणाम सुनिश्चित करने के लिए इन उपायों को आदिवासी क्षेत्रों में लागू किया जा रहा है, जिसमें कर्नाटक में दक्षिण कन्नड़ और छत्तीसगढ़ में गरियाबंद जिले को कवर करने वाला महासमुंद संसदीय निर्वाचन क्षेत्र शामिल है।

(घ): जनजातीय कार्य मंत्रालय देश भर में अनुसूचित जनजाति आबादी के बीच बुनियादी और उच्च शिक्षा को बढ़ावा देने और प्रोत्साहित करने के लिए निम्नलिखित छात्रवृत्ति योजनाएं क्रियान्वित कर रहा है: -

- i. अनुसूचित जनजाति के छात्रों के लिए मैट्रिक-पूर्व छात्रवृत्ति (कक्षा IX और X के लिए)
 - ii. अनुसूचित जनजाति के छात्रों के लिए मैट्रिकोत्तर छात्रवृत्ति (कक्षा XI और उससे ऊपर के लिए)
 - iii. अनुसूचित जनजाति के छात्रों की उच्चतर शिक्षा के लिए राष्ट्रीय छात्रवृत्ति योजना (जिसे पहले शीर्ष श्रेणी छात्रवृत्ति योजना के रूप में जाना जाता था): प्रबंधन, चिकित्सा, इंजीनियरिंग, सूचना प्रौद्योगिकी, कानून आदि जैसे पेशेवर क्षेत्रों में 265 शीर्ष श्रेणी के सरकारी और गैर-सरकारी संस्थानों में स्नातक/स्नातकोत्तर पाठ्यक्रम पूरा करने के लिए छात्रवृत्ति प्रदान की जाती है।
 - iv. अनुसूचित जनजाति के छात्रों की उच्च शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति योजना: भारत में एम.फिल या पीएचडी करने के लिए मेधावी अनुसूचित जनजाति के छात्रों को छात्रवृत्ति
 - v. अनुसूचित जनजाति के छात्रों के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति: विदेश में उच्च शिक्षा प्राप्त करने के लिए मेधावी अनुसूचित जनजाति (अजजा) छात्रों को छात्रवृत्ति दी जाती है।
- मैट्रिक-पूर्व और मैट्रिकोत्तर छात्रवृत्ति योजनाएं खुली (ओपन एंडेड) हैं और 2.5 लाख तक की आय वाले प्रत्येक अनुसूचित जनजाति के छात्र इन योजनाओं का लाभ उठा सकते हैं।

इसके अतिरिक्त, छात्रों को उच्च शिक्षा प्राप्त करने के लिए प्रोत्साहित करने के लिए, एकलव्य मॉडल आवासीय विद्यालयों (ईएमआरएस) में कक्षा 12 में अध्ययनरत छात्रों के लिए राष्ट्रीय स्तर की प्रवेश परीक्षाओं जैसे कि नीट, जेईई, सीएलएटी आदि के लिए आवेदन शुल्क को वहन करने के लिए राज्य समितियों को निर्देश जारी किए गए हैं। इन आवेदन शुल्कों का खर्च संबंधित राज्य ईएमआरएस समितियों द्वारा वहन किया जाएगा, जिससे छात्रों और उनके परिवारों पर वित्तीय बोझ कम होगा।

(ड): दिशा-निर्देशों के अनुसार, 50% से अधिक अनुसूचित जनजाति जनसंख्या और कम से कम 20,000 जनजातीय व्यक्तियों (जनगणना 2011 के अनुसार) वाले प्रत्येक ब्लॉक में ईएमआरएस स्थापित किए गए हैं। छत्तीसगढ़ के गरियाबंद जिले में, छुरा ब्लॉक में एक एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) को अनुच्छेद 275(1) के तहत 2015-16 में मंजूरी दी गई थी। इसके अतिरिक्त, जनजातीय कार्य मंत्रालय ने वित्तीय वर्ष 2020-21 में नई योजना के तहत मैपुर ब्लॉक में 01 ईएमआरएस को मंजूरी दी है। इन दोनों स्कूलों को राज्य सरकार द्वारा कार्यशील बनाया गया है।

**ENSURING STRICT ENFORCEMENT OF RERA FOR DELIVERY OF
HOUSES**

5507. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the total number of cases filed under the Real Estate (Regulation and Development) Act, 2016 (RERA) along with the number of cases resolved across the country during the last five years and the current year, year and State/UT-wise;
- (b) the total number of real estate developers currently registered under RERA along with the number of builders penalized for non-compliance across the country, State/UT-wise;
- (c) the average time taken for resolution of RERA cases and the nature of penalties imposed on the defaulting builders;
- (d) whether the Government is aware of rising complaints regarding project delays, fund mismanagement and non-delivery of units by the registered builders despite RERA provisions and if so, the details thereof along with the action taken thereon; and
- (e) the steps taken/being taken to strengthen RERA enforcement, ensure strict compliance by the builders and expedite case resolutions to protect the homebuyers by delivering their units?

**THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN
AFFAIRS (SHRI TOKHAN SAHU):**

(a) to (c): 'Land' and 'Colonization' are State subjects. However, by deriving the powers from concurrent list of seventh schedule of the Constitution of India, the Real Estate (Regulation and Development) Act, 2016 [RERA] was enacted by the Parliament to regulate the contractual relationship between homebuyers and promoters.

The data sought is not centrally maintained by Ministry of Housing and Urban Affairs. However, as per information received from the States/UTs, so far, more than 1.42 lakh real estate projects have been registered under RERA and more than 1.40 lakh complaints have been disposed by Real Estate Regulatory Authorities/Adjudicating Officers across the Country. The State-wise implementation details of RERA (as on 24th March 2024) are enclosed as **Statement**.

(d) and (e): As per Section 2 (g) of RERA, State Government is the 'Appropriate Government' for notifying the Rules and establishing Real Estate Regulatory Authority and Appellate Tribunal in the State. The State Government is empowered to take suitable action for ensuring that the Regulatory Authorities discharge their duties and functions as provided under RERA. Further, RERA empowers the Real Estate Regulatory Authority to take necessary action and impose penalties on promoters or revoke the project registration if the promoter violates the provision of the Act.

As per Section 41 of RERA, Central Advisory Council (CAC) has been constituted under the Chairmanship of Hon'ble Minister of Housing and Urban Affairs. The Council acts as a permanent institutional platform to discuss and deliberate all the matters related to RERA. The concerns raised by all the stakeholders, including homebuyers, are brought to the notice of respective

Appropriate Governments and Regulatory Authorities from time to time. Further, as per the directions of CAC, best practices of the States/Union Territories (UTs) related to effective implementation of RERA are shared by the Ministry with all the Real Estate Regulatory Authorities.

STATEMENT**Implementation Report since enactment of RERA**(As on 24th March 2025)

SI	State	General Rules	Establishment of Regulatory Authority	Establishment of Appellate Tribunal	Web site	Adjudicating Officer (A.O.)	Registration		Total no. of Cases disposed by Authority/ A.O.
							Projects	Agents	
1	Andhra Pradesh	Notified	Permanent	Permanent	Setup	Appointed	6075	238	359
2	Arunachal Pradesh	Notified	Interim	Not Established	Not Setup	Not Appointed	--	--	--
3	Assam	Notified	Permanent	Permanent	Setup	Appointed	991	80	206
4	Bihar	Notified	Permanent	Permanent	Setup	Not Appointed	1811	630	3922
5	Chhattisgarh	Notified	Permanent	Permanent	Setup	Appointed	1930	853	2598

SI	State	General Rules	Establishment of Regulatory Authority	Establishment of Appellate Tribunal	Web site	Adjudicating Officer (A.O.)	Registration		Total no. of Cases disposed by Authority/ A.O.
							Projects	Agents	
6	Goa	Notified	Permanent	Permanent	Setup	Appointed	1366	580	374
7	Gujarat	Notified	Permanent	Permanent	Setup	Appointed	15112	2897	6730
8	Haryana*	Notified	Permanent	Permanent	Setup	Appointed	1701	6737	22187
9	Himachal Pradesh	Notified	Permanent	Permanent	Setup	Appointed	224	139	134
10	Jharkhand	Notified	Permanent	Permanent	Setup	Appointed	1579	18	354
11	Karnataka	Notified	Permanent	Permanent	Setup	Appointed	7530	5592	8069
12	Kerala	Notified	Permanent	Permanent	Setup	Appointed	1613	748	1619
13	Madhya Pradesh	Notified	Permanent	Permanent	Setup	Appointed	5460	1508	5724
14	Maharashtra	Notified	Permanent	Permanent	Setup	Appointed	49061	49451	20581

SI	State	General Rules	Establishment of Regulatory Authority	Establishment of Appellate Tribunal	Web site	Adjudicating Officer (A.O.)	Registration		Total no. of Cases disposed by Authority/ A.O.
							Projects	Agents	
15	Manipur	Notified	Interim	Interim	Not Setup	Not Appointed	--	--	--
16	Meghalaya	Notified	Not Established	Not Established	Not Setup	Not Appointed	--	--	--
17	Mizoram	Notified	Interim	Not Established	Setup	Appointed	--	--	--
18	Nagaland	Not Notified	Not Established	Not Established	Not Setup	Not Appointed	--	--	--
19	Odisha	Notified	Permanent	Permanent	Setup	Appointed	1327	267	3987
20	Punjab	Notified	Permanent	Permanent	Setup	Appointed	1582	3425	3378
21	Rajasthan	Notified	Permanent	Permanent	Setup	Appointed	3448	10675	4094
22	Sikkim	Notified	Not Established	Not Established	Not Setup	Not Appointed	--	--	--
23	Tamil Nadu	Notified	Permanent	Permanent	Setup	Appointed	27216	2271	3490
24	Telangana	Notified	Permanent	Interim	Setup	Appointed	9178	3941	1222

SI	State	General Rules	Establishment of Regulatory Authority	Establishment of Appellate Tribunal	Web site	Adjudicating Officer (A.O.)	Registration		Total no. of Cases disposed by Authority/ A.O.
							Projects	Agents	
25	Tripura	Notified	Permanent	Interim	Setup	Appointed	178	6	0
26	Uttar Pradesh	Notified	Permanent	Permanent	Setup	Appointed	3828	6715	48515
27	Uttarakhand	Notified	Permanent	Permanent	Setup	Appointed	566	449	927
28	West Bengal	Notified	Permanent	Not Established	Setup	Not Appointed	167	118	51
Union Territories									
1	Andaman and Nicobar Island	Notified	Permanent	Permanent	Setup	Appointed	3	28	0
2	Chandigarh	Notified	Permanent	Permanent	Setup	Appointed	4	18	31
3	Dadraand Nagar Haveli and Daman	Notified	Permanent	Permanent	Setup	Appointed	226	4	907

SI	State	General Rules	Establishment of Regulatory Authority	Establishment of Appellate Tribunal	Web site	Adjudicating Officer (A.O.)	Registration		Total no. of Cases disposed by Authority/ A.O.
							Projects	Agents	
	and Diu								
4	NCT of Delhi	Notified	Permanent	Permanent	Setup	Appointed	108	844	921
5	Jammu and Kashmir	Notified	Interim	Not Established	Setup	Not Appointed	0	0	0
6	Ladakh	Notified	Not Established	Not Established	Not Setup	Not Appointed	--	--	--
7	Lakshadweep	Notified	Permanent	Permanent	Setup	Appointed	0	0	0
8	Puducherry	Notified	Interim	Permanent	Setup	Appointed	222	4	4
Total							1,42,506	98,236	1,40,384

SETTING UP OF FOOD PROCESSING UNITS BY ENTREPRENEURS**5508. SHRI SHRIRANG APPA CHANDU BARNE:****SHRIMATI BHARTI PARDHI:****SHRI KANWAR SINGH TANWAR:**

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

(a) whether the Central Government is planning to encourage entrepreneurs to set up of food processing units including a commitment to fast-track project approvals across the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b): In order to encourage entrepreneurs and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of related infrastructure through its Central Sector schemes namely Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored – Pradhan Mantri Formalization of Micro Food Processing Enterprises (PMFME) Scheme across the country. These schemes are not region or state specific but demand driven.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total outlay of Rs 5520 Cr for 15th Finance Commission Cycle. So far, MoFPI has sanctioned 1608 projects including 41 Mega food Parks, 394 Cold Chain

projects, 75 Agro-processing Clusters projects, 526 Food Processing Units, 61 Creation of Backward and Forward Linkages and 44 Operation Greens projects under corresponding component schemes of PMKSY across the country till 28th February, 2025.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore. A total of 1,27,758 micro food processing enterprises have been approved for assistance under PMFME in the country till 28th February, 2025.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores. So far, 171 proposals from 133 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in the country till 28th February, 2025.

In order to facilitate transparency and expediting the project proposals under the Schemes PMKSY and PLISFPI, applications / proposals are invited by issuing Expression of Interests (Eols) from time to time based on availability of funds, from all over the country. The proposals submitted by the applicants against Eol are evaluated based on the eligibility criteria mentioned in the extant applicable scheme guidelines. The projects are selected through the three tier appraisal system. After evaluation, based on merit, approvals are issued to the eligible proposals. For transparent and fast submission of applications, MoFPI has developed online portals for both the Schemes. Similarly, under PMFME

also, applications are processed online on a Portal from the submission of applications till the release of financial assistance.

AMRUT 2.0 IN KARNATAKA

5509. SHRI TEJASVI SURYA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of the projects implemented along with the funds allocated and utilised under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 during the last five years and the current year, year, project and State-wise, particularly in Karnataka; and

(b) whether the Government proposes to extend the term of the said mission and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 was launched on 01 October 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Rejuvenation of water bodies, development of green spaces and parks, etc are other components of the Mission. Under the scheme, States/ Union Territories (UTs) are empowered to select, design, approve, prioritise and implement the projects within the broad framework of AMRUT 2.0 guidelines. Ministry of Housing and Urban Affairs

(MoHUA) approves State Water Action Plans (SWAPs) under AMRUT 2.0 as per recommendation of State High Power Steering Committee (SHPSC) headed by Chief Secretary of the State/ UT.

Under AMRUT 2.0, central funds are allocated/ released to States/ UTs and not project-wise. States incur the expenditure as per progress of the approved projects.

Under AMRUT 2.0, so far, a total of 8,868 projects worth ₹1,89,087.31 crore (including Operations and Maintenance cost) have been approved by MoHUA. Out of the total allocated Central Assistance (CA) of ₹66,750 crore for projects, ₹12,511.94 crore have been released/sanctioned against which, utilization certificates (UC) worth ₹7,486.90 crore have been received.

In the State of Karnataka, a total of 684 projects worth ₹10,274.13 crore (including Operations and Maintenance cost) have been approved under AMRUT 2.0 which includes 227 water supply projects worth ₹9,589.65 crore, 203 water body rejuvenation projects worth ₹542.27 crore and 254 green space and park projects worth ₹142.21 crore.

The year-wise and State-wise details of central share allocated and released for projects and UCs received since the year 2021-22 including the State of Karnataka, is given in **Statement**.

The AMRUT 2.0 Mission is approved for implementation from financial year 2021-22 to 2025-26. There is no proposal, at present, to extend this Mission.

STATEMENT**STATE WISE STATUS OF CENTRAL SHARE RELEASED/ SANCTIONED FOR PROJECTS AND UTILISATION CERTIFICATES****RECEIVED UNDER AMRUT 2.0**

(₹in crore)

S. No.	State / UT	Committed Central Assistance for Projects	Central share released/ Sanctioned					UC Received				
			2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total	2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total
1	Andaman And Nicobar	36	0.00	0.00	0.00	5.51	5.51	0.00	0.00	0.00	0.00	0.00
2	Andhra Pradesh	2948	0.00	213.12	376.43	0.00	589.55	0.00	200.22	0.00	0.00	200.22
3	Arunachal Pradesh	226	0.00	0.00	29.50	0.00	29.50	0.00	0.00	0.00	0.00	0.00
4	Assam	775	0.00	56.65	0.00	89.09	145.74	0.00	17.89	0.00	0.00	17.89
5	Bihar	2628	0.00	0.00	400.00	10.77	410.77	0.00	0.00	0.00	0.00	0.00
6	Chandigarh	170	0.00	33.00	0.00	0.00	33.00	0.00	0.00	0.00	0.00	0.00
7	Chhattisgarh	1303	0.00	148.40	0.00	4.12	152.52	0.00	125.53	0.00	0.00	125.53

S. No.	State / UT	Committed Central Assistance for Projects	Central share released/ Sanctioned					UC Received				
			2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total	2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total
8	Dadra And Nagar Haveli and Daman And Diu	30	0.00	0.00	0.00	6.00	6.00	0.00	0.00	0.00	0.00	0.00
9	Delhi	2885	0.00	211.41	0.00	71.25	282.66	0.00	172.73	0.00	0.00	172.73
10	Goa	85	0.00	0.00	15.76	0.00	15.76	0.00	0.00	0.00	0.00	0.00
11	Gujarat	4512	0.00	602.73	0.00	702.74	1305.47	0.00	602.73	0.00	275.00	877.73
12	Haryana	1496	0.00	0.00	140.00	4.24	144.24	0.00	0.00	140.00	0.00	140.00
13	Himachal Pradesh	256	0.00	0.00	51.56	51.11	102.67	0.00	0.00	48.51	0.00	48.51
14	Jammu And Kashmir	867	0.00	158.60	0.00	0.00	158.60	0.00	0.00	0.00	0.00	0.00
15	Jharkhand	1183	98.23	6.29	0.00	82.92	187.44	8.23	0.00	0.00	0.00	8.23
16	Karnataka	4628	0.00	614.37	0.00	462.77	1077.14	0.00	614.37	0.00	278.91	893.28
17	Kerala	1374	0.00	148.	0.00	0.00	148.7	0.00	101.	0.00	0.00	101.

S. No.	State / UT	Committed Central Assistance for Projects	Central share released/ Sanctioned					UC Received				
			2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total	2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total
				74			4		36			36
18	Ladakh	128	0.00	11.70	0.00	0.00	11.70	0.00	0.00	0.00	0.00	0.00
19	Lakshadweep*	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Madhya Pradesh	4065	130.08	153.77	0.00	0.00	283.85	0.00	0.00	0.00	0.00	0.00
21	Maharashtra	9310	0.00	1140.68	0.00	911.28	2051.96	0.00	1140.68	0.00	373.36	1514.04
22	Manipur	170	0.00	0.60	16.45	0.00	17.05	0.00	0.00	0.00	0.00	0.00
23	Meghalaya	111	0.00	21.69	43.38	10.85	75.92	0.00	21.69	43.38	10.85	75.92
24	Mizoram	143	0.00	0.00	28.00	0.00	28.00	0.00	0.00	24.71	0.00	24.71
25	Nagaland	176	0.00	0.00	35.19	0.00	35.19	0.00	0.00	0.00	0.00	0.00
26	Odisha	1373	127.47	101.92	126.00	168.65	524.04	127.47	97.25	126.00	0.00	350.72
27	Puducherry	150	0.00	12.4	16.4	18.22	47.04	0.00	12.4	16.4	18.22	47.0

S. No.	State / UT	Committed Central Assistance for Projects	Central share released/ Sanctioned					UC Received				
			2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total	2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total
				2	0				2	0		4
28	Punjab	1836	0.00	254.69	0.00	0.00	254.69	0.00	0.00	0.00	0.00	0.00
29	Rajasthan	3552	0.00	95.53	213.75	386.17	695.45	0.00	95.53	202.54	0.00	298.06
30	Sikkim	40	0.00	0.00	3.62	4.38	8.00	0.00	0.00	3.62	0.00	3.62
31	Tamil Nadu	4942	0.00	398.13	447.73	769.07	1614.92	0.00	398.13	421.32	0.00	819.45
32	Telangana	2789	100.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
33	Tripura	157	0.00	18.42	46.51	14.18	79.11	0.00	18.42	36.84	0.00	55.26
34	Uttar Pradesh	8161	0.00	521.41	156.66	618.60	1296.68	0.00	521.41	156.66	579.06	1257.14
35	Uttarakhand	585	0.00	42.08	0.00	55.32	97.39	0.00	31.22	0.00	0.00	31.22
36	West Bengal	3658	0.00	495.65	0.00	0.00	495.65	0.00	424.25	0.00	0.00	424.25
Total		66750	455.	5461	2146	4447.23	1251	135.	4595	1219	1535.39	7486

S. No.	State / UT	Committed Central Assistance for Projects	Central share released/ Sanctioned					UC Received				
			2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total	2021 -22	2022 -23	2023 -24	2024-25 (upto 28.02.2025)	Total
			78	.99	.94		1.94	70	.83	.97		.90

* Lakshadweep has not taken up any project under AMRUT 2.0.

PRESERVATION OF TRIBAL CULTURE

5510. SHRIMATI MALVIKA DEVI:

Will the Minister of **TRIBAL AFFAIRS** be pleased to state:

- (a) the steps being taken by the Government to ensure that tribal culture and festivals are preserved;
- (b) whether there is any programme that encourages tribal communities to showcase their culture, languages and products and if so, the details thereof;
- (c) the number of times in a year the said programmes are organized to promote tribal culture and languages among the general public; and
- (d) the incentives or schemes introduced to support tribal communities in preserving and promoting their cultural heritage?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d): Ministry of Tribal Affairs, Government of India under the Centrally Sponsored scheme 'Support to Tribal Research Institutes (TRIs)' extends financial support to 29 Tribal Research Institutes (TRIs) in States/Union Territories (UTs) on the basis of the Annual Action Plan submitted by the States/UTs subject to the approval of the Apex Committee chaired by the Secretary, Ministry of Tribal Affairs. Under the Scheme, proposals relating to infrastructural needs, research and documentation activities and training and capacity building programmes, organization of tribal festivals, yatras for

promotion of unique cultural heritage and tourism and organisation of exchange visits by tribals are organised so that their cultural practices, languages and ritual are preserved and disseminated. TRIs are primarily institutions under the administrative control of the State Government/UT Administration. Under the scheme, following activities have been undertaken for the preservation of tribal culture:

1.Ministry has sanctioned 11 Tribal Freedom Fighters Museums in 10 states to acknowledge the heroic and patriotic deeds of tribal people and to exhibit rich tribal cultural heritage of the region. Other than these, Ethnographic Museum are also sanctioned to showcase rare artefacts, dresses, ornaments, weapons etc related to life and culture of various tribes.

2.Tribal Research Institutes organise different events like National Tribal Craft Mela, National/State Tribal Dance Festival, Art Competition, Workshop – cum – Exhibition on Tribal paintings and state-level tribal poet and writers meet. Further Ministry provides funds to organize tribal fairs and festivals, festivals like "Medaram Jathara" undertaken by the Koya Tribe of Telangana, Hornbill Festival of Nagaland, Sarhul Festival of Jharkhand, Lokotsav of Goa and Pawl Kut festival of Mizoram, etc.

3.Research studies/publication of books/documentation including audio visual documentaries for promotion of rich tribal cultural heritage which includes preservation of tribal languages.

4. Research and documentation of Indigenous practices by tribal healers and medicinal plants, Adivasi Languages, agriculture system, dances and paintings, organization of literary festivals, publication of books written by tribal writers/authors, translation works and literature competitions, etc. Preparing Bilingual Dictionaries, Trilingual Proficiency Modules, Primers for students of Class I, II and III in tribal languages under Multi-Lingual Education (MLE) Intervention in the line of New Education Policy 2020. Publishing Varnamala, local rhymes, and stories in tribal languages. Publishing books, journals on different tribal languages to promote tribal literature. Documenting folklore, and folktales of different tribes for preservation and promotion of tribal folk tradition. Collecting oral literature (songs, riddles, ballads etc.)

5. Ministry has developed a searchable digital repository where all research papers, books, reports and documents, folks' songs, photos/videos are uploaded. The repositories can be visited at <https://repository.tribal.gov.in/> (Tribal Digital Document Repository)

6. Government of India has declared 15th November as Janjatiya Gaurav Divas to honour all the tribal freedom fighters to remember and acknowledge their contribution to the freedom struggle and cultural heritage, and to re-energize the efforts for the socio-economic development of the tribal regions. The Ministry of Tribal Affairs along with other central ministries, state governments, and other institutions are celebrating the glorious history of its tribal people, culture, and achievements since 2021.

7. Development of bilingual Primers for the preservation of tribal languages and enhancement of learning achievement levels amongst the Scheduled Tribe Students. Many language primers have been developed by various State Governments.

8. Tribal cultural exchange programmes including tribal women SHGs

9. TRIFED also organizes Adi Mahotsav festival at National level and State level and Tribal Artisan Melas (TAMs) to identify new artisans and new products at the sourcing level in States/Districts/Villages for expanding the tribal producers base.

Moreover, the Ministry of Culture is the nodal Ministry for the promotion of culture including tribal culture as part of its larger mandate for protection and preservation of India's diverse culture. To protect, promote and preserve various forms of folk art and culture including tribal culture throughout the country, the Ministry of Culture has set up seven Zonal Cultural Centres (ZCCs) in the country during 1985-86 with headquarters at Patiala, Nagpur, Udaipur, Prayagraj, Kolkata, Dimapur and Thanjavur. Various festivals like Hornbill Festival, Octave, Tribal Dance Festival, Adi Bimb, Adi Sapta Pallav, Adi Lok Rang, Adiwasi Mahotsav, Rashtriya Sanskriti Mahotsavs etc. are organised through Zonal Cultural Centres (ZCCs) of Ministry of Culture to promote and preserve the tribal culture.

Further, Ministry of Tribal Affairs is implementing "Pradhan Mantri Janjatiya Vikas Mission" (PMJVM) scheme through TRIFED to preserve and

promote tribal art, culture and handicrafts and for socio-economic development of tribal communities across the country. TRIFED organizes “Aadi Mahotsav” annually at Delhi to showcase tribal products at the national level. TRIFED undertakes retail marketing of tribal products through its TRIBES India Outlets and E-Commerce platforms. It also organizes Exhibitions like Aadi Bazaar, Aadi Chitra etc at various parts of the country. Further, under the scheme of Pradhan Mantri Janjatiya Vikas Mission (PMJVM), TRIFED undertakes empanelment of tribal artisan and procurement of various tribal products from them for generating livelihood opportunities for tribal communities.

Furthermore, Ministry of Tribal Affairs is implementing the Central Sector Scheme ‘Tribal Research Information, Education, Communication and Events (TRI-ECE)’ which aims at promotion of rich tribal cultural heritage, dissemination of information and creation of awareness, including organization of tribal craft and food festivals, sports, music, dance and photo competitions, science, art and craft expos, workshops, seminars, production of documentary films by the Ministry and States, bringing out publications highlighting significant studies, documenting historical facets of tribal communities, achievements of Ministry of Tribal Affairs (MoTA) and State Departments besides other necessary publicity at regular intervals.

DEVELOPMENT OF URBAN INFRASTRUCTURE IN CHANDIGARH

5511. SHRI MANISH TEWARI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the status of the infrastructure projects specifically sanctioned for the city of Chandigarh and the current stage of implementation of these projects between 1st June 2015 and 15th March 2025;

(b) whether the Government acknowledges the growing deficit in urban infrastructure across the country and if so, the details thereof;

(c) the manner in which the Government is planning to address the alarming gap in urban infrastructure;

(d) the details of the total funds allocated for urban infrastructure development along with their utilization across the country between 1st June 2015 and 15th March 2025, year and State/UT-wise;

(e) the number of urban infrastructure projects sanctioned, delayed and completed under various central schemes during the said period State/UT-wise; and

(f) the major challenges faced in the timely disbursement of funds and completion of such projects?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (f): As per the provisions of Article 243 W of the Constitution, in conjunction with the Seventh and Twelfth Schedules, matters relating to urban development fall within the purview of States/ Urban Local Bodies (ULBs).

However, Ministry of Housing and Urban Affairs (MoHUA) provides programmatic support to the States/ Union Territories (UTs) in their urban development agenda through its flagship Missions/ Programmes viz. Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0, Swachh Bharat Mission- Urban (SBM-U) and SBM-U 2.0, Smart Cities Mission (SCM), Urban Transport (UT), etc. These missions/ schemes/ projects are implemented by the States/UTs in accordance with the mission guidelines to improve the ease of living in cities and towns covered under these missions. Central Assistance (CA) is sanctioned/ released to the State Governments/UTs as per mission guidelines.

The growing urban infrastructure requirements are financed through budgetary support, supplemented by private sources of finance including Public Private Partnership (PPP). In order to ensure that urban infrastructure projects are adequately funded without over-reliance on limited Government resources, the PPP as a means of financing urban infrastructure has been covered under all the mission guidelines.

AMRUT and AMRUT 2.0:

Under AMRUT, Chandigarh has grounded 12 projects of ₹57.41 crore which include 07 water supply projects of ₹35.87 crore, 02 sewerage/septage management projects of ₹20.2 crore and 03 green spaces and park projects of ₹1.34 crore. All 12 projects have been completed.

Under AMRUT 2.0 so far, 06 projects of ₹175.94 crore have been approved by MoHUA in Chandigarh which include 02 water supply projects of ₹60 crore and 04 sewerage/septage management projects of ₹115.94 crore. Contract has been awarded for 04 projects of ₹105.68 crore of which 01 project of ₹2.35 crore has been completed. Total works of ₹31.83 crore have been physically completed.

The details of funds allocated, released and Utilization Certificates (Ucs), State-wise, under AMRUT are given in **Statement-I** and status of implementation of projects, State-wise, is given in **Statement-II**.

Under AMRUT 2.0, a total of 8,868 projects of ₹1,89,087.31 crore have been approved by MoHUA. As reported by States/Uts on AMRUT 2.0 portal, contracts for 5,622 projects of ₹97,836.45 crore have been awarded so far (**Statement-III**). The year-wise and State-wise details of CA released for projects and Ucs received since the year 2021-22 (AMRUT 2.0 was launched in October, 2021) is given in **Statement-IV**.

SCM:

SCM was launched on 25.06.2015. The Central Government has a total outlay of ₹48,000 crore for the 100 cities covered under SCM. The State/UT wise details of cities selected and central financial assistance claimed by them, since inception of the Mission, are at **Statement-V**.

As apprised by the Chandigarh smart city, a total of 97 projects amounting to ₹2,694 crore have been taken under SCM, out of which, 96 projects (89% of total projects) amounting to ₹2,692 crore have been completed.

As on 04.03.2025, under SCM, of a total 8,063 projects amounting to ₹1,64,545 crore, 7,504 projects (i.e. 93% of total projects) amounting to ₹1,50,306 crore have been completed. State/ UT-wise/ City-wise Progress of Projects of 100 Smart Cities since inception of the Mission, are at **Statement-VI**.

As apprised by the cities covered under SCM, the challenges encountered in implementing projects include, inter alia, legal issues, delay in obtaining clearances from different departments, land acquisition, construction in hilly areas, challenges in vendor and resource availability in small and medium cities, centralization of decision making in few cities, utilization of full capacity of Integrated Command and Control Centers (ICCCs) with integration of all municipal departments and agencies, frequent changing and dropping of projects.

SBM-U and SBM-U 2.0:

SBM-U 2.0 was launched on October 1, 2021 for a period of five years with a vision of achieving safe sanitation and scientific management of all fractions of waste including safe disposal in scientific landfills, legacy dumpsite remediation through 100% source segregation, door to door collection, setting up of waste processing facilities.

Under SBM-U funds are released for toilet construction, municipal solid waste management, capacity building initiatives, Information, Education and Communication (IEC) and behavioral change campaigns and creating necessary infrastructure for filling gaps in waste processing capacities.

Under SBM-U, 6,117 Individual Household Latrine (IHHL) units against mission target 4,282 units and 2,512 community and public toilets seats have been constructed against mission target 976 seats in the UT of Chandigarh. As reported by UT of Chandigarh, 100 % wards have 100% door-to-door-collection, 100 % wards have 100% segregation of municipal solid waste. Out of total waste generated i.e. 471 MT/D, the 100 % is processed in UT of Chandigarh. The State/UT wise details of funds allocated and claimed under SBM-U and SBM-U 2.0 including Chandigarh are at **Statement-VII** and **Statement-VIII**, respectively.

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
1	Aand N Islands	10.82	10.82	0.00	0.64	0.72	0.81	4.32	0.00	4.32	0.00	0.00	0.00	10.81
2	Andhra Pradesh	2890.17	1056.62	60.08	70.32	397.9 0	91.39	246.6 9	0.00	0.00	76.37	107.1 3	0.00	1049. 89
3	Arunachal Pradesh	140.25	126.22	7.37	8.40	0.00	9.48	17.63	0.00	56.44	0.00	0.00	17.37	116.6 9
4	Assam	657.14	591.42	3.07	70.16	0.00	0.00	0.00	0.00	179.6 4	258.8 4	0.00	0.00	511.7 1
5	Bihar	2469.77	1164.8	66.42	77.52	89.02	136.9 8	0.00	685.9 3	0.00	0.00	90.28	0.00	1146. 15
6	Chandigarh	95.07	54.09	0.00	6.61	4.21	16.13	26.31	0.00	0.00	0.00	0.00	0.00	53.26

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
7	Chhattisgarh	2192.76	1009.74	55.29	61.72	84.94	205.9 5	145.6 7	415.5 5	0.00	0.00	0.00	0.00	969.1 2
8	Dadra and Nagar Haveli	10.82	10.82	0.68	0.72	0.00	0.76	4.27	0.00	4.16	0.00	0.00	0.00	10.59
	Daman and Diu	18.03	18.03	0.00	0.00	2.06	1.54	0.00	0.00	0.00	0.00	0.00	14.43	18.03
9	Delhi	802.31	802.31	44.61	53.15	62.70	0.00	151.5 5	0.00	206.2 0	0.00	155.5 3	0.00	673.7 4
10	Goa	209.18	104.58	5.94	6.96	8.01	0.00	0.00	0.00	0.00	0.00	41.84	0.00	62.75
11	Gujarat	4884.42	2069.96	112.8 6	119.8 4	181.3 0	104.7 8	1074. 58	0.00	73.60	0.00	300.0 0	0.00	1966. 96

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
12	Haryana	2565.74	764.51	43.80	50.88	58.22	0.00	289.7 1	147.1 8	147.1 8	0.00	9.43	0.00	746.3 9
13	Himachal Pradesh	304.52	274.07	15.88	18.24	20.69	30.58	60.23	56.73	66.71	0.00	0.00	0.00	269.0 6
14	Jammu and Kashmir	513.13	500.62	30.77	35.52	198.8 6	0.00	116.9 5	0.00	95.64	0.00	0.00	0.00	477.7 4
15	Ladakh	79.92	79.19					37.40	0.00	0.00	0.00	1.80	0.00	39.20
16	Jharkhand	1245.74	566.17	27.59	33.16	52.48	84.00	135.2 2	109.6 2	109.6 2	0.00	0.00	0.00	551.6 9
17	Karnataka	4952.87	2318.79	118.4	154.3	325.0	544.0	710.5	280.5	125.9	0.00	0.00	0.00	2258.

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
				6	2	9	1	4	0	3				85
18	Kerala	2359.38	1161.2	57.60	77.28	97.36	0.00	194.7 4	399.2 5	119.6 2	0.00	207.2 3	0.00	1153. 08
19	Lakshadweep	3.61	3.61	0.00	0.38	0.35	0.00	0.70	0.41	0.41	0.00	0.00	0.00	2.25
20	Madhya Pradesh	6200.67	2592.86	134.4 1	172.5 6	211.6 1	952.7 1	925.0 0	0.00	100.7 6	0.00	0.00	0.00	2497. 05
21	Maharashtra	7759.32	3534.08	182.9 8	235.2 0	288.6 3	825.7 1	0.00	1243. 73	330.0 0	0.00	0.00	249.9 4	3356. 19
22	Manipur	180.31	162.28	9.26	10.80	12.40	63.75	0.00	66.07	0.00	0.00	0.00	0.00	162.2 8

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
23	Meghalaya	80.14	72.12	4.11	4.80	0.00	0.00	0.00	0.00	22.69	39.42	0.00	0.00	71.02
24	Mizoram	140.25	126.22	7.30	8.40	9.54	49.21	0.00	45.27	0.00	0.00	5.65	0.00	125.3 7
25	Nagaland	120.22	108.19	6.29	7.20	0.00	8.14	12.03	0.00	43.52	0.00	30.69	0.00	107.8 7
26	Odisha	1598.96	796.97	45.63	53.04	295.4 8	78.25	312.8 3	0.00	0.00	0.00	0.00	0.00	785.2 3
27	Puducherry	64.91	64.91	3.79	4.32	4.87	0.00	12.73	9.19	9.19	19.66	0.00	0.00	63.75
28	Punjab	2766.62	1204.47	63.77	80.16	0.00	96.96	0.00	121.4 4	623.5 7	0.00	204.8 7	0.00	1190. 77

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
29	Rajasthan	3223.94	1541.95	91.90	105.2 2	111.2 7	419.1 3	143.9 1	586.5 4	0.00	0.00	53.26	0.00	1511. 23
30	Sikkim	40.06	36.06	2.42	2.40	2.39	0.00	5.30	0.00	18.55	0.00	2.97	0.00	34.03
31	Tamil Nadu	11194.78	4756.58	274.4 8	316.5 6	360.2 7	735.4 3	377.1 6	278.8 4	1454. 55	0.00	828.9 5	0.00	4626. 24
32	Telangana	1666.26	832.6	40.85	55.44	70.23	135.4 9	178.8 2	350.7 0	0.00	0.00	0.00	0.00	831.5 3
33	Tripura	148.25	133.43	6.59	8.88	11.21	0.00	0.00	26.21	79.58	0.00	0.00	0.00	132.4 7
34	Uttar Pradesh	11421.67	4922.46	281.8	327.6	375.0	260.0	226.0	964.3	1418.	566.8	460.2	0.00	4880.

STATEMENT-I**State-Wise Status of Funds Released Under AMRUT**

(Figures in ₹ crore)

S. NO	State / UT	Approved SAAP Size	Committe d CA	Financial year										Total
				2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	
				1	0	8	0	3	7	72	8	1		70
35	Uttarakhand	593.02	533.72	26.74	35.52	44.49	42.74	122.0	113.3	147.0	0.00	0.00	0.00	531.9
								1	9	2				2
36	West Bengal	4035	1929.32	110.4	128.4	146.9	445.1	153.3	245.8	675.2	0.00	0.00	0.00	1905.
				9	0	8	4	0	2	6				39
	Total	77640.02	36035.79	1943.	2402.	3528.	5339.	5685.	6146.	6112.	961.1	2499.	281.7	34900
			*	24	32	36	07	63	74	88	7	83	4	.97

*Changed to ₹36,035.79 crore from ₹35,990 crore as committed CA of Jand K UT and Ladakh UT got revised to 100% post bifurcation of erstwhile Jand K state.

STATEMENT-I**State-Wise Status of Utilization Certificates (UCs) Under AMRUT**

(Figures in ₹ crore)

S. N O	State / UT	Financial year										Total
		2015- 16	2016- 17	2017- 18	2018- 19	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	
1	Andaman and Nicobar Islands	0.00	0.64	0.72	0.81	4.32	0.00	0.00	0.00	0.00		6.49
2	Andhra Pradesh	60.08	70.32	397.90	91.39	246.69	0.00	0.00	76.37	0.00		942.76
3	Arunachal Pradesh	7.37	8.40	0.00	9.48	17.63	0.00	56.44	0.00	0.00		99.32
4	Assam	3.07	70.16	0.00	0.00	0.00	0.00	179.64	204.80	0.00		457.67
5	Bihar	66.42	77.52	89.02	136.98	0.00	685.93	0.00	0.00	0.00		1055.87
6	Chandigarh	0.00	6.61	4.21	16.13	25.45	0.00	0.00	0.00	0.00		52.40
7	Chhattisgarh	55.29	61.72	84.94	205.95	145.67	402.08	0.00	0.00	0.00		955.65
8	Dadra and Nagar	0.68	0.72	0.00	0.76	4.27	0.00	4.16	0.00	0.00		10.59

STATEMENT-I**State-Wise Status of Utilization Certificates (UCs) Under AMRUT**

(Figures in ₹ crore)

S. N O	State / UT	Financial year										Total
		2015- 16	2016- 17	2017- 18	2018- 19	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	
	Haveli											
	Daman and Diu	0.00	0.00	2.06	1.54	0.00	0.00	0.00	0.00	0.00	9.32	12.92
9	Delhi	44.61	53.15	62.70	0.00	151.55	0.00	205.34	0.00	0.00		517.35
10	Goa	5.94	6.96	8.01	0.00	0.00	0.00	0.00	0.00	41.84		62.75
11	Gujarat	112.86	119.84	181.30	104.78	1074.5 8	0.00	73.60	0.00	300.00		1966.96
12	Haryana	43.80	50.88	58.22	0.00	289.71	147.18	147.18	0.00	0.00		736.97
13	Himachal Pradesh	15.88	18.24	20.69	30.58	60.23	56.73	53.38	0.00	0.00		255.73
14	Jammu and Kashmir	30.77	35.52	198.86	0.00	93.24	0.00	0.00	0.00	0.00		358.39

STATEMENT-I**State-Wise Status of Utilization Certificates (UCs) Under AMRUT**

(Figures in ₹ crore)

S. N O	State / UT	Financial year										Total
		2015- 16	2016- 17	2017- 18	2018- 19	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	
15	Ladakh		0.00	0.00	0.00	33.21	0.00		0.00	0.00		33.21
16	Jharkhand	27.59	33.16	52.48	84.00	135.22	89.83	0.00	0.00	0.00		422.28
17	Karnataka	118.46	154.32	325.09	544.01	710.54	280.50	105.86	0.00	0.00		2238.78
18	Kerala	57.60	77.28	97.36	0.00	194.74	399.25	119.62	0.00	19.70		965.55
19	Lakshadweep	0.00	0.38	0.35	0.00	0.70	0.41	0.27	0.00	0.00		2.11
20	Madhya Pradesh	134.41	172.56	211.61	952.71	925.00	0.00	100.76	0.00	0.00		2497.05
21	Maharashtra	182.98	235.20	288.63	825.71	0.00	1243.7 3	288.76	0.00	0.00		3065.01
22	Manipur	9.26	10.75	12.34	63.75	0.00	65.81	0.00	0.00	0.00		161.91

STATEMENT-I**State-Wise Status of Utilization Certificates (UCs) Under AMRUT**

(Figures in ₹ crore)

S. N O	State / UT	Financial year										Total
		2015- 16	2016- 17	2017- 18	2018- 19	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	
23	Meghalaya	4.11	4.80	0.00	0.00	0.00	0.00	22.69	0.00	0.00		31.60
24	Mizoram	7.30	8.40	9.54	49.21	0.00	45.27	0.00	0.00	0.00		119.72
25	Nagaland	6.29	7.20	0.00	8.14	12.03	0.00	43.52	0.00	0.00		77.18
26	Odisha	45.63	53.04	295.48	78.25	312.83	0.00	0.00	0.00	0.00		785.23
27	Puducherry	3.79	4.32	4.87	0.00	12.73	9.19	7.06	11.42	0.00		53.38
28	Punjab	63.77	80.16	0.00	96.96	0.00	121.44	623.57	0.00	204.87		1190.77
29	Rajasthan	91.90	105.22	111.27	419.13	143.91	585.52	0.00	0.00	0.00		1456.95
30	Sikkim	2.42	2.40	2.39	0.00	5.30	0.00	18.55	0.00	0.00		31.06
31	Tamil Nadu	274.48	316.56	360.27	735.43	377.16	278.84	1454.5	0.00	600.00		4397.29

STATEMENT-I**State-Wise Status of Utilization Certificates (UCs) Under AMRUT**

(Figures in ₹ crore)

S. N O	State / UT	Financial year										Total
		2015- 16	2016- 17	2017- 18	2018- 19	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	
								5				
32	Telangana	40.85	55.44	70.23	135.49	178.82	325.39	0.00	0.00	0.00		806.21
33	Tripura	6.59	8.88	11.21	0.00	0.00	26.21	79.58	0.00	0.00		132.47
34	Uttar Pradesh	281.81	327.60	375.08	260.00	226.03	964.37	1418.7 2	566.88	1.26		4421.75
35	Uttarakhand	26.74	35.52	44.49	42.74	122.01	113.39	76.18	0.00	0.00		461.07
36	West Bengal	110.49	128.40	146.98	445.14	153.30	245.82	376.36	0.00	0.00		1606.49
Total		1943.2 4	2402.2 7	3528.3 0	5339.0 8	5656.8 7	6086.9 0	5455.8 0	859.47	1167.6 7	9.32	32448.9 0

<u>STATEMENT-II</u>									
<u>State-Wise Details of Projects Under AMRUT</u>									
S. No	State/UTs	Work Completed		At Implementation Stage			Total		
		No	Amount (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)
1	Andaman and Nicobar Islands	78	10.46	1	0.44	0.26	79	10.90	10.72
2	Andhra Pradesh	149	1248.58	77	2085.18	1492.30	226	3333.76	2740.88
3	Arunachal Pradesh	10	91.73	1	38.08	26.66	11	129.81	118.39
4	Assam	13	15.98	4	609.73	577.25	17	625.71	593.23
5	Bihar	62	2196.22	3	379.50	292.75	65	2575.72	2488.97
6	Chandigarh	12	57.41				12	57.41	57.41
7	Chhattisgarh	299	2253.50	9	207.17	194.00	308	2460.67	2447.50

S. No	<u>STATEMENT-II</u> <u>State-Wise Details of Projects Under AMRUT</u>								
	State/UTs	Work Completed		At Implementation Stage			Total		
		No	Amount (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)
8	Dadra and Nagar Haveli	2	41.45				2	41.45	41.45
9	Daman and Diu	3	25.98				3	25.98	25.98
10	Delhi	20	455.09	6	219.68	173.33	26	674.77	628.42
11	Goa	12	55.85	3	204.13	179.52	15	259.98	235.37
12	Gujarat	445	5107.60	6	58.36	51.45	451	5165.96	5159.05
13	Haryana	127	2062.02	9	857.97	731.35	136	2919.99	2793.37
14	Himachal Pradesh	72	287.27	3	17.24	16.63	75	304.51	303.90
15	Jammu and Kashmir	82	516.61	2	11.38	0.30	84	527.99	516.91
16	Jharkhand	42	220.90	17	1394.16	1041.83	59	1615.06	1262.73

S. No	<u>STATEMENT-II</u> <u>State-Wise Details of Projects Under AMRUT</u>								
	State/UTs	Work Completed		At Implementation Stage			Total		
		No	Amount (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)
17	Karnataka	394	4399.74	13	719.21	512.00	407	5118.95	4911.74
18	Kerala	1018	1766.67	92	772.03	549.00	1110	2538.70	2315.67
19	Ladakh	9	9.49	11	62.53	24.24	20	72.02	33.73
20	Lakshadweep	6	2.42				6	2.42	2.42
21	Madhya Pradesh	203	4645.16	13	2120.75	1760.39	216	6765.91	6405.55
22	Maharashtra	176	4871.65	32	3141.63	2671.49	208	8013.28	7543.14
23	Manipur	1	1.28	5	210.59	201.38	6	211.87	202.66
24	Meghalaya	13	74.53	2	7.12	6.94	15	81.65	81.47
25	Mizoram	14	130.58	2	9.67	3.10	16	140.25	133.68

S. No	<u>STATEMENT-II</u> <u>State-Wise Details of Projects Under AMRUT</u>								
	State/UTs	Work Completed		At Implementation Stage			Total		
		No	Amount (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)
26	Nagaland	21	64.38	6	62.58	56.98	27	126.96	121.36
27	Odisha	191	1714.42				191	1714.42	1714.42
28	Puducherry	20	42.66	3	21.44	20.89	23	64.10	63.55
29	Punjab	137	1163.43	26	1597.59	1262.84	163	2761.02	2426.27
30	Rajasthan	128	2462.84	16	1085.48	1020.22	144	3548.32	3483.06
31	Sikkim	75	37.53				75	37.53	37.53
32	Tamil Nadu	433	7810.68	12	5528.75	4826.92	445	13339.43	12637.60
33	Telangana	66	1663.08				66	1663.08	1663.08
34	Tripura	10	160.28				10	160.28	160.28

S. No	<u>STATEMENT-II</u> <u>State-Wise Details of Projects Under AMRUT</u>								
	State/UTs	Work Completed		At Implementation Stage			Total		
		No	Amount (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)	No	Amount (in ₹ Cr.)	Physical completion (in ₹ Cr.)
35	Uttar Pradesh	602	8279.91	68	3566.88	3194.68	670	11846.79	11474.59
36	Uttarakhand	143	511.69	7	78.94	70.90	150	590.63	582.59
37	West Bengal	459	3099.69	14	950.56	882.87	473	4050.25	3982.56
Grand Total		5547	57558.76	463	26018.77	21842.46	6010	83577.53	79401.22

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
		No.	Cost (in Cr.)	No .	Cost (in Cr.)	No .	Cost (in Cr.)	No .	Cost (in Cr.)	No .	Cost (in Cr.)	
1	Andaman and Nicobar Islands	1	34.90	1	5.39	1	5.39	1	5.39			0.00
2	Andhra Pradesh	552	8,517.69	403	5,784.81	297	3,337.16	250	2,637.71	68	140.22	439.66
3	Arunachal Pradesh	19	185.02	19	183.01	15	90.72	15	90.72	4	3.38	5.72
4	Assam	60	961.98	53	910.73	51	909.66	44	680.63			104.11
5	Bihar	64	8,481.14	13	2,432.77							0.00
6	Chandigarh	6	175.94	5	120.66	5	120.66	4	105.68	1	2.35	31.83
7	Chhattisgarh	76	3,308.1	38	2,675.0	37	2,472.1	29	1,356.5			305.20

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
			9		1		7		0			
8	Dadra And Nagar Haveli and Daman and Diu	1	63.47	1	63.47	1	63.47	1	63.47			41.26
9	Delhi	89	2,499.05	68	927.93	33	353.75	30	329.87	16	14.62	284.72
10	Goa	24	173.42	23	152.37	22	144.39	22	144.39			53.58
11	Gujarat	922	17,717.74	874	15,710.62	860	15,308.77	787	14,008.03	97	492.65	5,035.70
12	Haryana	57	1,727.36	57	1,385.51	56	1,347.13	54	1,278.09	1	0.40	561.42
13	Himachal Pradesh	49	321.66	49	289.57	48	280.07	42	225.47	5	1.34	91.16
14	Jammu And Kashmir	153	1,665.1	11	849.68	88	759.52	62	179.58	15	4.81	6.58

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
			1	8								
15	Jharkhand	113	4,202.5	10	1,880.5	10	1,876.5	78	1,069.0	22	27.75	76.43
			3	9	2	4	5		1			
16	Karnataka	684	10,274.	21	8,644.7	20	8,252.0	17	7,070.9			1,346.18
			13	4	7	5	2	1	3			
17	Kerala	740	3,743.4	63	2,439.2	41	1,812.5	35	1,151.0	43	26.74	530.36
			3	8	2	2	8	4	2			
18	Ladakh	3	195.05	1	3.00	1	3.00					0.00
19	Lakshadweep											
20	Madhya Pradesh	127	12,963.	10	10,597.	10	10,502.	93	5,340.9	16	47.18	808.22
		3	14	94	55	91	96	2	6	0		
21	Maharashtra	286	30,452.	22	21,865.	22	20,576.	20	18,116.			5,216.16

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
			90	8	38	2	42	1	85			
22	Manipur	32	155.73	23	10.54	21	10.29	21	10.29			1.70
23	Meghalaya	1	121.00	1	121.00	1	121.00	1	121.00			91.96
24	Mizoram	106	157.78	93	155.97	20	143.97	20	143.97			42.45
25	Nagaland	64	218.90	32	71.55	32	71.55	32	71.55			0.00
26	Odisha	348	3,940.9	33	3,081.9	32	3,021.5	29	2,570.9	77	558.64	1,659.26
			8	6	9	1	5	1	6			
27	Puducherry	19	189.68	17	183.01	17	183.01	11	153.09			55.58
28	Punjab	195	3,659.4	13	1,705.0	12	1,554.7	63	462.21			16.43
			7	9	4	6	0					
29	Rajasthan	321	10,823.	20	6,130.5	20	6,130.5	97	4,735.6	17	48.13	1,992.35
			72	0	1	0	1		5			

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
30	Sikkim	8	49.41	8	49.30	8	49.30	8	49.30	1	1.25	17.52
31	Tamil Nadu	127	14,687.	12	13,733.	12	13,731.	12	12,972.	56	433.17	5,891.50
		0	83	67	40	55	16	53	88	7		
32	Telangana	252	9,584.2	24	9,574.8	10	5,355.0	10	5,355.0			294.58
			6	9	2	7	5	7	5			
33	Tripura	18	191.53	18	172.65	18	172.65	17	170.84			119.43
34	Uttar Pradesh	655	26,758.	50	17,470.	48	16,974.	40	11,521.	7	51.89	3,867.87
			53	8	06	2	15	7	70			
35	Uttarakhand	19	263.04	11	165.17	10	159.41	10	159.41			60.22
36	West Bengal	388	10,621.	30	7,254.1	26	6,591.0	20	5,484.2	9	45.99	1,686.68
			59	4	9	8	9	7	6			
Total		886	1,89,08	72	1,36,80	64	1,22,48	56	97,836.	11	1,900.5	30,735.81

<u>STATEMENT-III</u>												
<u>AMRUT 2.0 State Wise Progress</u>												
#	State	Approved Projects		DPR Approved		NIT Issued		Contract Awarded		Completed		Work Physically Completed (in Cr.)
		8	7.31	12	1.17	35	5.78	22	45	10	0	

<u>STATEMENT-IV</u>												
<u>State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT 2.0</u>												
(Figures in ₹ crore)												
S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total	2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
1	Andaman And Nicobar	36	0.00	0.00	0.00	5.51	5.51	0.00	0.00	0.00	0.00	0.00
2	Andhra Pradesh	2948	0.00	213. 12	376. 43	0.00	589.5 5	0.00	200. 22	0.00	0.00	200. 22
3	Arunachal Pradesh	226	0.00	0.00	29.5 0	0.00	29.50	0.00	0.00	0.00	0.00	0.00
4	Assam	775	0.00	56.6 5	0.00	89.09	145.7 4	0.00	17.8 9	0.00	0.00	17.8 9

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
5	Bihar	2628	0.00	0.00	400. 00	10.77	410.7 7	0.00	0.00	0.00	0.00	0.00
6	Chandigarh	170	0.00	33.0 0	0.00	0.00	33.00	0.00	0.00	0.00	0.00	0.00
7	Chhattisgarh	1303	0.00	148. 40	0.00	4.12	152.5 2	0.00	125. 53	0.00	0.00	125. 53
8	Dadra And Nagar Haveli and Daman and Diu	30	0.00	0.00	0.00	6.00	6.00	0.00	0.00	0.00	0.00	0.00

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
9	Delhi	2885	0.00	211. 41	0.00	71.25	282.6 6	0.00	172. 73	0.00	0.00	172. 73
10	Goa	85	0.00	0.00	15.7 6	0.00	15.76	0.00	0.00	0.00	0.00	0.00
11	Gujarat	4512	0.00	602. 73	0.00	702.74	1305. 47	0.00	602. 73	0.00	275.00	877. 73
12	Haryana	1496	0.00	0.00	140. 00	4.24	144.2 4	0.00	0.00	140. 00	0.00	140. 00

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
13	Himachal Pradesh	256	0.00	0.00	51.5 6	51.11	102.6 7	0.00	0.00	48.5 1	0.00	48.5 1
14	Jammu And Kashmir	867	0.00	158. 60	0.00	0.00	158.6 0	0.00	0.00	0.00	0.00	0.00
15	Jharkhand	1183	98.2 3	6.29	0.00	82.92	187.4 4	8.23	0.00	0.00	0.00	8.23
16	Karnataka	4628	0.00	614. 37	0.00	462.77	1077. 14	0.00	614. 37	0.00	278.91	893. 28

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total	2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total
17	Kerala	1374	0.00	148.74	0.00	0.00	148.74	0.00	101.36	0.00	0.00	101.36
18	Ladakh	128	0.00	11.70	0.00	0.00	11.70	0.00	0.00	0.00	0.00	0.00
19	Lakshadweep*	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Madhya Pradesh	4065	130.08	153.77	0.00	0.00	283.85	0.00	0.00	0.00	0.00	0.00

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total	2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total
21	Maharashtra	9310	0.00	114 0.68	0.00	911.28	2051.96	0.00	114 0.68	0.00	373.36	1514.04
22	Manipur	170	0.00	0.60	16.45	0.00	17.05	0.00	0.00	0.00	0.00	0.00
23	Meghalaya	111	0.00	21.69	43.38	10.85	75.92	0.00	21.69	43.38	10.85	75.92
24	Mizoram	143	0.00	0.00	28.00	0.00	28.00	0.00	0.00	24.71	0.00	24.71

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
25	Nagaland	176	0.00	0.00	35.1 9	0.00	35.19	0.00	0.00	0.00	0.00	0.00
26	Odisha	1373	127. 47	101. 92	126. 00	168.65	524.0 4	127. 47	97.2 5	126. 00	0.00	350. 72
27	Puducherry	150	0.00	12.4 2	16.4 0	18.22	47.04	0.00	12.4 2	16.4 0	18.22	47.0 4
28	Punjab	1836	0.00	254. 69	0.00	0.00	254.6 9	0.00	0.00	0.00	0.00	0.00

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
29	Rajasthan	3552	0.00	95.5 3	213. 75	386.17	695.4 5	0.00	95.5 3	202. 54	0.00	298. 06
30	Sikkim	40	0.00	0.00	3.62	4.38	8.00	0.00	0.00	3.62	0.00	3.62
31	Tamil Nadu	4942	0.00	398. 13	447. 73	769.07	1614. 92	0.00	398. 13	421. 32	0.00	819. 45
32	Telangana	2789	100. 00	0.00	0.00	0.00	100.0 0	0.00	0.00	0.00	0.00	0.00

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.2025)	Total	202 1-22	202 2-23	202 3-24	2024-25 (upto 28.02.202 5)	Total
33	Tripura	157	0.00	18.4 2	46.5 1	14.18	79.11	0.00	18.4 2	36.8 4	0.00	55.2 6
34	Uttar Pradesh	8161	0.00	521. 41	156. 66	618.60	1296. 68	0.00	521. 41	156. 66	579.06	125 7.14
35	Uttarakhand	585	0.00	42.0 8	0.00	55.32	97.39	0.00	31.2 2	0.00	0.00	31.2 2
36	West Bengal	3658	0.00	495. 65	0.00	0.00	495.6 5	0.00	424. 25	0.00	0.00	424. 25

STATEMENT-IV**State Wise Status of Central Share Released/ Sanctioned for Projects and Utilization Certificates (UCs) Received Under AMRUT****2.0**

(Figures in ₹ crore)

S. No.	State / UT	Committed CA (Projects)	Central share released/ Sanctioned					UC Received				
			2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total	2021-22	2022-23	2023-24	2024-25 (upto 28.02.2025)	Total
Total		66750	455.78	5461.99	2146.94	4447.23	12511.94	135.70	4595.83	1219.97	1535.39	7486.90

*Lakshadweep has not taken up any project under AMRUT 2.0.

<u>STATEMENT-V</u> State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025) (Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Andaman and Nicobar Islands	245
Port Blair	245
Andhra Pradesh	1,984
Amaravati	560
Kakinada	490
Tirupati	392
Visakhapatnam	542
Arunachal Pradesh	978
Itanagar	488
Pasighat	490
Assam	490
Guwahati	490
Bihar	1,735
Bhagalpur	490
Biharsharif	376
Muzaffarpur	442
Patna	427

<u>STATEMENT-V</u>	
State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025)	
(Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Chandigarh	490
Chandigarh	490
Chattisgarh	1,352
Atal Nagar	488
Bilaspur	429
Raipur	435
Dadarand Nagar Haveli	392
Silvassa	392
Daman and Diu	386
Diu	386
Delhi	343
NDMC	343
Goa	441
Panaji	441
Gujarat	2,947
Ahmedabad	490
Dahod	417

<u>STATEMENT-V</u> State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025) (Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Gandhinagar	490
Rajkot	490
Surat	570
Vadodara	490
Haryana	980
Faridabad	490
Karnal	490
Himachal Pradesh	978
Dharamshala	490
Shimla	488
Jammu and Kashmir	856
Jammu	440
Srinagar	416
Jharkhand	490
Ranchi	490
Karnataka	3,507
Belagavi	490

<u>STATEMENT-V</u> State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025) (Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Bengaluru	488
Davanagere	490
Hubballi-Dharwad	606
Mangaluru	453
Shivamogga	490
Tumakuru	490
Kerala	993
Kochi	505
Thiruvananthapuram	488
Lakshadweep	183
Kavaratti	183
Madhya Pradesh	3,510
Bhopal	490
Gwalior	490
Indore	490
Jabalpur	490
Sagar	490

<u>STATEMENT-V</u>	
State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025)	
(Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Satna	490
Ujjain	570
Maharashtra	3,826
Amravati #	2
Aurangabad	490
Greater Mumbai #	2
Kalyan-Dombivali	490
Nagpur	453
Nashik	429
Pimpri-Chinchwad	490
Pune	490
Solapur	490
Thane	490
Manipur	352
Imphal	352
Meghalaya	490
Shillong	490

<u>STATEMENT-V</u> State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025) (Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Mizoram	490
Aizawl	490
Nagaland	490
Kohima	490
Odisha	988
Rourkela	490
Bhubaneshwar	498
Puducherry	415
Puducherry	415
Punjab	1,527
Amritsar	498
Jalandhar	444
Ludhiana	490
Sultanpur Lodhi *	95
Rajasthan	1,960
Ajmer	490
Jaipur	490

STATEMENT-V

State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025)

(Amount in ₹ crore)

State/UT	Total Central Financial Assistance claimed since inception of SCM
Kota	490
Udaipur	490
Sikkim	932
Gangtok	488
Namchi	444
Tamil Nadu	5,504
Chennai	602
Coimbatore	490
Dindigul #	2
Erode	490
Madurai	490
Salem	490
Thanjavur	490
Thoothukudi	490
Tiruchirappalli	490
Tirunelveli	490
Tiruppur	490

<u>STATEMENT-V</u> State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025) (Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Vellore	490
Telangana	806
Greater Warangal	377
Karimnagar	429
Tripura	541
Agartala	541
Uttar Pradesh	4,906
Agra	490
Aligarh	490
Bareilly	490
Ghaziabad #	2
Jhansi	490
Kanpur	490
Lucknow	490
Meerut/Raebareli #	2
Moradabad	490
Prayagraj	490

<u>STATEMENT-V</u>	
State/ UT-wise details of central financial assistance claimed since inception by cities selected under SCM (As on 4th March, 2025)	
(Amount in ₹ crore)	
State/UT	Total Central Financial Assistance claimed since inception of SCM
Rampur #	2
Saharanpur	490
Varanasi	490
Uttarakhand	536
Dehradun	536
West Bengal	496
Bidhannagar #	2
Durgapur #	2
Haldia #	2
New Town Kolkata	490
Grand Total	47,538

Note:

1.# stands for 'city not selected as smart city' (₹ 18 crore)

2. * stands for funds to Sultanpur Lodhi

STATEMENT-VI**State/UT-wise/City-wise Progress of Projects of 100 Smart Cities****(As on 4th March, 2025)**

(Amount in ₹ Crore)

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Andaman Nicobar Islands	18	511	7	40	11	472
Port Blair	18	511	7	40	11	472
Andhra Pradesh	280	6,589	235	5,661	45	928
Amaravati	19	903	14	746	5	157
Kakinada	92	1,908	80	1,731	12	177
Tirupati	104	2,083	79	1,611	25	472
Visakhapatnam	65	1,695	62	1,574	3	122
Arunachal Pradesh	75	1,032	55	615	20	417
Itanagar	32	521	22	378	10	143
Pasighat	43	512	33	237	10	275
Assam	21	755	19	722	2	32
Guwahati	21	755	19	722	2	32
Bihar	152	5,349	126	4,211	26	1,138
Bhagalpur	27	1,504	25	1,395	2	109
Biharsharif	61	1,449	52	1,143	9	306

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Muzaffarpur	30	966	22	626	8	340
Patna	34	1,430	27	1,046	7	383
Chandigarh	97	2,694	96	2,692	1	2
Chandigarh	97	2,694	96	2,692	1	2
Chhattisgarh	520	4,443	494	4,009	26	435
Atal Nagar	52	944	45	856	7	89
Bilaspur	126	1,765	115	1,529	11	236
Raipur	342	1,734	334	1,624	8	110
Dadra and Nagar Haveli	29	853	11	406	18	448
Silvassa	29	853	11	406	18	448
Daman and Diu	54	1,037	43	706	11	332
Diu	54	1,037	43	706	11	332
Delhi	129	1,034	120	874	9	160
NDMC	129	1,034	120	874	9	160
Goa	51	1,051	42	849	9	202
Panaji	51	1,051	42	849	9	202
Gujarat	354	11,451	345	11,019	9	432
Ahmedabad	70	2,655	69	2,626	1	29
Dahod	36	984	31	795	5	189

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Gandhinagar	43	1,046	41	836	2	210
Rajkot	71	2,184	70	2,179	1	5
Surat	82	2,638	82	2,638	-	-
Vadodara	52	1,943	52	1,943	-	-
Haryana	164	2,079	141	1,700	23	379
Faridabad	44	929	33	753	11	176
Karnal	120	1,150	108	947	12	202
Himachal Pradesh	291	1,552	265	1,206	26	346
Dharamshala	80	656	57	366	23	290
Shimla	211	896	208	840	3	56
Jammu and Kashmir	288	6,597	265	6,166	23	430
Jammu	127	2,969	118	2,779	9	190
Srinagar	161	3,627	147	3,387	14	240
Jharkhand	26	1,847	26	1,847	-	-
Ranchi	26	1,847	26	1,847	-	-
Karnataka	917	13,808	891	13,393	26	415
Belagavi	217	2,780	211	2,716	6	63
Bengaluru	57	1,050	56	1,031	1	19
Davanagere	128	1,976	125	1,933	3	43

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Hubballi-Dharwad	81	1,950	78	1,817	3	133
Mangaluru	105	2,573	93	2,425	12	149
Shivamogga	112	1,381	111	1,372	1	9
Tumakuru	217	2,099	217	2,099	-	-
Kerala	177	3,003	153	2,571	24	432
Kochi	98	1,761	87	1,567	11	194
Thiruvananthapuram	79	1,242	66	1,004	13	239
Lakshadweep	8	11	8	11	-	-
Kavaratti	8	11	8	11	-	-
Madhya Pradesh	788	15,070	758	14,410	30	661
Bhopal	82	2,791	82	2,791	-	-
Gwalior	83	1,572	76	1,367	7	205
Indore	232	3,759	231	3,751	1	7
Jabalpur	130	2,197	130	2,197	-	-
Sagar	80	1,782	77	1,659	3	123
Satna	86	1,357	71	1,098	15	259
Ujjain	95	1,613	91	1,547	4	66
Maharashtra	348	17,044	324	15,146	24	1,898
Aurangabad	47	2,835	44	2,623	3	213

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Kalyan-Dombivali	19	1,245	15	716	4	529
Nagpur	47	1,768	38	1,508	9	260
Nashik	54	3,197	50	2,986	4	211
Pimpri-Chinchwad	25	1,304	24	1,172	1	132
Pune	55	3,333	55	3,333	-	-
Solapur	49	1,651	48	1,407	1	244
Thane	52	1,712	50	1,402	2	310
Manipur	27	513	19	247	8	266
Imphal	27	513	19	247	8	266
Meghalaya	13	517	10	453	3	64
Shillong	13	517	10	453	3	64
Mizoram	45	508	32	278	13	230
Aizawl	45	508	32	278	13	230
Nagaland	40	689	38	591	2	98
Kohima	40	689	38	591	2	98
Odisha	107	3,589	104	3,427	3	162
Bhubaneswar	32	2,072	31	2,057	1	15
Rourkela	75	1,517	73	1,370	2	147
Puducherry	80	595	67	312	13	283

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Puducherry	80	595	67	312	13	283
Punjab	205	4,450	179	3,969	26	481
Amritsar	44	1,911	39	1,759	5	152
Jalandhar	80	1,197	71	975	9	222
Ludhiana	81	1,342	69	1,235	12	108
Rajasthan	579	8,640	566	8,368	13	272
Ajmer	179	2,224	174	2,166	5	58
Jaipur	170	2,545	165	2,369	5	177
Kota	87	2,154	84	2,116	3	38
Udaipur	143	1,717	143	1,717	-	-
Sikkim	54	1,660	46	1,423	8	237
Gangtok	28	743	23	652	5	91
Namchi	26	917	23	771	3	146
Tamil Nadu	730	17,954	717	17,626	13	328
Chennai	49	1,104	48	1,097	1	7
Coimbatore	72	1,455	72	1,455	-	-
Erode	55	1,304	55	1,304	-	-
Madurai	16	1,900	16	1,900	-	-
Salem	114	1,861	114	1,861	-	-

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Thanjavur	103	996	101	974	2	23
Thoothukudi	75	1,038	75	1,038	-	-
Tiruchirappalli	83	1,548	79	1,315	4	233
Tirunelveli	82	1,819	80	1,806	2	13
Tiruppur	28	2,833	26	2,796	2	37
Vellore	53	2,096	51	2,081	2	15
Telangana	169	2,918	108	2,249	61	669
Greater Warangal	119	1,800	72	1,364	47	436
Karimnagar	50	1,117	36	884	14	233
Tripura	77	808	74	761	3	46
Agartala	77	808	74	761	3	46
Uttar Pradesh	891	21,145	868	20,423	23	722
Agra	62	2,369	62	2,369	-	-
Aligarh	52	1,830	47	1,600	5	230
Bareilly	88	1,476	88	1,476	-	-
Jhansi	78	1,868	78	1,868	-	-
Kanpur	91	3,060	89	3,000	2	60
Lucknow	103	2,126	102	2,115	1	11
Moradabad	41	1,461	39	1,425	2	35

State/ City	Total		Completed		Ongoing	
	Project	Amount	Project	Amount	Project	Amount
Prayagraj	144	2,326	142	2,262	2	64
Saharanpur	115	1,287	104	966	11	321
Varanasi	117	3,342	117	3,342	-	-
Uttarakhand	33	1,144	32	939	1	204
Dehradun	33	1,144	32	939	1	204
West Bengal	226	1,604	220	987	6	618
New Town Kolkata	226	1,604	220	987	6	618
Total	8,063	1,64,545	7,504	1,50,306	559	14,239

STATEMENT-VII

State/UT wise details of funds allocated and claimed under SBM-U (2014 to 2021)

(Amount in ₹ crore)

Sl. No.	State/UT	Mission Allocation	Funds Claimed
1	Aand N Islands	3.52	1.69
2	Andhra Pradesh	571.33	567.36
3	Arunachal Pradesh	36.28	36.04
4	Assam	244.30	207.49

5	Bihar	556.68	385.95
6	Chandigarh	28.02	36.37
7	Chhattisgarh	357.85	357.85
8	Dadra and Nagar Haveli	4.13	0.92
9	Daman and Diu	2.58	0.66
10	Delhi	349.75	216.61
11	Goa	17.09	15.49
12	Gujarat	834.15	817.00
13	Haryana	287.08	186.01
14	Himachal Pradesh	43.95	40.94
15	Jammu and Kashmir	200.63	155.80
17	Jharkhand	258.71	261.60
18	Karnataka	820.96	758.63
19	Kerala	219.99	97.18
20	Madhya Pradesh	920.04	904.33
21	Maharashtra	1677.80	1460.77
22	Manipur	83.10	73.14
23	Meghalaya	24.12	10.66
24	Mizoram	49.02	49.82
25	Nagaland	53.49	48.60
26	Odisha	372.02	288.84
27	Puducherry	28.94	17.84

28	Punjab	364.02	295.78
29	Rajasthan	705.46	611.35
30	Sikkim	11.52	10.03
31	Tamil Nadu	1200.50	1144.68
32	Telangana	413.74	343.82
33	Tripura	100.37	61.99
34	Uttar Pradesh	1740.98	1689.31
35	Uttarakhand	112.00	124.80
36	West Bengal	911.34	626.24

STATEMENT-VIII

STATE/UT WISE DETAILS OF FUNDS ALLOCATED AND CLAIMED UNDER

SBM-U 2.0 (2021 TO 2026)

(Amount in ₹ crore)

Sl. No.	State/UT	Mission Allocation	Funds Claimed (as on 19.03.25)
1	Aand N Islands	8.60	1.95
2	Andhra Pradesh	1413.30	298.68
3	Arunachal Pradesh	129.00	29.70
4	Assam	503.50	82.02
5	Bihar	1204.80	269.45
6	Chandigarh	45.20	26.83

7	Chhattisgarh	727.30	209.67
8	Dadra and Nagar Haveli and Daman and Diu	31.20	0.18
9	Delhi	1192.60	591.68
10	Goa	77.80	7.72
11	Gujarat	1918.90	317.13
12	Haryana	645.70	13.46
13	Himachal Pradesh	156.70	33.09
14	Jammu and Kashmir	429.90	97.46
15	Jharkhand	519.00	52.42
16	Karnataka	2245.30	326.68
17	Kerala	875.10	55.33
18	Ladakh	62.70	2.66
19	Madhya Pradesh	2200.20	467.19
20	Maharashtra	3758.50	875.81
21	Manipur	96.20	25.00
22	Meghalaya	67.30	16.79
23	Mizoram	82.50	19.93
24	Nagaland	158.88	41.51
25	Odisha	821.40	285.17
25	Puducherry	83.21	32.22
27	Punjab	1054.20	216.49

28	Rajasthan	1765.80	252.08
29	Sikkim	19.40	4.03
30	Tamil Nadu	3296.70	829.65
31	Telangana	1067.30	393.78
32	Tripura	85.30	15.34
33	Uttar Pradesh	4073.80	461.52
34	Uttarakhand	343.40	32.68
35	West Bengal	1449.30	217.65

SMART CITIES MISSION IN MAHARASHTRA

5512. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

DR. AMOL RAMSING KOLHE:

SHRI BHASKAR MURLIDHAR BHAGARE:

SHRI SANJAY DINA PATIL:

SHRI NILESH DNYANDEV LANKE:

SHRIMATI SUPRIYA SULE:

PROF. VARSHA EKNATH GAIKWAD:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the number of cities selected under the Smart Cities Mission (SCM) in Maharashtra and the details of their selection, phase-wise;

- (b) whether the Government has identified any challenges in the implementation of the Smart Cities Mission in Maharashtra;
- (c) if so, the details thereof including issues related to fund utilization, project delays and coordination among the agencies;
- (d) whether any smart cities in Maharashtra have reported cost overruns or underutilization of allocated funds and if so, the details thereof;
- (e) the corrective measures taken/being taken by the Government to address the challenges and drawbacks in Maharashtra's smart cities under the said mission;
- (f) whether the Government has encountered delays in fund disbursement or utilization under the Smart Cities Mission in Maharashtra;
- (g) if so, the details thereof including fund status, district and project-wise; and
- (h) whether the Government has identified any instances of mismanagement of the funds in Maharashtra's smart cities and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a): Under the Smart Cities Mission (SCM), 08 cities, viz. Pune and Solapur in Round-1, Aurangabad, Kalyan-Dombivali, Nagpur, Nashik and Thane in Round 2 and Pimpri-Chinchwad in Round 3, were selected.
- (b) and (c) :As apprised by the cities covered under SCM, the challenges encountered in implementing projects include, *inter-alia*, legal issues, delay in obtaining clearances from different departments, land acquisition, challenges in

vendor and resource availability in small and medium cities, centralization of decision making in few cities, utilization of full capacity of ICCCs with integration of all municipal departments and agencies, frequent changing and dropping of projects.

(d) : No such case has been reported so far.

(e) : Ministry of Housing and Urban Affairs (MoHUA) has a multi-level review structure to expedite the progress of projects under the SCM. At the National level, implementation is monitored by an Apex Committee headed by Secretary, MoHUA. At the State level, Mission implementation is monitored by the State level High Powered Steering Committee (HPSC) chaired by the Chief Secretary. At the City level, there is a provision for establishing Smart City Advisory Forum (SCAF) for all 100 smart cities to advise and enable collaboration among various stakeholders.

(f) to (h): No such case has been reported so far.

CONSTRUCTION/UPGRADATION OF NH-127

5513. SHRI SALENG A. SANGMA:

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

- (a) the status of the construction and upgradation of National Highway (NH)-127 from Rani Baghmara to Ranikho;
- (b) the timeline for the completion of the project and the total budget allocated and funds released for the project so far:

(c) the measures being taken to ensure the timely completion of NH-127 and whether there are any delays due to land acquisition or environmental clearances;

(d) whether the Government will consider additional funding or special interventions to expedite the project, if so, the details thereof; and

(e) the manner in which the completion of NH-127 would benefit local communities in terms of connectivity and economic growth?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a): The stretch from Rani Baghmara to Ranikor section which is under the jurisdiction of National Highways and Infrastructure Development Corporation Limited (NHIDCL), is State Highway No. 4. The project is being executed in six packages, of which five have been completed. The remaining Package No. 2 (Nongjri to Maheshkhola) is targeted for completion by April 30, 2025.

(b) and (c): The total allocated budget for the project is ₹1267 crore, out of which ₹1075.83 crore has been spent so far. The project is targeted for completion by April 30, 2025, and as per information available, there are no delays due to land acquisition or environmental clearance issues.

(d): As the project is nearing completion, no additional funding or special intervention is required.

(e): Upon completion, the project will connect the two remote districts of Meghalaya - South Garo Hills and South West Khasi Hills. Additionally, the improved road infrastructure will enhance access to markets, healthcare and

educational centers for residents in the project areas, leading to overall economic and social development of the remote regions.

CRISIS IN COIR SECTOR

5514. ADV. ADOOR PRAKASH:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government is aware of the plight of coir weavers due to nominal wages and low employment days;

(b) whether the Government has noted that the daily wages of coir weavers in Kerala have not been revised for several years; and

(c) whether the Government would consider providing special financial assistance to the State to address the crisis in the coir sector and revise the daily wages of coir weavers and if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): The nominal wages to coir workers is not administered by Coir Board, a statutory body under Ministry of MSME. Government of Kerala notifies

minimum wages from time-to-time to be paid by the manufacturers to the workers.

(c): Through the Domestic Market Promotion component under 'Coir Vikas Yojana' the Coir Board, provides Market Development Assistance (MDA) to the State Governments for State-supported organizations in coir sector such as apex Co-operative Societies, Central Co-operative Societies, Primary Co-operative Societies, Public Sector Enterprises (PSEs), Showroom, Sales Depots etc.

The MDA is granted at the rate of 10% of their average annual sales turnover of coir products during the preceding three financial years and is shared on 1:1 basis between the Central Government and the State/Union Territory Government concerned.

एससीएम के अंतर्गत स्मार्ट सिटी परियोजनाएं

5515. श्रीमती कलाबेन मोहनभाई देलकर:

श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

डॉ. शिवाजी बंडाप्पा कालगे:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने संघ राज्यक्षेत्र दादरा और नगर हवेली में स्मार्ट सिटी मिशन (एससीएम) के अंतर्गत स्मार्ट सिटी परियोजनाओं के लिए कोई निधि प्रदान की है;

(ख) यदि हां, तो इसके आरंभ से अब तक आवंटित निधियों का ब्यौरा क्या है;

(ग) स्मार्ट सिटी परियोजनाओं के आरंभ से अब तक देश भर में कार्यान्वित स्मार्ट सिटी परियोजनाओं की संख्या और उनकी वर्तमान स्थिति का दादरा और नगर हवेली, मध्य प्रदेश और महाराष्ट्र सहित शहर और राज्य/संघ राज्यक्षेत्रवार ब्यौरा क्या है;

(घ) क्या सरकार देश में और अधिक स्मार्ट सिटी परियोजनाओं का विस्तार करने तथा उन्हें शुरू करने का विचार रखती है; और

(ङ) यदि हां, तो दादरा और नगर हवेली, मध्य प्रदेश और महाराष्ट्र सहित तत्संबंधी राज्य/संघ राज्यक्षेत्रवार ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख): स्मार्ट सिटीज मिशन (एससीएम) के तहत संघ राज्य क्षेत्र दादरा और नगर हवेली में सिलवासा का चयन किया गया है। इस मिशन की शुरुआत से लेकर अब तक यह शहर एससीएम के तहत 392 करोड़ रुपये की केंद्रीय वित्तीय सहायता का दावा कर पाया है।

(ग) :04.03.2025 तक, इस मिशन की शुरुआत से अब तक एससीएम के तहत चयनित 100 शहरों में 1,50,306 करोड़ रु. की लागत वाली 7,504 परियोजनाएँ (अर्थात् कुल परियोजनाओं का 93%) पूरी की जा चुकी हैं और 14,239 करोड़ रु. की लागत वाली 559 परियोजनाएँ चल रही हैं। दादरा और नगर हवेली, मध्य प्रदेश और महाराष्ट्र सहित एससीएम के तहत चयनित 100 शहरों के लिए परियोजनाओं की राज्य/संघ राज्य क्षेत्र-वार स्थिति **विवरण** में दी गई है।

(घ) और (ङ): जी नहीं।

विवरण

एससीएम के तहत चयनित 100 शहरों के लिए परियोजनाओं की राज्य/संघ राज्य क्षेत्र-वार स्थिति

(राशि करोड़ रुपये में)

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
अंडमान निकोबार द्वीप समूह	18	511	7	40	11	472
पोर्ट ब्लेयर	18	511	7	40	11	472
आंध्र प्रदेश	280	6,589	235	5,661	45	928
अमरावती	19	903	14	746	5	157
काकीनाडा	92	1,908	80	1,731	12	177
तिरुपति	104	2,083	79	1,611	25	472
विशाखापत्तनम	65	1,695	62	1,574	3	122
अरुणाचल प्रदेश	75	1,032	55	615	20	417
इटानगर	32	521	22	378	10	143
पासीघाट	43	512	33	237	10	275
असम	21	755	19	722	2	32
गुवाहाटी	21	755	19	722	2	32
बिहार	152	5,349	126	4,211	26	1,138
भागलपुर	27	1,504	25	1,395	2	109
बिहारशरीफ	61	1,449	52	1,143	9	306
मुजफ्फरपुर	30	966	22	626	8	340
पटना	34	1,430	27	1,046	7	383

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
चंडीगढ़	97	2,694	96	2,692	1	2
चंडीगढ़	97	2,694	96	2,692	1	2
छत्तीसगढ़	520	4,443	494	4,009	26	435
अटल नगर	52	944	45	856	7	89
बिलासपुर	126	1,765	115	1,529	11	236
रायपुर	342	1,734	334	1,624	8	110
दादरा और नगर हवेली	29	853	11	406	18	448
सिलवासा	29	853	11	406	18	448
दमन और दीव	54	1,037	43	706	11	332
दीव	54	1,037	43	706	11	332
दिल्ली	129	1,034	120	874	9	160
एनडीएमसी	129	1,034	120	874	9	160
गोवा	51	1,051	42	849	9	202
पणजी	51	1,051	42	849	9	202
गुजरात	354	11,451	345	11,019	9	432
अहमदाबाद	70	2,655	69	2,626	1	29
दाहोद	36	984	31	795	5	189
गांधीनगर	43	1,046	41	836	2	210
राजकोट	71	2,184	70	2,179	1	5
सूरत	82	2,638	82	2,638	-	-

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
वडोदरा	52	1,943	52	1,943	-	-
हरियाणा	164	2,079	141	1,700	23	379
फरीदाबाद	44	929	33	753	11	176
करनाल	120	1,150	108	947	12	202
हिमाचल प्रदेश	291	1,552	265	1,206	26	346
धर्मशाला	80	656	57	366	23	290
शिमला	211	896	208	840	3	56
जम्मू और कश्मीर	288	6,597	265	6,166	23	430
जम्मू	127	2,969	118	2,779	9	190
श्रीनगर	161	3,627	147	3,387	14	240
झारखंड	26	1,847	26	1,847	-	-
रांची	26	1,847	26	1,847	-	-
कर्नाटक	917	13,808	891	13,393	26	415
बेलगावी	217	2,780	211	2,716	6	63
बेंगलुरु	57	1,050	56	1,031	1	19
दावन्नगेरे	128	1,976	125	1,933	3	43
हुबली, धारवाड़	81	1,950	78	1,817	3	133
मंगलौर	105	2,573	93	2,425	12	149
शिवमोगा	112	1,381	111	1,372	1	9
तुमकुरु	217	2,099	217	2,099	-	-

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
केरल	177	3,003	153	2,571	24	432
कोच्चि	98	1,761	87	1,567	11	194
तिरुवनंतपुरम	79	1,242	66	1,004	13	239
लक्षद्वीप	8	11	8	11	-	-
कवारत्ती	8	11	8	11	-	-
मध्य प्रदेश	788	15,070	758	14,410	30	661
भोपाल	82	2,791	82	2,791	-	-
ग्वालियर	83	1,572	76	1,367	7	205
इंदौर	232	3,759	231	3,751	1	7
जबलपुर	130	2,197	130	2,197	-	-
सागर	80	1,782	77	1,659	3	123
सतना	86	1,357	71	1,098	15	259
उज्जैन	95	1,613	91	1,547	4	66
महाराष्ट्र	348	17,044	324	15,146	24	1,898
औरंगाबाद	47	2,835	44	2,623	3	213
कल्याण-डोम्बीवली	19	1,245	15	716	4	529
नागपुर	47	1,768	38	1,508	9	260
नासिक	54	3,197	50	2,986	4	211
पिंपरी-चिंचवड	25	1,304	24	1,172	1	132
पुणे	55	3,333	55	3,333	-	-

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
सोलापुर	49	1,651	48	1,407	1	244
ठाणे	52	1,712	50	1,402	2	310
मणिपुर	27	513	19	247	8	266
इंफाल	27	513	19	247	8	266
मेघालय	13	517	10	453	3	64
शिलांग	13	517	10	453	3	64
मिजोरम	45	508	32	278	13	230
आइजोल	45	508	32	278	13	230
नागालैंड	40	689	38	591	2	98
कोहिमा	40	689	38	591	2	98
ओडिशा	107	3,589	104	3,427	3	162
भुवनेश्वर	32	2,072	31	2,057	1	15
राउरकेला	75	1,517	73	1,370	2	147
पुदुचेरी	80	595	67	312	13	283
पुदुचेरी	80	595	67	312	13	283
पंजाब	205	4,450	179	3,969	26	481
अमृतसर	44	1,911	39	1,759	5	152
जालंधर	80	1,197	71	975	9	222
लुधियाना	81	1,342	69	1,235	12	108
राजस्थान	579	8,640	566	8,368	13	272

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
अजमेर	179	2,224	174	2,166	5	58
जयपुर	170	2,545	165	2,369	5	177
कोटा	87	2,154	84	2,116	3	38
उदयपुर	143	1,717	143	1,717	-	-
सिक्किम	54	1,660	46	1,423	8	237
गंगटोक	28	743	23	652	5	91
नामची	26	917	23	771	3	146
तमिलनाडु	730	17,954	717	17,626	13	328
चेन्नई	49	1,104	48	1,097	1	7
कोयंबटूर	72	1,455	72	1,455	-	-
इरोड	55	1,304	55	1,304	-	-
मदुरै	16	1,900	16	1,900	-	-
सलेम	114	1,861	114	1,861	-	-
तंजावुर	103	996	101	974	2	23
थूथूकोडी	75	1,038	75	1,038	-	-
तिरुचिरापल्ली	83	1,548	79	1,315	4	233
तिरुनेलवेली	82	1,819	80	1,806	2	13
तिरुपूर	28	2,833	26	2,796	2	37
वेल्लोर	53	2,096	51	2,081	2	15
तेलंगाना	169	2,918	108	2,249	61	669

राज्य/शहर	कुल परियोजनाएं		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
ग्रेटर वारांगल	119	1,800	72	1,364	47	436
करीमनगर	50	1,117	36	884	14	233
त्रिपुरा	77	808	74	761	3	46
अगरतला	77	808	74	761	3	46
उत्तर प्रदेश	891	21,145	868	20,423	23	722
आगरा	62	2,369	62	2,369	-	-
अलीगढ़	52	1,830	47	1,600	5	230
बरेली	88	1,476	88	1,476	-	-
झांसी	78	1,868	78	1,868	-	-
कानपुर	91	3,060	89	3,000	2	60
लखनऊ	103	2,126	102	2,115	1	11
मुरादाबाद	41	1,461	39	1,425	2	35
प्रयागराज	144	2,326	142	2,262	2	64
सहारनपुर	115	1,287	104	966	11	321
वाराणसी	117	3,342	117	3,342	-	-
उत्तराखंड	33	1,144	32	939	1	204
देहरादून	33	1,144	32	939	1	204
पश्चिम बंगाल	226	1,604	220	987	6	618
न्यू टाउन कोलकाता	226	1,604	220	987	6	618
कुल	8,063	1,64,545	7,504	1,50,306	559	14,239

4 मार्च 2025 को राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटीज मिशन द्वारा उपलब्ध कराई गई जानकारी के अनुसार।

SUPPORT TO THE PRIVATE ENTERPRISES

5516. SHRI MALVINDER SINGH KANG:

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

- (a) whether the Government has any proposal to lure private entrepreneur to make the food processing industry commercially and economically viable for domestic and international market and if so, the details thereof; and
- (b) the details of the support proposed to be provided by Government to the private enterprises?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b): In order to promote and ensure overall development of Food Processing Industries, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of related infrastructure through its Central Sector schemes namely Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored – Pradhan Mantri Formalization of Micro Food Processing Enterprises (PMFME) Scheme across the country. These schemes are not region or state specific but demand driven.

Under PMKSY, credit linked financial assistance (capital subsidy) is provided to entrepreneurs for setting up of food processing industries with total

outlay of Rs 5520 Cr for 15th Finance Commission Cycle. So far, MoFPI has sanctioned 1608 projects including 41 Mega food Parks, 394 Cold Chain projects, 75 Agro-processing Clusters projects, 526 Food Processing Units, 61 Creation of Backward and Forward Linkages and 44 Operation Greens projects under corresponding component schemes of PMKSY across the country till 28th February, 2025.

Under PMFME scheme, financial, technical and business support is provided for setting up / upgradation of micro food processing enterprises. The scheme is operational for a period of upto 2025-26 with an outlay of Rs.10,000 Crore. A total of 1,27,758 micro food processing enterprises have been approved for assistance under PMFME in the country till 28th February, 2025.

PLISFPI is, inter alia, intended to support creation of global food manufacturing champions and support Indian brands of food products in international market. The Scheme is operational for a period from 2021-22 to 2026-27 with an outlay of Rs. 10,900 crores. So far, 171 proposals from 133 food processing companies have been approved for assistance under various categories of the PLISFPI scheme in the country till 28th February, 2025.

Project Execution Agency (PEA) / Implementing agencies /organizations such as Govt. / PSUs / Joint Ventures / NGOs / Cooperatives / Self Help Groups (SHGs) / Farmer Producer Organizations (FPOs) / Farmer Producer Companies (FPCs) / Private Sector companies/ Partnership firm / Proprietorship firms/individuals etc. are eligible for availing grants under these schemes of MoFPI.

Apart from this, with the objective to boost investments and sourcing of Indian food products, MoFPI organized 3rd edition of a Mega Event, called “World Food India” during 19th to 22nd September 2024 at Bharat Mandapam, New Delhi to showcase domestic Industry and provide it with collaborative opportunities with international stakeholders. The event brought global food processing companies, innovators, supply chain stakeholders, equipment manufacturers, etc. on a collaborative platform and provide foreign companies with tie-up/ business opportunities with its Indian counterparts.

The details of incentives available under PMKSY, PLISFPI and PMFME schemes of MoFPI are at **Statement**.

STATEMENT

Incentives available under Pradhan Mantri Kisan Samapada Yojana (PMKSY)

S. No.	Component Scheme	Scheme Benefits (Grant-in-aid) for projects in General Area	Scheme Benefits (Grant-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grant-in-aid @ 35% of eligible project cost [subject to maximum of Rs.10 crores per project]	Grant-in-aid @ 50% of eligible project cost [subject to maximum of Rs. 10 crores per project]
2.	Creation/ Expansion of Food Processing and Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs.5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to max. of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be ₹15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would

		would be ₹10 crore per project.	be ₹10 crore per project.
5.	Food Safety and Quality Assurance Food Testing Laboratories	100% grants-in-aid for Govt. organizations For Private organizations/ entities: grant-in-aid of @ 50% of the eligible cost	For Private organizations/ entities: grant-in-aid of @ 70% of the eligible cost
6.	Human Resource and Institutions- Research and Development	For Government Organizations - Grants @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grant @ 50 % of equipment cost.	For Government Organizations - Grants @ 100% of equipment cost, consumables For Private Organizations /Universities/ Institutions, Grants @ 70% of equipment cost.

Incentives available under Production Linked Incentive Scheme for Food**Processing Industry (PLIS-FPI)**

- i. The beneficiary should achieve minimum year on year sales growth of 10% for claiming incentive under Category-I, Category-II and Millet-Based Products components of the Scheme. Under Category -I component, the companies have to make committed investments to increase their production capacities. If a company does not make the committed investment upto end of 2023-24, it is not eligible to receive incentives under the Scheme.
- ii. Under Category-III, i.e., Branding and Marketing component, a company is eligible for financial incentives @ 50% of expenditure incurred on Branding and Marketing abroad subject to a maximum of 3% of Sales of food products or Rs 50 crore per year, whichever is less. The minimum expenditure should be Rs. 5 crore over a period of five years.

The details of assistance available to Micro Food Processing Enterprises**under PMFME Scheme**

- (i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;
- (ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.
- (iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common

infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv). *Branding and Marketing Support*: Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v). *Capacity Building*: The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

VEHICLE SCRAPPING

5517. SHRI GURMEET SINGH MEET HAYER:

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

(a) the manner in which the Government is planning to integrate traditional scrap dealers into the Registered Vehicle Scrapping Facility (RVSF) system to ensure their participation and livelihood security given that the existing network of traditional scrap dealers operates in a labour-intensive manner while the RVSF framework is more technology-driven;

(b) whether there are any training programmes, financial incentives or skill development initiatives to help scrap labourers transition to the new system and if so, the details thereof;

- (c) the measures being taken to authorise traditional scrap dealers to issue valid scrapping certificates for availing new vehicle purchase incentives;
- (d) the manner in which the Government is planning to regulate and standardize scrap collection while preventing illegal or unregistered vehicle scrapping;
- (e) whether the Union Government collaborates with the State Governments or private players to support infrastructure development for small scrap dealers and if so, the details thereof; and
- (f) the steps being taken to prevent environmental hazards from unregulated scrapping and ensure compliance with waste disposal norms?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b): (i) The Vehicle Scrapping Policy aims to reduce pollution from old and unfit vehicles in an environment friendly manner through a scientific scrapping process. Government in Ministry of Road Transport and Highways has notified the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 vide GSR 653(E) dated 23.09.2021 (further amended vide GSR 695 (E) dated 13.09.2022 and GSR 212 (E) dated 15.03.2024).

(ii) These rules provides for the integration of unorganised/informal sector with the formal scrapping ecosystem. Further, sub-rule 12 of rule 13 of these rules provides that a Registered Vehicle Scrapping Facility (RVSF) may establish any collection centre at any place, other than the Scrapping Yard and, if collection

Centre undertakes activities such as, depollution and dismantling, then, the requirements applicable for a Registered Vehicle Scrapping Facility shall also be applicable to such Collection Centre.

(c): As per Rule 3 of the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, Certificate of Deposit (CD) means the certificate issued by the Registered Vehicle Scrapping Facility (RVSF) to recognise the submission of the vehicle from the registered owner to the said RVSF for further treatment and, Certificate of Vehicle Scrapping (CVS) means the certificate issued by a RVSF to recognise the final disposal of a vehicle. The CD and CVS can be issued by RVSFs only.

(d): In order to prevent illegal or unregistered vehicle scrapping, following provisions are provided in the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021:

(i) Under Rule 9, the registration authority is duly authorised for inspection of the RVSFs. The registration authority can order to cancel or suspend the license of the facility in case of non-compliance, after following due process.

(ii) Rule 11 provides that the RVSF, after completing the necessary treatment, shall issue a digital Certificate of Vehicle Scrapping to update the VAHAN Database and inform the competent authority of the State Government or Union territory Administration for updating of records of the vehicle.

(iii) Rule 14 mandates timely audit of RVSFs by any of the agencies specified under rule 126 of the Central Motor Vehicles Rules, 1989.

(e): In order to showcase business opportunities to the investors, Investor summits have been conducted in collaboration with various State Governments. Further, Government also provides necessary support to the investors for establishing a RVSF by conducting meetings, consultations, etc.

(f): As per sub-rule (xix) of rule 10 of the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021, the Registered Vehicle Scrapping Facility shall ensure that removal or re-cycling or disposal of hazardous parts of the scrapped vehicle is done as per the guidelines issued by the Central Pollution Control Board for environmentally sound management of End-of-Life Vehicles and AIS-129.

POWER GENERATION IN NORTH-EASTERN REGION

5518. DR. ANGOMCHA BIMOL AKOIJAM:

Will the Minister of **POWER** be pleased to state:

(a) the total power demand and actual power generation in each North-Eastern State, State-wise;

(b) the number of power plants functional in each State categorized into fuel-based and hydro based power plants/stations along with their total power output, State-wise; and

(c) whether there are any ongoing or proposed projects to enhance power generation in each State and if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b) : The State-wise details of actual power supply position in North-Eastern Region for the current year (upto February, 2025) are given at **Statement-I**.

The details of State-wise, Fuel-wise Power Plants functional in North Eastern Region indicating the power generated during the year 2024-25 (upto February, 2025) are given at **Statement-II**.

(c) : Presently, 3 nos. of Hydro Electric projects (above 25 MW capacity) with total capacity of 5,000 MW are under construction in Arunachal Pradesh and Assam. The State-wise details of these projects are given at **Statement-III**. Further, 16 nos. of Hydro Electric projects with total capacity of 14,069 MW have been concurred by Central Electricity Authority (CEA) and are yet to be taken up for construction in the North-Eastern Region. The State-wise details of these projects are given at **Statement-IV**.

STATEMENT-I

The State-wise details of actual power supply position in North-Eastern Region for the current year (upto February, 2025)

State	April, 2024- February, 2025*			
	Energy Requirement	Energy Supplied	Energy not Supplied	
	(MU)	(MU)	(MU)	(%)
Arunachal Pradesh	956	956	0	0.0
Assam	11,897	11,891	6	0.0
Manipur	978	974	4	0.5
Meghalaya	1,874	1,873	1	0.0
Mizoram	647	647	0	0.0
Nagaland	865	865	0	0.0
Tripura	1,779	1,779	0	0.0
North-Eastern Region:	19,004	18,993	11	0.1

Note: (*) Figures of February, 2025 are Provisional.

STATEMENT-II

The details of State-wise, Fuel-wise Power Plants in North Eastern Region indicating the power generated during the year 2024-25 (upto February, 2025):

State	Fuel	Organization	Name of Project	Capacity (in MW)	Power Generation (in MU) for 2024-25 (upto February , 2025)
			KAMENG	600	2,627.11

Arunachal Pradesh	Hydro	NEEPCO	PARE	110	368.32
			RANGANADI	405	1,025.72
	Hydro Total:			1115	4,021.15
Arunachal Pradesh Total :				1115	4,021.15
Assam	Coal	NTPC	BONGAIGAON	750	4,481.53
			Coal Total:		
	Gas	APGCL	LAKWA	97.2	431.9
			LAKWA	69.755	419.89
			REPLACEMENT POWER PROJECT		
			NAMRUP	139.4	824.14
			NEEPCO	KATHALGURI	291
	Gas Total:			597.355	3,122.19
	Hydro	APGCL	KARBILANGPI	100	401.5
		NEEPCO	KHONDONG	50	0
			KOPI LI	200	543.13
	Hydro Total:			350	944.63
Assam Total:				1,697.36	8,548.35
Manipur	Diesel	Electricity Department, Manipur	LEIMAKHONG	36	0
			Diesel Total:		
	Hydro	NHPC	LOKTAK	105	687.4
			Hydro Total:		
Manipur Total:				141	687.4
		Meghalaya	KYRDEMKULAI	60	88.14
			MYNTDU (LESHKA)	126	359.86

Meghalaya	Hydro	Energy Corporation Limited (MeECL)	Stage-I		
			NEW UMTRU	40	179.9
			UMIAM Stage-I	36	106.89
			UMIAM Stage-IV	60	139.92
	Hydro Total:			322	874.71
Meghalaya Total:			322	874.71	
Mizoram	Hydro	NEEPCO	TUIRIAL	60	235.93
	Hydro Total:			60	235.93
Mizoram Total:			60	235.93	
State	Fuel	Organization	Name of Project	Capacity (in MW)	Power Generation (in MU) for 2024-25 (upto February, 2025)
Nagaland	Hydro	NEEPCO	DOYANG	75	212.54
	Hydro Total:			75	212.54
Nagaland Total:			75	212.54	
Tripura	Gas	NEEPCO	AGARTALA	135	505.41
			MONARCHAK	101	446.33
		ONGC	TRIPURA	726.6	3,528.29
		Tripura State Electricity Corporation Limited (TSECL)	BARAMURA	42	3.46
			ROKHIA	63	167.8
	Gas Total:			1,067.6	4,651.29
Tripura Total:			1,067.6	4,651.29	
Grand Total (North-Eastern Region):			4,477.96	19,231.37	

STATEMENT-III

The details of Hydro Electric projects (above 25 MW capacity) under construction in the North-Eastern Region

Sl. No.	Name of Scheme / (Executing Agency)	Sector	District	Installed Capacity (No. X MW.)	Cap. Under Execution (in MW)	River/Basin	Expected Date of finish/ commissioning
Arunachal Pradesh							
1	Subansiri Lower (NHPC)	Central	Lower Subansiri	8x250	2,000.00	Subansiri/ Brahmaputra	2026-27 (May, 2026)
2	Dibang Multipurpose Project (NHPC)	Central	Lower Dibang Valley	12x240	2,880.00	Dibang /Brahmaputra	2031-32 (February, 2032)
Sub-total: Arunachal Pradesh					4,880.00		
Assam							
3	Lower Kopli (APGCL)	State	Dima Hasao and Karbi Anglong	2x55+ 2x2.5+ 1x5	120.00	Kopili/ Brahmaputra	2025-26 (September, 2025)
Sub-total: Assam					120.00		
Total:					5,000.00		

STATEMENT-IV

The details of Hydro Electric projects which have been concurred by Central Electricity Authority (CEA) and are yet to be taken up for construction in the North-Eastern Region

Sl. No.	Name of Scheme	Sector	Developer	Installed Capacity (MW)
Arunachal Pradesh				
1.	Tawang Stage- I	Central	NHPC	600
2.	Tawang Stage- II	Central	NHPC	800
3.	Heo	Central	NEEPCO	240
4.	Tato-I	Central	NEEPCO	186
5.	Tato-II	Central	NEEPCO	700
6.	Etalín	Central	SJVNL	3,097
7.	Kalai-II	Central	THDCIL	1,200
8.	Hirong	Central	NEEPCO	500
9.	Naying	Central	NEEPCO	1,000
10.	Attunli	Central	SJVNL	680
11.	Nafra	Central	NEEPCO	120
12.	Lower Siang	Private	JAVL	2,700
13.	Demwe Lower	Private	ADPL	1,750
14.	TalongLonda	Private	GMR	225
Sub-total:				13,798
Meghalaya				

15.	Wah- Umiam Stage- III	Central	NEEPCO	85
Sub-total:				85
Nagaland				
16.	Dikhu	Private	NMPPL	186
Sub-total:				186
Grand Total:				14,069

IMPLEMENTATION OF ABY IN NALGONDA DISTRICT OF TELANGANA

5519. SHRI KUNDURU RAGHUVeer:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware of the groundwater crisis in Nalgonda district, Telangana and if so, the details thereof;

(b) whether the Atal Bhujal Yojana (ABY) is being implemented in Nalgonda district and if so, the details of the blocks/villages covered under ABY;

(c) the steps taken/being taken by the Government to ensure community participation and sustainable groundwater management in Nalgonda under ABY;

(d) the details of the funds allocated and utilized for the implementation of ABY in Nalgonda district so far; and

(e) the measures taken/being taken to address the challenges faced in the implementation of the scheme in Telangana, particularly in Nalgonda district?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Assessment of Dynamic Ground Water Resources of each State/UT is being annually carried out jointly by Central Ground Water Board (CGWB) and concerned State Nodal/Ground Water Departments. As per the latest Assessment of 2024, the Total Annual Ground Water Recharge for Nalgonda district is 1.21 Billion Cubic Meter (BCM) and Total Annual Ground Water Extraction for all uses has been estimated as 0.572 Billion Cubic Meter (Bcm). The Stage of Ground Water Extraction (SoE), which is a measure of Annual Ground Water Extraction over Annual Extractable Ground Water Resource is arrived at 52.35% for the district as a whole, indicating that the district is in 'Safe' category overall. Further, out of the total 33 Assessment Units (Mandals) in the district, 25 units have been categorized as 'Safe' and only 2 units have been categorized as 'Over-exploited'.

In addition to the above, CGWB also monitors groundwater levels throughout the country including Nalgonda District of Telangana, four times in every year. Perusal of ground water level data of Nalgonda, monitored during November, 2024, indicates that about 95% of monitored wells are showing water levels in the range of 0 – 10 mbgl (meters below ground level) indicating ease of access to ground water.

Further, in order to assess the long term fluctuation in ground water level in Nalgonda District, the water level data collected by CGWB during November 2024 has been compared with the decadal mean of November (2014-2023). Such

analysis of water level data indicates that about 65% of the wells monitored have registered rise in ground water levels.

(b) to (e) :Atal Bhujal Yojana is not being implemented in the State of Telangana.

पेट्रोलियम उत्पादों की कीमतों में कमी

5520. श्री राहुल कस्वा :

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या देश में पेट्रोलियम उत्पादों की कीमतें दिन-प्रतिदिन बढ़ रही हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं और इन कीमतों को स्थिर करने के लिए क्या कदम उठाए जा रहे हैं;

(ख) वैश्विक स्तर पर विभिन्न तेल उत्पादक कंपनियों (ओपीसी) पर लगाए गए प्रतिबंधों के मद्देनजर सरकार द्वारा पेट्रोल और डीजल सहित पेट्रोलियम उत्पादों की बढ़ती कीमतों को कम करने के लिए क्या नए उपाय किए गए हैं; और

(ग) क्या देश में पेट्रोल, डीजल, कच्चे तेल और घरेलू एलपीजी की कीमतों में वृद्धि और कमी के संबंध में कोई उच्च स्तरीय समीक्षा की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इस संबंध में क्या निष्कर्ष निकाले गए हैं और सरकार द्वारा इस संबंध में क्या उपाय किए गए हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (ग): पेट्रोल और डीजल के मूल्य बाजार निर्धारित हैं और सार्वजनिक क्षेत्र की तेल विपणन कंपनियां (ओएमसीज) पेट्रोल तथा डीजल के मूल्य निर्धारण के संबंध में उचित निर्णय लेती हैं।

भारत सरकार वैश्विक ऊर्जा बाजारों के साथ-साथ भूराजनैतिक परिस्थितियों से उत्पन्न संघर्ष के चलते संभाव्य ऊर्जा आपूर्ति में बाधा की ध्यानपूर्वक निगरानी कर रही है। कच्चे तेल की आपूर्ति की सुरक्षा सुनिश्चित करने और किसी एकल क्षेत्र से कच्चे तेल के लिए निर्भरता का जोखिम कम करने के निमित्त सार्वजनिक क्षेत्र के उपक्रमों (पीएसयूज) ने अपने पेट्रोलियम आयात बास्केट को विविधीकृत किया है और विभिन्न भौगोलिक स्थलों पर अवस्थित देशों से कच्चे तेल की अधिप्राप्ति कर रहे हैं।

सरकार ने आम नागरिकों को उच्च अन्तरराष्ट्रीय मूल्यों से सुरक्षित रखने के लिए कई अन्य कदम भी उठाए हैं, जिनमें कच्चे तेल की आयात बास्केट में विविधता लाना, घरेलू बाजार में पेट्रोल और डीजल की उपलब्धता सुनिश्चित करने के लिए सार्वभौमिक सेवा दायित्व के प्रावधानों को लागू करना, पेट्रोल में एथेनॉल का मिश्रण बढ़ाना आदि शामिल थे।

घरेलू स्तर पर, सरकार और पीएसयू ओएमसीज द्वारा किए गए विभिन्न उपायों के परिणामस्वरूप पेट्रोल और डीजल के मूल्य कम हो कर क्रमशः 94.77 रुपए और 87.67 रुपए प्रति लीटर (दिल्ली के मूल्य) हो गए हैं, केंद्र सरकार द्वारा नवंबर 2021 और मई 2022 में दो बार में पेट्रोल और डीजल पर कुल मिलाकर क्रमशः 13 रुपए प्रति लीटर और 16 रुपए प्रति लीटर की केंद्रीय उत्पाद शुल्क में कमी की गई, जिसका लाभ पूरी तरह से उपभोक्ताओं को दे दिया गया। कुछ राज्य सरकारों ने भी नागरिकों को राहत देने के लिए राज्य वैट दरों में कमी की। मार्च 2024 में, ओएमसीज ने पेट्रोल और डीजल प्रत्येक के खुदरा मूल्यों में 2 रुपए प्रति लीटर की कमी की।

पीएसयू ओएमसीज ने हाल ही में अंतर्राज्यीय माल भाड़े को युक्तिसंगत बनाया है। इससे राज्यों के दूरदराज के हिस्सों में पेट्रोल और डीजल के मूल्यों में कमी के परिणामस्वरूप पेट्रोलियम तेल और ल्यूब्रिकेंटों (पीओएल) डिपो से दूरस्थ क्षेत्रों में स्थित उपभोक्ताओं को लाभ हुआ है। इस पहल ने एक राज्य के भीतर पेट्रोल या डीजल की अधिकतम और न्यूनतम खुदरा मूल्यों के बीच के अन्तर को भी कम कर दिया है।

भारत दुनिया की एकमात्र प्रमुख अर्थव्यवस्था रही है जहां हाल के वर्षों में पेट्रोल और डीजल के मूल्यों में कमी आयी है। नवंबर, 2021 और जनवरी, 2025 के मध्य कुछ प्रमुख अर्थव्यवस्थाओं में पेट्रोल और डीजल के मूल्यों में परिवर्तन निम्नानुसार है:

	नवंबर-21 और जनवरी-25 के बीच मूल्यों में परिवर्तन का %	
देश	पेट्रोल	डीजल
भारत (दिल्ली)	-13.60%	-10.92%
फ्रांस	14.21 %	15.08 %
जर्मनी	7.87 %	12.43 %
इटली	8.65 %	11.39 %
स्पेन	8.67 %	12.93 %
यूके	0.08 %	2.61 %
कनाडा	10.52 %	23.05 %
यूएसए	4.83 %	12.86 %

स्रोत: पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ (पीपीएसी)

नवंबर, 2021 और जनवरी, 2025 के बीच कुछ पड़ोसी देशों की अर्थव्यवस्थाओं में पेट्रोल और डीजल के मूल्यों में परिवर्तन -

	नवंबर-21 और जनवरी-25 के बीच मूल्यों में परिवर्तन का %	
देश	पेट्रोल	डीजल
भारत (दिल्ली)	-13.60%	-10.92%
पाकिस्तान	29.76 %	34.97 %
बांग्लादेश	13.94 %	30.82 %
श्रीलंका	53.98 %	101.59 %

नेपाल	22.02 %	31.32 %

स्रोत: पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ (पीपीएसी)

भारत घरेलू एलपीजी खपत का लगभग 60% आयात करता है। देश में एलपीजी का मूल्य अंतरराष्ट्रीय बाजार में इसके मूल्य से जुड़ा हुआ है। औसत सऊदी सीपी (एलपीजी मूल्य निर्धारण के लिए अंतरराष्ट्रीय बेंचमार्क) में 63% की वृद्धि हुई (जुलाई 2023 में 385 यूएस डॉलर/मीट्रिक टन से फरवरी 2025 में 629 यूएस डॉलर/मीट्रिक टन), घरेलू एलपीजी के लिए प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) उपभोक्ताओं के लिए प्रभावी मूल्य में 44% तक (अगस्त 2023 में 903 रुपए से फरवरी 2025 में 503 रुपए) की कमी की गई।

सरकार ने मई 2022 में पीएमयूवाई उपभोक्ताओं के लिए एलपीजी को और किफायती बनाने के लिए तथा उनके द्वारा एलपीजी के सतत उपयोग को सुनिश्चित करने के लिए प्रतिवर्ष 12 रिफिलों तक (तथा 5 किलोग्राम के कनेक्शनों के लिए अनुपातिक रूप से समानुपाती) 200 रुपए प्रति 14.2 किलोग्राम सिलिंडर की निर्धारित राजसहायता शुरू की थी। सभी घरेलू एलपीजी उपभोक्ताओं के लिए एलपीजी के मूल्यों को अगस्त, 2023 में 200 रुपए तथा मार्च, 2024 में 100 रुपए कम किया गया था। सरकार ने अक्टूबर, 2023 से निर्धारित राजसहायता को प्रतिवर्ष 12 रिफिलों तक (तथा 5 किलोग्राम के कनेक्शनों के लिए अनुपातिक रूप से समानुपाती) प्रति 14.2 किलोग्राम सिलिंडर को बढ़ाकर 300 रुपए कर दिया था। सभी एलपीजी उपभोक्ताओं को घरेलू एलपीजी 803 रुपए प्रति 14.2 किलोग्राम सिलिंडर (दिल्ली मूल्य) पर प्राप्त हो रही है। वर्तमान में राजसहायता धनराशि बढ़ाने संबंधी कोई भी प्रस्ताव सरकार के विचाराधीन नहीं है।

वैश्विक स्तर पर, पीएमयूवाई अपनी तरह का सबसे बड़ा कार्यक्रम है जिसमें 10.33 करोड़ से भी अधिक गरीब परिवारों को लगभग 35 रुपए/किलोग्राम के प्रभावी मूल्य पर घरेलू एलपीजी प्रदान किया जाता है। इसके अलावा, पड़ोसी देशों में दिनांक 01.01.2025 की स्थिति के अनुसार घरेलू एलपीजी सिलिंडर का प्रभावी मूल्य निम्नानुसार है-

देश	घरेलू एलपीजी (रुपए/14.2 किलोग्राम सिलिंडर)
भारत	503.00*
पाकिस्तान	1094.83
श्रीलंका	1231.53
नेपाल	1206.65

स्रोत- पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ (पीपीएसी)

*दिल्ली में पीएमयूवाई लाभार्थियों के लिए प्रभावी लागत, गैर-पीएमयूवाई उपभोक्ताओं के लिए प्रभावी मूल्य 803 रुपए है।

माननीय अध्यक्ष : माननीय सदस्यगण, मुझे निम्नलिखित माननीय सदस्यों द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं :- श्री कोडिकुन्नील सुरेश, श्री गौरव गोगोई, श्री मनीश तिवारी, श्री बैन्नी बेहनन, एडवोकेट चन्द्र शेखर, श्री टी. आर. बालू। मैंने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

माननीय अध्यक्ष : ठीक है, ओके। आपको बोलने का मौका दूंगा।

... (व्यवधान)

माननीय अध्यक्ष : सभा पटल पर रखे जाने वाले पत्र।

12.03 hrs

PAPERS LAID ON THE TABLE

माननीय अध्यक्ष : अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नंबर – 3, श्री अजय टम्टा जी।

सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री अजय टम्टा) : माननीय अध्यक्ष महोदय, मैं निम्नलिखित पत्र सदन के पटल पर रखता हूँ:-

(1) राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा 10 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) का.आ.1083(अ) जो दिनांक 4 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो उत्तर प्रदेश राज्य में एनएच-86 पर कानपुर-कबरई खण्ड के वर्तमान कि.मी. 7.430 से कि.मी. 130.100 (डिजाइन चेनेज कि.मी. 0.000 से कि.मी. 123.863) तक चार या अधिक लेन वाले खंड की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

- (दो) का.आ.1084(अ) जो दिनांक 4 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो आंध्र प्रदेश राज्य में एनएच-167बीजी के कि.मी. 0.000 से 36.400 तक सीतारामपुरम से दत्तालुर खंड की पैव्ड शॉल्डर्स के साथ दो लेन की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।
- (तीन) का.आ.1132(अ) जो दिनांक 11 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो गुजरात राज्य में एनएच-8बी पर कि.मी. 143.00 से कि.मी. 160.00 (गोंडल-रिब्दा खंड) तक तथा कि.मी. 0.00 से 143.00 और 160.00 से कि.मी. 217.00 (पोरबंदर-राजकोट-बामनबोर खंड) तक के खंड को बीओटी (टोल) आधार पर दो लेन से चार लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।
- (चार) का.आ.1133(अ) जो दिनांक 11 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो उत्तर प्रदेश राज्य में एनएच-530बी के मथुरा से देवीनगर बाईपास के डिजाइन कि.मी. 0.000 से डिजाइन कि.मी. 66.000 तक के खण्ड को चार या अधिक लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।
- (पांच) का.आ.1179(अ) जो दिनांक 13 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो हरियाणा राज्य में एनएच-352ए के डिजाइन कि.मी. 0.000 से कि.मी. 40.601 तक जींद-गोहाना खंड को चार या अधिक लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

[Placed in Library, See No. LT 2524/18/25]

- (छह) का.आ.1180 (अ) जो दिनांक 13 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो महाराष्ट्र राज्य में एनएच-965 के डिजाइन कि.मी.

166.400 से कि.मी. 220.900 तक आलंदी पालखी मार्ग खंड को चार या अधिक लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

(सात) का.आ.1181(अ) जो दिनांक 13 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो छत्तीसगढ़ राज्य में एनएच-930 के डिजाइन कि.मी. 30.600 से कि.मी. 67.880 (वर्तमान कि.मी. 30.600 से कि.मी. 67.800) तक झलमला-शेरपुर खंड को पैव्ड शॉल्डर्स के साथ दो लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

(आठ) का.आ.1242(अ) जो 18 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो तेलंगाना और आंध्र प्रदेश राज्यों में एनएच-65 के हैदराबाद-विजयवाड़ा खंड के चेनेज कि.मी. 40.000 से कि.मी. 221.500 तक चार या अधिक लेन की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

(नौ) का.आ.1243(अ) जो दिनांक 18 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो हरियाणा और राजस्थान राज्यों में एनएच-11 के डिजाइन कि.मी. 0.00 से कि.मी. 44.50 (वर्तमान कि.मी. 11.78 से कि.मी. 56.90) तक रेवाड़ी से नारनौल खंड और एनएच-11 के डिजाइन कि.मी. 0.00 से कि.मी. 14.40 (वर्तमान कि.मी. 0.00 से कि.मी. 14.40) तक रेवाड़ी बाईपास परियोजना के लिए दिनांक 27 दिसम्बर, 2021 की संशोधन शुल्क अधिसूचना का.आ. 5415 (अ) के प्रकाशन के बारे में है।

(दस) का.आ.1313(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो उत्तर प्रदेश राज्य में रायबरेली से प्रयागराज तक डिजाइन कि.मी. 0.000 से कि.मी. 87.156 (एनएच-24बी के वर्तमान कि.मी.

82.650 से कि.मी. 161.450 तक) को चार लेन वाला बनाने की परियोजना तथा एनएच 24बी के कि.मी. 161.450 से एनएच 30 के एनएच 2 (नया एनएच-19) के कि.मी. 641.350 तक संपर्क सड़क के निर्माण के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।

[Placed in Library, See No. LT 2525/18/25]

- (ग्यारह) का.आ.1314(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो उत्तर प्रदेश राज्य में एनएच-330ए के कि.मी. 42.500 से कि.मी. 47.720 तक के खंड को छोड़कर, डिजाइन कि.मी. 00.000 से कि.मी. 50.120 (वर्तमान चेनेज कि.मी. 0.00 से कि.मी. 47.930) तक रायबरेली-जगदीशपुर खंड को पैव्ड शॉल्डर्स के साथ दो/चार लेन वाला बनाने की परियोजना के लिए उपयोगकर्ता शुल्क अधिसूचना के बारे में है।
- (बारह) का.आ.5320(अ) जो दिनांक 10 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा मध्य प्रदेश राज्य में नया राष्ट्रीय राजमार्ग संख्या 146 घोषित किया गया है।
- (तेरह) का.आ.5419(अ) जो दिनांक 13 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा महाराष्ट्र राज्य में नए राष्ट्रीय राजमार्ग संख्या 753एल के उसमें उल्लिखित खंडों को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को सौंपा गया है।
- (चौदह) का.आ.5420(अ) जो दिनांक 13 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 4 अगस्त, 2005 की अधिसूचना संख्या का.आ.1096(अ) में कतिपय संशोधन किए गए हैं।

(पंद्रह) का.आ.5421(अ) जो दिनांक 13 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा मध्य प्रदेश राज्य में नए राष्ट्रीय राजमार्ग संख्या 347ख के उसमें उल्लिखित खंडों को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को सौंपा गया है।

[Placed in Library, See No. LT 2526/18/25]

(सोलह) का.आ.5422(अ) जो दिनांक 13 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा राष्ट्रीय राजमार्गों के उसमें उल्लिखित खंडों को मध्य प्रदेश राज्य सरकार को सौंपा गया है।

(सत्रह) का.आ.5531(अ) जो दिनांक 23 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा महाराष्ट्र राज्य में नया राष्ट्रीय राजमार्ग संख्या 61 घोषित किया गया है।

(अठारह) का.आ.5577(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 26 मई, 2020 की अधिसूचना संख्या का.आ.1670(अ) में कतिपय संशोधन किए गए हैं।

(उन्नीस) का.आ.5578(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा गुजरात राज्य में एनई 8, एनएच-751 और एनएच-751डी के उसमें उल्लिखित खंडों को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को सौंपा गया है।

(बीस) का.आ.5579(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 21 अप्रैल, 2010 की अधिसूचना संख्या का.आ.910(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 2527/18/25]

- (इक्कीस) का.आ.5580(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 8 जुलाई, 2022 की अधिसूचना संख्या का.आ.3140(अ) में कतिपय संशोधन किए गए हैं।
- (बाईस) का.आ.5581(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा मध्य प्रदेश राज्य में राष्ट्रीय राजमार्ग सं.146 के उसमें उल्लिखित खंडों को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को सौंपा गया है।
- (तेईस) का.आ.5582(अ) जो दिनांक 27 दिसम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 4 अगस्त, 2005 की अधिसूचना संख्या का.आ.1096(अ) में कतिपय संशोधन किए गए हैं।
- (चौबीस) का.आ. 1278(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा बिहार राज्य में नए राष्ट्रीय राजमार्ग संख्या 27 की घोषणा की गई है।
- (पच्चीस) का.आ. 1279 (अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा मध्य प्रदेश राज्य में नये राष्ट्रीय राजमार्ग संख्या 347बी और 753एल की घोषणा की गई है।
- (2) उपर्युक्त (1) की मद संख्या (बारह) से (सोलह) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।
- [Placed in Library, See No. LT 2528/18/25]
- (3) भारतीय राष्ट्रीय राजमार्ग प्राधिकरण अधिनियम, 1988 की धारा 11 के अंतर्गत जारी निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण): -

- (एक) का.आ.1280(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 1 मार्च, 2023 की अधिसूचना संख्या का.आ.978(अ) में कतिपय संशोधन किए गए हैं।
- (दो) का.आ.1281(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 16 फरवरी, 2010 की अधिसूचना संख्या का.आ.386(अ) में कतिपय संशोधन किए गए हैं।
- (तीन) का.आ.1282(अ) जो दिनांक 19 मार्च, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 4 अगस्त, 2005 की अधिसूचना संख्या का.आ.1096(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 2529/18/25]

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले) : माननीय अध्यक्ष महोदय, मैं निम्नलिखित पत्र सदन के पटल पर रखता हूँ:-

- (1) (एक) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी तथा अंग्रेजी संस्करण)।
- (2) उपर्युक्त (1) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 2530/18/25]

- (3) (एक) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2022-2023 के वार्षिक लेखाओं की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा उन पर लेखापरीक्षा प्रतिवेदन।
- (दो) राजीव गांधी राष्ट्रीय विमानन विश्वविद्यालय, अमेठी के वर्ष 2022-2023 के लेखापरीक्षित लेखाओं की सरकार द्वारा समीक्षा के बारे में विवरण (हिंदी तथा अंग्रेजी संस्करण)।
- (4) उपर्युक्त (3) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 2531/18/25]

12.03½ hrs

MESSAGES FROM RAJYA SABHA

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

“In accordance with the provisions of rule 115 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd April, 2025, agreed to the following amendments made by the Lok Sabha at its sitting held on the 25th March, 2025, in the Boilers Bill, 2024:-

ENACTING FORMULA

1. That at page 1, line 1, **for** the words “Seventy-fifth”, the words “Seventy-sixth” be **substituted**.

CLAUSE 1

2. That at page 1, line 5, **for** the figure “2024”, the figure “2025” be **substituted**.”

I also have to report the following message received from the Secretary General of Rajya Sabha:

“In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 2nd April, 2025, agreed without any amendment to the Immigration and Foreigners Bill, 2025, which was passed by the Lok Sabha at its sitting held on the 27th March, 2025.”

12.04 hrs

STANDING COMMITTEE ON RURAL DEVELOPMENT AND
PANCHAYATI RAJ
8th and 9th Reports

SHRI SAPTAGIRI SANKAR ULAKA (KORAPUT): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Rural Development and Panchayati Raj:-

- (1) Eighth Report on ‘Rural Employment through Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA)’ pertaining to the Department of Rural Development (Ministry of Rural Development).

- (2) Ninth Report on 'Impact of National Social Assistance Programme (NSAP) on the Poor and Destitute in the Villages' pertaining to the Department of Rural Development (Ministry of Rural Development).
-

12.04½ hrs

(Shri Jagdambika Pal *in the Chair*)

STANDING COMMITTEE ON COAL, MINES AND STEEL

7th Report

SHRI ANURAG SINGH THAKUR (HAMIRPUR): Sir, I beg to present the Seventh Report (Hindi and English versions) of the Standing Committee on Coal, Mines and Steel on the subject 'Implementation and Utilization of District Mineral Foundation (DMF) Fund and Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) – A Review' relating to the Ministry of Mines.

12.05 hrs

STATEMENT BY MINISTER

A statement regarding the Status of implementation of the recommendations contained in the 10th Report of the Standing Committee on Housing and Urban Affairs on PM Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) pertaining to the Ministry of Housing and Urban Affairs*

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल) : माननीय सभापति महोदय, मैं आवासन और शहरी कार्य मंत्रालय से संबंधित पीएम स्ट्रीट वेंडर आत्मनिर्भर निधि (पीएम स्वनिधि)

* Laid on the Table and also placed in Library, See No. LT 2523 /18/25

पर आवासन और शहरी कार्य संबंधी स्थायी समिति के 10वें प्रतिवेदन में अंतर्विष्ट सिफारिशों के कार्यान्वयन की स्थिति के बारे में एक वक्तव्य सभा पटल पर रखता हूँ।

12.05 ½ hrs

MATTERS OF PUBLIC IMPORTANCE

माननीय सभापति : श्री विजयकुमार उर्फ विजय वसंत जी।

... (व्यवधान)

माननीय सभापति : श्री अवधेश प्रसाद जी।

... (व्यवधान)

श्री अवधेश प्रसाद (फैजाबाद) : मान्यवर, 'जल जीवन मिशन' सरकार की बहुत ही महत्वाकांक्षी योजना है। इसके अंतर्गत पूरे देश में स्वच्छ जल पिलाने की योजना है।

मान्यवर, मेरा संसदीय क्षेत्र जनपद अयोध्या है, जहां से आप भी जाते हैं। बड़े अफसोस के साथ कहना पड़ रहा है कि पूरे जिले में जितनी भी सड़कें थीं, वे सब खोद दी गई हैं।

चाहे पीडब्ल्यूडी द्वारा बनायी गई सड़कें हों, चाहे विधायक निधि द्वारा बनाई गई सड़कें हों, चाहे सांसद की विकास निधि द्वारा बनायी गई सड़कें हों, सारी सड़कें खोद दी गई हैं। सड़कें खोदकर नाली बनायी गई है। जो उस नाली में पाइप डाला गया है, वह बहुत ही घटिया है। यह आलम है कि इस योजना पर करोड़ों नहीं, अरबों रुपये खर्च किए गए हैं। आज मैं दावे के साथ कह सकता हूँ कि किसी भी गाँव के किसी भी घर में एक बूँद पानी नहीं है और कहीं-कहीं अगर थोड़ा-बहुत पानी है भी तो अगर बाल्टी नल के नीचे रख दें तो 10 घंटे में भी वह बाल्टी नहीं भरेगी। यह सरकार की बहुत ही महत्वाकांक्षी योजना है, लेकिन इस महत्वाकांक्षी योजना के जरिए पूरी तरह से लूटपाट की गई है, भ्रष्टाचार किया गया है।

महोदय, मैं माँग करता हूँ कि यह पूरे देश का मामला है, यह किसी पार्टी से संबंधित नहीं है, सत्ता पक्ष के माननीय सदस्य के यहाँ भी समस्या है और दिल्ली में भी समस्या है। मैं माँग करता हूँ कि

इसकी जाँच की जाए और जो भी दोषी हों, उनके खिलाफ कार्रवाई की जाए। साथ ही साथ इस देश में पेयजल की जो समस्या है, यह गर्मी का मौसम है, पेयजल योजना के लिए इंडिया मार्क 2 हैंडपंप ही सफल होगा, उसको किया जाए। इस योजना में जो भी खामियाँ हैं, जो भी इसके लिए दोषी हैं, इसकी जाँच कराकर उनको दंडित करने का काम किया जाए। बहुत-बहुत धन्यवाद।

माननीय सभापति : श्री बलराम नायक जी।

... (व्यवधान)

माननीय सभापति : आपके संज्ञान के लिए बता दूँ कि आप 'दिशा' की बैठक में, जिस भी कार्यदायी संस्था की जिम्मेदारी है, उसकी जिम्मेदारी है कि खोदने के बाद इंटरलॉकिंग सड़क बनायेगा। आप अपनी 'दिशा' की बैठक में इस संबंध में बात करें। ठीक है।

... (व्यवधान)

माननीय सभापति : श्री बलराम नायक जी।

आप 'दिशा' के चेयरमैन हैं, कलेक्टर आपका सेक्रेटरी है। श्री बलराम नायक जी।

श्री भर्तृहरि महताब जी।

... (व्यवधान)

*** SHRI BHARTRUHARI MAHTAB (CUTTACK):** Sir, for ages Mahanadi is the only river in Odisha which has a perennial flow of water. However, due to construction of some large barrages in the river's catchment areas in neighbouring Chhattisgarh, the flow of water in Mahanadi has been adversely affected. Water levels in Odisha's Hirakud Dam are going down posing water crisis in downstream regions. The crisis is alarming as Mahanadi is almost dry two weeks before the month of Baishak. Our concern lies in having water during non-monsoon times as well. The river is exposed to severe erosion. Sand and Silt

* English translation of the speech originally delivered in Odiya.

too are a bane. The bed of the river is rising due to sand formation and endangering the embankments. The river's earlier capacity of handling 9 lakh cusecs of water has been upgraded to 11 lakh cusecs.

All embankments are in dangerous condition. If floods happen, then embankments will collapse. So, I request the central government for dredging the riverbeds. The Centre and the state government should jointly carry out the dredging in Mahanadi and its subsidiary rivers as soon as possible, so that Odisha can be saved from floods.

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI): Hon. Speaker, Sir, I bring to your attention a pressing matter that affects the livelihoods of millions of Indians.

The recent RBI rule change requiring full repayment of gold loans along with interest after 12 months has imposed a significant financial burden on vulnerable sections of our society, including farmers, small business owners, fishermen, and low-income individuals. The gold loans have been a vital source of financing for these individuals, providing quick liquidity during critical times. However, the new rule has taken away the flexibility to renew loans by paying only the interest, forcing them to seek help from informal lenders who charge exorbitant interest rates.

To address this issue, I propose the following: There should be jewel loans with easy interest payment and renewal options; education loans should be given without collateral security as most of the banks are asking for collateral security; and hassle-free loans for MSMEs should also be given without collateral security.

The RBI's recent changes to the gold loan rules aim to promote a more transparent and secure gold lending ecosystem. However, we must ensure that these changes do not inadvertently harm the common man.

I request the Government to reconsider the recent RBI rule change and provide relief to the vulnerable section of our society. Thank you.

श्री बलराम नाइक पोरिका (महबूबाबाद) : साहब, नमस्कार ।

साहब, मेरे तेलंगाना में महबूबाबाद डिस्ट्रिक्ट है और वह पूरा का पूरा ट्राइबल क्षेत्र है । उस क्षेत्र में दो-तीन नवोदय विद्यालयों की सख्त जरूरत है । वहां नवोदय विद्यालय का होना जरूरी है क्योंकि वह एक ट्राइबल क्षेत्र है । वह छत्तीसगढ़ और ओड़िशा का बॉर्डर है । इसलिए वहां के लिए दो-तीन नवोदय विद्यालय दे देंगे तो यह हमारे लिए बहुत अच्छा होगा और ट्राइबल, आदिवासियों को आगे बढ़ाने की गवर्नमेंट की जो इच्छा है, वह इच्छा इससे पूरी हो सकती है ।

श्री रविंद्र दत्ताराम वायकर (मुंबई उत्तर-पश्चिम) : सभापति महोदय, मैं इस सदन के माध्यम से वसोवा जेटी से जुड़े गंभीर मुद्दों को उठाना चाहता हूं, जो मुंबई उत्तर-पश्चिम लोकसभा क्षेत्र का एक महत्वपूर्ण हिस्सा है । यहाँ कोली (मछुआरा) समुदाय कई वर्षों से मत्स्य व्यवसाय पर निर्भर है, लेकिन बुनियादी सुविधाओं की भारी कमी के कारण उनका जीवन और रोजगार दोनों संकट में हैं । केन्द्र सरकार को इस मुद्दे को प्राथमिकता देनी चाहिए और वसोवा जेटी का आधुनिकीकरण करना चाहिए ।

महोदय, इसके लिए मैं केन्द्र सरकार से वसोवा जेटी के पुनरुद्धार, मछुआरों की आजीविका का संरक्षण, और इस क्षेत्र के समग्र विकास के लिए विशेष आर्थिक पैकेज जारी करने की मांग करता हूं । यह पैकेज आधुनिक जेटी निर्माण, कोल्ड स्टोरेज, स्वच्छता, नौकाओं की सुरक्षा, कचरा प्रबंधन और जल आपूर्ति व्यवस्था को ध्यान में रखते हुए तैयार किया जाए । यदि ये कदम जल्द नहीं उठाए गए, तो यह क्षेत्र और यहां का मछुआरा समुदाय गहरे संकट में चला जाएगा । सरकार को तत्काल संज्ञान लेकर आवश्यक कदम उठाना चाहिए, यह मेरी मांग है ।

श्री राम शिरोमणि वर्मा (श्रावस्ती) : सभापति महोदय, आपने मुझे शून्य काल में बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद ।

महोदय, हमारा संसदीय क्षेत्र श्रावस्ती और बलरामपुर उत्तर प्रदेश का सबसे पिछड़ा हुआ जनपद है, जो भारत-नेपाल सीमा से लगे तराई क्षेत्र में है, जहां से होकर राप्ती नदी, बूढ़ी राप्ती नदी के साथ-साथ नेपाल से आने वाले कई पहाड़ी नाले बहते हैं, जिनमें बरसात के दिनों में लगभग हर साल बाढ़ आने के कारण भारी जान-माल का नुकसान होता है । यहां पक्के पुल न होने के कारण आज भी लोग नावों के द्वारा नदी पार करते हैं, जिससे नाव पलटने और जान जाने का खतरा हमेशा बना रहता है, जिन पर जनहित में पक्के पुल का निर्माण किया जाना अति आवश्यक है ।

सभापति महोदय, जनपद बलरामपुर में राप्ती नदी पर विकास खंड तुलसीपुर के ग्राम पंचायत बेला घाट पर पक्के पुल का निर्माण होना चाहिए । विकास खंड श्रीदत्तगंज बेलहा मार्ग के ग्राम पंचायत खमरिया घाट पर पुल का निर्माण होना चाहिए । हरैया सतघरवा ब्लॉक मुख्यालय के ग्राम पंचायत के ढोढरी घाट पर पुल का निर्माण होना चाहिए । विकास खंड बलरामपुर के ग्राम पंचायत पैगापुर के आवर घाट पर पुल का निर्माण होना चाहिए । ग्राम पंचायत भिटौढ़ी घाट, विकास खंड श्रीदत्तगंज बलरामपुर उत्तरौला मार्ग पर पुल का निर्माण होना चाहिए । ग्राम पंचायत गोपालपुर, करमहना घाट-बलरामपुर बेलहा मार्ग को जोड़ने वाले रास्ते पर पुल का निर्माण होना चाहिए ।

इसी तरह बूढ़ी राप्ती पर ग्राम पंचायत भगवानपुर खादर के भगवानपुर घाट पर सिद्धार्थनगर और पचपेड़वा के बीच पुल का निर्माण होना चाहिए । साथ ही, ग्राम पंचायत सुस्ता हरनहवा के पूर्वी घाट -बेलहा गैसड़ी तुलसीपुर को जोड़ने वाले मार्ग पर पुल का निर्माण होना चाहिए । और भाभर नाले पर नेपाल से नाले से निकला हुआ ग्राम पंचायत रजडेरवाँ थारू मुख्यालय (भारत नेपाल सीमा) पर और ग्राम पंचायत सेमगढड़ा पचपेड़वा ब्लॉक गैसड़ी पहाड़ी नाले (पथराहवा नाले) पर पुल का निर्माण होना चाहिए । इसी तरह से जनपद श्रावस्ती में राप्ती नदी पर मथुरा घाट ग्राम पंचायत राजघर गुलरिहा विकास खंड इकौना पर पुल का निर्माण होना चाहिए ।

सभापति महोदय, आपके माध्यम से कहना चाहूंगा कि इन तमाम जगहों पर जनहित में पक्के

पुल का निर्माण किया जाना अति आवश्यक है। अतः आपके माध्यम से भारत सरकार और उत्तर प्रदेश की डबल इंजन की सरकार से मेरी मांग है कि इन सभी जगहों पर जनहित में जल्द से जल्द पक्के पुल निर्माण कराया जाना आवश्यक है।

माननीय सभापति : आप बिस्कोहर-पचपेड़ा के बीच में छगड़ेवा पुल कैसे भूल गए?

श्री छोटेलाल जी।

श्री छोटेलाल (राबर्ट्सगंज) : सर, हमारे संसदीय क्षेत्र रॉबर्ट्सगंज सोनभद्र के दुद्धी विधानसभा, सदर विधान सभा, नगवा ब्लॉक, चोपन ब्लॉक, कोन ब्लॉक, नौगढ़, चकिया ब्लॉक के गांवों में दलित आदिवासियों को वनाधिकार के तहत जितना पट्टा मिलना चाहिए, उतना नहीं मिल रहा है। उनके बाप-दादा के जमाने से, एस्टेट राजा के जमाने से जो जमीन मिली हुई थी चकिया विधानसभा में, वह जमीन दलित, पिछड़े, आदिवासियों व किसानों से छीनी जा रही है।

आदिवासियों की पुश्तैनी जमीन को लगभग 50 सालों से सर्वे में बाहरी आदमी व दबंग पैसे वालों ने अपने नाम करा लिया है। उनकी जमीन भी सर्वे कराकर वापस की जाए। किसी पुलिस, लेखपाल से कब्जा न कराया जाए। वह गलत तरीके से, नियम विरुद्ध तरीके से नाम कराया गया था। आदिवासी आज तक काबिज हैं। उस जमीन पर आज तक आदिवासियों का कब्जा है। उनकी जमीन उनके नाम करके वापस दी जाए और ज्यादा से ज्यादा वनाधिकार के तहत गरीब, दलित, आदिवासियों को पट्टा दिया जाए। सर, आप कहते हैं कि दिशा की बैठक में अधिकारी सुनते हैं। वे सुनने वाले नहीं हैं। वहां पर अधिकारी मनमानी करते हैं। किसी की सुनते नहीं हैं। अधिकारियों को निर्देश दिया जाए कि जो आदेश 'दिशा' की बैठक में दिया जाता है, वह कार्य किया जाना चाहिए। वे अधिकारी भ्रष्टाचार में लिप्त हैं। इसलिए मैं आपसे आग्रह करता हूँ कि वहां आदेश दिया जाए कि जो कहा जाता है, उसको कायदे से सुन लें।

धन्यवाद।

माननीय सभापति : माननीय संसदीय कार्य मंत्री जी इसका संज्ञान ले रहे हैं और शून्य काल में 20 सदस्यों में से सात समाजवादी पार्टी के सदस्य हैं।

श्री चन्द्र प्रकाश चौधरी (गिरिडीह) : महोदय, मेरे लोकसभा क्षेत्र अंतर्गत जितने भी कोयला परियोजनाएँ चल रही हैं उन्हें CTO देने के लिए जो शर्तें दी गयी थीं, उनका अनुपालन किया जाना था, जैसे जल संरक्षण, वृक्षारोपण और अन्य जो भी कार्य हैं जिनके लिए अलग से राशि का प्रावधान है, लेकिन उन पर काम नहीं हो रहा ।

कोयला परियोजनाओं को CTO देने के लिए शर्तों का अनुपालन हो रहा है या नहीं इसकी जांच केन्द्रीय पर्यावरण मंत्रालय द्वारा की जाए और साथ ही गिरिडीह नगर के पूर्वी क्षेत्र में पिछले 25 वर्षों से गादी श्रीरामपुर, मोहनपुर, उदनाबाद, फुलची पंचायत के गावों में प्रदूषण फैलाया जा रहा है ।

प्रदूषण की स्थिति इतने सालों में अब इतनी भयावह हो गयी है कि लोग सांस की बीमारी से मर रहे हैं, बच्चे दिव्यांग पैदा हो रहे हैं । कृषि योग्य भूमि बंजर हो गयी है । वन विभाग द्वारा लगाए गए पेड़ भी नष्ट हो चुके हैं । भूजल का स्तर काफी गिर गया और महुआटांड गाँव तो जलविहीन हो गया है । उसरी नदी के पानी को भी इन फैक्ट्रीज द्वारा प्रयोग किया जा रहा है जिसके वजह से उसका अस्तित्व आज खतरे में है । जिला प्रशासन द्वारा हर बार आश्वासन के बावजूद कंपनियों द्वारा प्रदूषण उत्सर्जन रोकने के लिए तय मानकों के ESP तक का प्रयोग नहीं कर रही । इन्हें रोकने के लिए जिला प्रशासन और राज्य प्रशासन असमर्थ है । अब वहाँ के ग्रामीण इतने त्रस्त हो चुके हैं कि वहाँ के लोगों ने इस बार वोट का भी बहिष्का किए हैं ।

मैं सरकार से मांग करता हूँ कि पर्यावरण संरक्षण हेतु आपके माध्यम से मेरा केन्द्रीय पर्यावरण मंत्री से अनुरोध है की केन्द्रीय प्रदूषण नियंत्रण बोर्ड द्वारा इन फैक्ट्रीज की पर्यावरण मंजूरी और संचालन करने की सहमति कैसे दी जा रही है इसका स्वतः संज्ञान लेकर इसकी जांच करें और जब तक सारे पर्यावरण मानकों को पूरा न कर लिया जाए तब तक इन्हे बंद रखे ।

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, my 'Zero Hour' submission is relating to construction of an underpass at Vettuthara junction on National Highway-66 in my constituency.

Sir, Vettuthara is an important junction which is connecting the eastern part

of my constituency to National Highway-66 covering Thekkumbhagam gram panchayat, Thevalakkara gram panchayat and so many other places in the eastern part. Those people are dependent on this route. They connect to the National Highway through Vettuthara junction. Unfortunately, there is no vehicular underpass at that particular junction.

And further, as far as the service roads are concerned, it was originally planned to have seven metres of width of the service road, but unfortunately, the width has come down to four metres, which has made the movement very difficult for the residents of the eastern part of that junction. Hundreds of vehicles are coming from the eastern part to get to the National Highway-66, but there is no underpass leading to difficulties. I learned that there is a proposal to construct an underpass with the width of 22.9 metres near the Neendakara Bridge. My suggestion is, either a new vehicular underpass be constructed at Vettuthara junction or the newly proposed underpass with 22.9 metre width be shifted to Vettuthara junction to resolve this problem. I would urge the Government to do it at the earliest for the convenience of the people at large.

श्री धर्मेन्द्र यादव (आजमगढ़) : सभापति जी, मैं आपके माध्यम से अपने क्षेत्र का एक महत्वपूर्ण विषय सदन में उठाना चाहता हूँ। आज पूरे देश के दलित समुदायों के ऊपर अन्याय और अत्याचार हो रहा है। विशेषकर उत्तर प्रदेश के अंदर इस कदर से अन्याय एवं अत्याचार हो रहा है कि एनसीआरबी के डेटा भी कहा रहा है कि अगर कस्टोडियल डेथ सबसे ज्यादा किसी प्रदेश में है तो वह उत्तर प्रदेश के अंदर है।

सभापति जी, अभी 31 मार्च को ईद के मौके पर मैं अपने संसदीय क्षेत्र आजमगढ़ में था। मैं लोगों को ईद की मुबारकवाद दे रहा था। वहां मेरे पास अचानक सूचना आती है कि हमारे संसदीय क्षेत्र

आजमगढ़ के ही तरवा थाना के ओहनी पट्टी गांव के सन्नी कुमार नाम के एक 22 वर्षीय नौजवान को तीन पहले से ही थाने में बैठा रखा था। सन्नी कुमार दलित समुदाय से आते हैं। न्यायालय का सीधा-सीधा निर्देश है कि 24 घंटे के अंदर चालान होना चाहिए और मसला न्यायालय के सामने जाना चाहिए। उस पर न्यायालय फैसला लेगी, लेकिन उत्तर प्रदेश के अंदर पुलिस तो न्यायालय से भी ऊपर हो गई है। पुलिस तो ईश्वर से भी ऊपर हो चुकी है। पुलिस को कोई भी नियम-कानून और न्यायालय के मार्गदर्शन मान्य नहीं है।

माननीय सभापति : इसमें केंद्र की क्या एकाउंटबिलिटी है?

श्री धर्मेन्द्र यादव : सभापति जी, थाना तरवा के अंदर सन्नी कुमार की हत्या कर दी गई और सूचना क्या दी गई कि लोअर के नाड़े से उसने फाँसी लगा ली।

सभापति जी, तीन किलोमीटर दूर पर गांव था, लेकिन सन्नी कुमार की हत्या के बाद परिवार के किसी व्यक्ति को सूचना नहीं दी गई। उसके बाद डेड बॉडी सीधे मोर्चुअरी में पहुंचा दी जाती है और स्टोरी बना दी जाती है कि उसने फाँसी लगा ली।

सभापति जी, मैं मोर्चुअरी के पास जाकर उनके परिवार से मिला। अगर आप भी उनके बारे में सुनेंगे तो एकदम द्रवित हो जाएंगे। वह केवल तीन बहन-भाई है। वह अपने परिवार का अकेला बेटा था। अब दो बहनें बची हुई हैं। उनमें से एक बहन विकलांग है। अब उस परिवार का कोई भविष्य नहीं बचा है। दोनों बहनें बिना शादी के हैं। मैंने अपनी पार्टी की ओर से, हमारे आदरणीय राष्ट्रीय अध्यक्ष जी ने भी कहा कि उस परिवार के एक सदस्य को सरकारी नौकरी मिले। सन्नी कुमार के परिवार को एक करोड़ रुपये का मुआवजा मिले। यह हमारी मांग है।

सभापति जी, मैं आपसे एक और चीज कहूंगा। मैंने कल भी जीरो आवर का नोटिस दिया था। बैलेटिंग में मेरा नाम भी है। दलित समुदाय से जुड़ा हुआ मेरा मुद्दा है। उत्तर प्रदेश के अंदर राज्य सभा के वरिष्ठ सांसद आदरणीय रामजी लाल सुमन जी के घर पर जिस कदर हमला हुआ, उनके ऊपर जानलेवा हमला हुआ।... (व्यवधान)

माननीय सभापति: आप दो विषय मत लीजिए। आप केवल एक विषय के बारे में बोलिए।

... (व्यवधान)

श्री धर्मेन्द्र यादव : सभापति जी, उनकी आप सुरक्षा तो बढ़ाइए। क्या आप उनकी सुरक्षा नहीं बढ़ाएंगे?... (व्यवधान)

माननीय सभापति: धर्मेन्द्र जी, आपकी बात आ गई है।

... (व्यवधान)

श्री मुकेश राजपूत (फर्रुखाबाद) : सभापति महोदय, आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

महोदय, आज मैं इस सदन के माध्यम से देश के यशस्वी रक्षा मंत्री जी का ध्यान एक अत्यंत महत्वपूर्ण विषय की ओर आकर्षित करना चाहता हूँ।

महोदय, मेरे संसदीय क्षेत्र फर्रुखाबाद के फतेहगढ़ में सेना के दो रेजिमेंट सेंटर्स स्थित हैं, एक राजपूत रेजिमेंट है और दूसरा सिखलाई रेजिमेंट है। ... (व्यवधान) यहां पूर्व सैनिकों के उपचार के लिए एकमात्र पूर्व सैनिक पोली क्लीनिक स्थित है, जिसमें मात्र प्राथमिक उपचार की व्यवस्था है। वहां भर्ती की समुचित व्यवस्था न होने के कारण पूर्व सैनिकों को तत्काल उपचार की आवश्यकता होने पर उन्हें आगरा, लखनऊ, कानपुर, आदि जगह रेफर कर दिया जाता है, जो जनपद से लगभग 200 किलोमीटर की दूरी पर स्थित हैं।

महोदय, कभी-कभी इलाज के अभाव में उन्हें जान भी गंवानी पड़ती है। यहां पर एक छोटा सा मिलिट्री हॉस्पिटल है, जिसमें हृदय रोग, नाक, कान, गला, आंख सम्बन्धी चिकित्सक नहीं हैं एवं चिकित्सा सुविधाएं भी नहीं हैं। यहां पर सीटी स्कैन और एमआरआई जैसी टेस्टिंग की कोई व्यवस्था भी नहीं है। फर्रुखाबाद में ईसीएचएस को कवर करने वाला कोई सिविल अस्पताल नहीं है। जनपद फर्रुखाबाद में बहुत बड़ी संख्या में भारतीय सेना में बहुत से नौजवान हमारे देश के विभिन्न क्षेत्रों में अपनी सेवाएं दे रहे हैं और बहुत से जवान शहीद भी हुए हैं। हमें उन पर गर्व है। हमारे जनपद में बड़ी संख्या में पूर्व सैनिक भी रहते हैं। उनके परिवारों को आए-दिन इलाज की आवश्यकता पड़ने पर

फतेहगढ़ कैंट स्थित पोली क्लीनिक जाना पड़ता है, जिसमें इलाज की समुचित व्यवस्था न होने के कारण उन्हें व उनके परिजनों को काफी कठिनाइयां होती हैं। मेरा आपके माध्यम से माननीय रक्षा मंत्री जी से आग्रह है कि फतेहगढ़ कैंट स्थित, जहां दो रेजीमेंट्स हैं, वहां पोली क्लीनिक एवं मिलिट्री हॉस्पिटल में उच्च स्तरीय स्वास्थ्य सुविधाएं विकसित कराने कष्ट करें, जिससे जनपद के सैनिकों एवं पूर्व सैनिकों का इलाज व्यवस्थित तरीके से हो सके। बहुत-बहुत धन्यवाद।

***SHRI ESWARASAMY K. (POLLACHI):** Hon Chairman Sir, I wholeheartedly thank you for allowing me to raise an important issue pertaining to my Pollachi parliamentary constituency. The National Highway no 209 between Dindigul and Kamalapuram is being constructed through Puliampatti, Kittasurampalayam Kurumbapalayam and Achipatti. Since this National Highway is being laid at an elevated level of 20 feet high for a stretch of 3 kilometres, people are unable to reach their agricultural fields. Particularly the farmers who have given their lands for this Highway project are facing the difficulties. In the absence of approach roads, farmers are suffering a lot as they are unable to transport the agricultural produce grown in their fields. As a result the livelihood of farmers are very much affected in this area. On behalf of the villagers of this area, I make a fervent appeal to the Union Government that these approach roads should be constructed at the earliest without any difficulty to the people and the vehicular traffic of this area. Further, as this area is near the Pollachi Municipality, it is included in the model list of areas which are identified for expansion of Municipality jurisdiction. As these villages are growing fast, I urge that these approach roads should be constructed on both the sides of the Highway at the

* English translation of the speech originally delivered in Tamil.

actual ground level in order to help the farmers and general public of this area. Moreover I urge that permanent road should be constructed near the Kittasurampalayam bus terminus, for the transport of Light Motor Vehicles. Vedappatti village near Madathukulam has become like an isolated island due to non-availability of over-bridge and underpass. I urge that over-bridge and underpass should be constructed in this area. Along the Pollachi-Dindigul National Highway, between Marappettai to Unjavelampatti, several accidents take place resulting in loss of lives due to the median constructed on this stretch of the Highway. We have requested the National Highways Project Directorate to remove this median on this road. I on behalf of the people of my Pollachi parliamentary Constituency once again request for removal of this Median along the Marappettai-Unjavelampatti stretch of Pollachi-Dindigul National Highway in order to prevent loss of precious lives due to accidents. Thank you Vanakkam.

श्री धर्मवीर सिंह (भिवानी-महेन्द्रगढ़) : सभापति जी, केंद्र सरकार ने हरियाणा में एक नया आईआईटी खोलने की घोषणा की है। मेरा लोक सभा क्षेत्र एनसीआर रीजन में आता है और इसका मात्र दो घंटे का रास्ता है। नेशनल हाईवे के ऊपर मेरे तीन डिस्ट्रिक्ट्स लगते हैं, भिवानी, दादरी और महेन्द्रगढ़। 300 एकड़ से लेकर 500 एकड़ तक पंचायतों ने फ्री ऑफ कॉस्ट जमीन के प्रस्ताव स्टेट गवर्नमेंट को भेजे हैं कि यह आईआईटी मेरे क्षेत्र में बनाया जाए।

एनवायरनमेंट के हिसाब से दिल्ली में प्रदूषण बहुत रहता है और हमारा क्षेत्र प्रदूषण रहित है। देश के लगभग सभी राज्यों में, उत्तर पूर्वी राज्यों को छोड़कर, अलग-अलग आईआईटी की स्थापना हो चुकी है। अभी तक हरियाणा इससे वंचित है। इससे भी बड़ी बात यह है कि हरियाणा के बाकी जिलों में कई महत्वपूर्ण संस्थान और अनुसंधान केन्द्र पहले से मौजूद हैं। राष्ट्रीय प्रौद्योगिकी संस्थान कुरुक्षेत्र में है, पंचकुला में फैशन डिजाइनर का केन्द्र है, रोहतक में भी एक प्रबंधन संस्थान है। झझर

और भिवाड़ी में एम्स है, लेकिन मेरे संसदीय क्षेत्र चरखी-दादरी, भिवानी या महेन्द्रगढ़ में अभी तक राष्ट्रीय स्तर का कोई भी बड़ा संस्थान स्थापित नहीं हुआ है। यदि आईआईटी की स्थापना होती है तो न केवल इससे इस क्षेत्र में युवाओं को उच्च तकनीकी शिक्षा का लाभ मिलेगा बल्कि पूरे क्षेत्र में आर्थिक और सामाजिक विकास भी होगा।

अतः मैं आपके माध्यम से सरकार से अनुरोध करता हूँ कि हरियाणा में नयी प्रस्तावित आईआईटी को मेरे संसदीय क्षेत्र भिवानी, महेन्द्रगढ़ में लाया जाए। हमारे यहां पाली में एक सेंट्रल यूनिवर्सिटी है, उस यूनिवर्सिटी के अंदर एक एजुकेशन टाउनशिप बनायी जाए। वहां एक सेंट्रल यूनिवर्सिटी है, जिसमें मेडिकल कॉलेज, इंजीनियरिंग कॉलेज, स्टेस्टिक्सकल रिसर्च इंस्टीट्यूट या नेशनल इंस्टीट्यूट ऑफ फिजिकल एजुकेशन, नेशनल फैशन डिजाइनर और केन्द्रीय विद्यालय है। वहां टोटल 500 एकड़ का रकबा है। इसे एजुकेशन टाउनशिप के रूप में चेंज कर दिया जाए। धन्यवाद।

माननीय सभापति : सुश्री इकरा चौधरी-उपस्थित नहीं।

श्री मनीष जायसवाल (हजारीबाग) : सभापति महोदय, आज आपने मुझे एक बहुत ही महत्वपूर्ण विषय पर बोलने का अवसर दिया है। कुछ दिन पहले मैंने एक बहुत ही महत्वपूर्ण विषय उठाया था, क्षेत्र के विस्थापन का विषय रखा था। आपने आधे मिनट का समय दिया था, इसलिए पूरी बात नहीं रख पाया था। आज मैं उसी बात को पूरा कर रहा हूँ।

हजारीबाग, रामगढ़ और चतरा में सीसीएल और एनटीपीसी के द्वारा कोयला खदानों के लिए विस्थापन किया जा रहा है। हजारीबाग जिले के केरडारी, बड़कागांव, डारी, चुरचु और रामगढ़ जिले के मांडू और रजरप्पा में।

माननीय सभापति : माननीय सदस्य आपका विषय भैरवा जलाशय के बारे में था।

श्री मनीष जायसवाल : सभापति महोदय, मैंने लिख कर दिया है। एनटीपीसी की कोल माइनिंग परियोजना में कम्पेनसेशन के रूप में चार चीज देते हैं, पहला, जमीन का दाम देते हैं जो कि अभी 24 लाख रुपये दे रहे हैं, जबकि मार्केट में जमीन का रेट बहुत ज्यादा है। कम से कम उसे बढ़ाकर 40

लाख रुपये देना चाहिए, इस विषय को मैंने पहले भी रखा था।

दूसरा, असेट्स का कम्पेनसेशन देते हैं। अगर मेरा मकान बना हुआ है तो पक्के मकान का 950 रुपये कम्पेनसेशन देते हैं और कच्चे मकान का 650 रुपये प्रति स्कवॉयर फीट कम्पेनसेशन देते हैं। यह अन्याय है। अगर ये लोग अपनी स्कीम बनाते हैं तो 2200 से 2500 प्रति स्कवॉयर फीट रखते हैं, जब गरीबों को कम्पेनसेशन देने की बारी आती है तो बिल्कुल आधा देते हैं।

मेरी मांग है कि मकान के कम्पेनसेशन के दाम को बढ़ाना चाहिए। अभी पक्के मकान का जो 950 रुपये है, उसे 2000 रुपये करना चाहिए और कच्चे मकान का 650 रुपये से 1500 रुपये करना चाहिए। विस्थापन के लाभ पर पेंच फंसता है। 16-05-2016 को पकड़ी बड़वाडीह में इनकी माइन शुरू होती है। उन्होंने एक कट ऑफ डेट तय की कि 16-05-2016 को जिन लोगों की आयु 18 साल की होगी, हम केवल उनको देंगे। लेकिन जमीन का विस्थापन कब कर रहे हैं? वर्ष 2025-2026 में जमीन से विस्थापन कर रहे हैं। उन्होंने मुझे रोक दिया, वर्ष 2016 के बाद मैं उस जमीन पर कुछ नहीं कर सकता हूँ क्योंकि सेक्शन 4 और 9 लागू हो जाता है, हम न वहां घर बना सकते हैं, न बेच सकते हैं। अगर आज हमसे लेते हैं, जिस दिन वह लेंगे, उसी दिन का कम्पेनसेशन देना चाहिए, यह न्यायोचित होगा।

मेरी मांग है कि कम्पेनसेशन के रेट को बढ़ाना चाहिए। आज बहुत मुश्किल से मेरा समय आया है।

महोदय, मेरा दूसरा प्रश्न यह है कि उस इलाके में एनटीपीसी टोटल मैकेनाइज कर रही है। कन्वेयर बेल्ट से कोयला आया और अपने आप रैंक लोडिंग सिस्टम से लोड हो जाएगा। इसका मतलब वहां के लोगों को केवल देखना है, आवाज सुनना है और धूल सहना है। जितने लोगों ने गाड़ियां खरीदी हैं, अभी आप देखेंगे कि आज के दिन में 15 मिलियन टन कोयला ट्रांसपोर्ट हो रहा है। उन्होंने व्यवस्था की है कि वर्ष 2025 में 3 मिलियन टन कोयला रोड से जाएगा और वर्ष 2026 के बाद जीरो हो जाएगा। उससे टोटल रोजगार खत्म हो जाएगा।

मेरा माननीय मंत्री जी से आग्रह है कि एक बैलेंस स्थापित करना चाहिए। हमें पर्यावरण को

संरक्षित करना है, लेकिन रोजगार भी महत्वपूर्ण है। जो लोग ट्रांसपोर्ट करते हैं और जो लोग वहां लोकल रोजगार करते हैं, उन सभी लोगों को बैलेंस करना चाहिए। यह एक बहुत महत्वपूर्ण मांग है। केवल मैकेनाइज करने से काम नहीं चलेगा। पेड़ तो बचेगा, लेकिन वहां पर आदमी खत्म हो जाएंगे। आदमी और पर्यावरण के बीच में एक बैलेंस स्थापित करना चाहिए। मेरी इस महत्वपूर्ण मांग पर सम्माननीय मंत्री जी विचार करें। मेरी आपसे यही आग्रह और विनती है। बहुत-बहुत धन्यवाद।

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया (साबरकांठा) : धन्यवाद सभापति महोदय। सर्वप्रथम मुझे मेरे मत विस्तार लोक सभा साबरकांठा के कुछ अति महत्वपूर्ण विषय उठाने हेतु अवसर देने के लिए मैं आपका हार्दिक आभार व धन्यवाद करती हूँ। साथ ही, मैं यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी और माननीय मंत्री श्री नितिन गडकरी जी को भी धन्यवाद देती हूँ, जिन्होंने साबरकांठा जिले में 14.2 किलोमीटर लंबी इंदर-बडोली बाईपास के चौड़ीकरण के लिए 705.09 करोड़ रुपये की मंजूरी दी है।

12.37 hrs

(Hon. Speaker in the Chair)

अध्यक्ष महोदय, मैं आपके माध्यम से माननीय मंत्री जी का ध्यान गुजरात राज्य में स्थित राष्ट्रीय राजमार्ग संख्या 848 (के) की ओर आकर्षित करना चाहती हूँ, जो नडियाद-आनंद के पास राष्ट्रीय राजमार्ग 48 से प्रारंभ होकर कठलाल, कपड़वंज, बायड, धनसुरा, मोडासा होते हुए शामलाजी से राष्ट्रीय राजमार्ग 48 को जोड़ता है। लगभग 137 किलो मीटर लंबा यह मार्ग यातायात और व्यापार के दृष्टिकोण से अत्यंत महत्वपूर्ण है।

महोदय, भारत सरकार द्वारा इसे दिनांक 27 नवंबर, 2020 को राष्ट्रीय राजमार्ग घोषित किया जा चुका है, परंतु वर्तमान में यह सड़क राज्य सरकार की Annuity Model के अंतर्गत आती है, जिसकी अवधि जुलाई, 2026 में समाप्त हो रही है। इस मार्ग पर 33,000 से अधिक पीसीयू यातायात का दबाव है, जिससे भारी जाम और दुर्घटनाओं का खतरा बढ़ गया है। मौजूदा 10 मीटर चौड़ाई की वजह से यह यातायात प्रवाह के लिए अपर्याप्त साबित हो रहा है। अरवल्ली जिले के मोडासा, धनसुरा, बायड व डमाई के बीच भारी वाहनों की अधिकता के कारण प्रशासन को सुबह 8 बजे से रात 8 बजे तक भारी वाहनों के प्रवेश पर प्रतिबंध लगाना पड़ा है, जिससे व्यापार, औद्योगिक एकमो और

ट्रांसपोर्टों को नुकसान हो रहा है।

अध्यक्ष महोदय, मैं सिर्फ एक मिनट का समय लूंगी। धनसुरा, बायड एवं डेमई जैसे प्रमुख नगरों में बाईपास सड़क एवं वायाडक्ट डिज़ाइन ओवरब्रिज की जरूरत है।

अतः मैं माननीय सड़क परिवहन एवं राजमार्ग मंत्री जी से विनम्र निवेदन करती हूँ कि राष्ट्रीय राजमार्ग संख्या 848 (के) को फोर लेन किए जाने की आवश्यकता को देखते हुए इसकी विस्तृत परियोजना तैयार करने के लिए आवश्यक सर्वेक्षण कार्य शीघ्र आरंभ करने पर सहानुभूतिपूर्वक विचार किया जाए। बायड, धनसुरा एवं डेमई नगरों में यातायात को सुगम बनाने हेतु बाईपास सड़क एवं वायाडक्ट डिज़ाइन ओवरब्रिज की योजना को डीपीआर में सम्मिलित करने की कृपा करें। राज्य सरकार द्वारा इस राजमार्ग के लिए जो वार्षिकी योजना चल रही है, उसके पूर्ण होने से पहले भूमि अधिग्रहण एवं अन्य आवश्यक स्वीकृति की प्रक्रिया पूरी हो जाए, उस दिशा में आवश्यक कदम उठाने के लिए भी मैं अनुरोध करती हूँ, ताकि निर्माण कार्य शीघ्र प्रारंभ किया जा सके।

महोदय, वात्रक नदी पर वात्रक गाँव के समीप स्थित पुल की अत्यंत जर्जर स्थिति को देखते हुए, उसके पुनर्निर्माण एवं चौड़ीकरण पर विशेष ध्यान देने की कृपा करें, जिससे आने-जाने वाले नागरिकों की सुरक्षा सुनिश्चित हो सके।

मेरा माननीय मंत्री महोदय से विनम्र आग्रह है कि इस महत्वपूर्ण परियोजना को शीघ्र स्वीकृति प्रदान कर उस क्षेत्र के नागरिकों को सुरक्षित, सुगम एवं आधुनिक यातायात सुविधा उपलब्ध कराई जाए। धन्यवाद।

SHRIMATI DIMPLE YADAV (MAINPURI): Thank you, hon. Speaker, Sir.

I would like to speak on a very important matter, and I believe that most of the Members of Parliament sitting in the House -- now, not present in the House - - are going to align with it. It is regarding the stepmotherly and unethical treatment being meted out to the ex-servicemen under the Ex-Servicemen Contributory Health Scheme.

I am given to understand that presently the scheme is facing a shortfall of more than Rs. 5000 crore. Moreover, since September, 2023, the fund allotment to the scheme has been erratic and scarce compared to the projected requirements.

The Central Government Health Scheme (CGHS) in spite of having a high per capita expenditure does not fix any issues and continues to be well-funded which is much appreciated but at the same time, this is leading to humiliation and discrimination against the ECHS patients in empanelled hospitals. At times, if in one family or in one friend circle or community, there are CGHS, ECHS, the State ESI and PSU members and when all of them approach the same empanelled hospital, the ECHS members are subtly turned away stating there is a lack of beds whereas others continue to be attended to.

In addition to this, the trauma of the illness and the financial distress is causing the proud soldier to face loss in the society and in the long run, it will be detrimental to the image of the soldiers of the nation as a whole.

Though this discrimination in fund allotment has been going on earlier also, this year, it has been monumental. The empanelled hospitals are forced to close the financial year due to the shortfall in each ECHS payments. In the long run, these hospitals will not be empanelled with ECHS again.

Most cancer and expensive medicines are not available in the ECHS clinics and the soldiers are being given non-availability certificates to buy from the market and they are told to claim this money and when these soldiers apply for reimbursement of money, this claim is not passed as they have no funds with the

ECHS.

Sir, I would like the Ministry to take immediate steps regarding the release of complete requirement of ECHS funds so that the empanelled facilities can continue. At the same time, I would request the hon. Minister to look into the matter and to do the needful. The soldiers have given the prime of their life to the nation and I being the daughter of an ex-serviceman also, I understand their plight and their situation which these soldiers are facing. I do not want these soldiers to be humiliated and discriminated in old age.

Thank you, Sir.

श्री अमरिंदर सिंह राजा वारिंग (लुधियाना) : अध्यक्ष महोदय,

“शहीदों की चिताओं पर लगेंगे हर बरस मेले,

वतन पर मरने वालों का यही बाकी निशां होगा” ।

महोदय, मैं आज उस व्यक्ति की बात करना चाहता हूं, जिसका नाम सुनते ही हर व्यक्ति में जोश आ जाता है। आज से पांच साल पहले मुझे त्रिपुरा जाने का मौका मिला था। जब मैं एयरपोर्ट से उतर रहा था, तब मैंने वहां एक स्टेडियम देखा और उस स्टेडियम का नाम भगत सिंह स्टेडियम, त्रिपुरा था। भगत सिंह पंजाब में पैदा हुए थे, लेकिन त्रिपुरा की धरती पर भगत सिंह जी का नाम दिखा, तब मुझे गौरव और गर्व महसूस हुआ।

मैं आज उस व्यक्ति की बात करना चाहता हूं, जिन्होंने देश की आजादी और देश की अखंडता के लिए अपना बलिदान दिया। मैं वह बात दोहराना चाहता हूं, यह बात 23 मार्च, 1931 की शाम की है, जब भगत सिंह लेनिन की जीवनी पढ़ रहे थे, तब एक अफसर ने दरवाजा खोला और उनसे कहा कि फरमान आ गया है कि आपको फांसी दी जानी है। उन्होंने अपनी आंख उठाए बिना किताब पढ़ते हुए कहा कि अभी एक क्रांतिकारी का दूसरे क्रांतिकारी से मिलन हो रहा है, दो मिनट रुक जाइए। मौत की परवाह ने करते हुए उन्होंने कहा कि ... (व्यवधान)

माननीय अध्यक्ष : आपका विषय क्या है?

श्री अमरिंदर सिंह राजा वारिंग : महोदय, मुझे बोलते हुए सिर्फ आधा मिनट हुआ है, आपने मेरा फ्लो तोड़ दिया है।

माननीय अध्यक्ष : आप पंजाब में भी भगत सिंह स्टेडियम पढ़ लेते।

श्री अमरिंदर सिंह राजा वारिंग : माननीय स्पीकर साहब, मेरी आपसे गुजारिश है कि जब भगत सिंह आजादी के इस रास्ते पर चल रहे थे, आज से ठीक 95 साल पहले सामने वाली बिल्डिंग, जिसे केन्द्रीय विधान सभा कहा जाता था, वहां पर गूंगी-बहरी अंग्रेज सरकार को धमाका करके देशवासियों की आवाज सुनाने का काम किया। भगत सिंह की मां की इच्छा क्या थी? उन्होंने भगत सिंह को कहा था कि मैं आपकी शादी होते देखना चाहती हूं, आपके बच्चे देखना चाहती हूं और आप मेरी अर्थी को कंधा देंगे। मैं यह महसूस करती हूं। उन्होंने अपनी मां को कहा कि मेरी शादी फांसी के फंदे से हो चुकी है।

महोदय, 8 अप्रैल का वह वाक्या है। आज मैं उस व्यक्ति के लिए 95 साल बाद यह मांग करना चाहता हूं कि उनको शहीद का दर्जा दिया जाए और उनको भारत रत्न अवॉर्ड से नवाजा जाए। आपने हजारों लोगों को भारत रत्न दिया, घर बैठे लोगों को भारत रत्न दिया, लेकिन आज तक भगत सिंह को भारत रत्न देने का काम नहीं किया। मेरी मांग है कि भगत सिंह को शहीद का दर्जा और भारत रत्न देने का काम केन्द्र सरकार करे।

माननीय अध्यक्ष : सब मांग कर रहे हैं। मांग करने वालों को भी विचार करना चाहिए और इधर भी विचार करना चाहिए।

श्री उत्कर्ष वर्मा मधुर (खीरी) : अध्यक्ष जी, मैं आपका ध्यान बहुत ही महत्वपूर्ण विषय पर आकृष्ट करना चाहता हूं। भारत सरकार की राष्ट्रीय टाइगर कन्जर्वेशन अथॉरिटी ने माना है कि देश के कुल टाइगरों की 30 परसेंट संख्या नोटीफाइड वन क्षेत्र के बाहर है। मेरे जनपद खीरी व पड़ोस के जनपद बहराइच और पीलीभीत में पिछले चार वर्षों में 65 से ज्यादा मनुष्यों की वन प्राणियों द्वारा जान जा चुकी है। गन्ने की दस महीने की फसल में सात-आठ महीने में गन्ना काफी बड़ा हो जाता है, जिसे बाघ

स्वाभाविक रूप से रहने योग्य मानता है। दुधवा के जंगलों में वर्ष 2008 में आई बाढ़ ने बायो डायवर्सिटी बिगाड़ दी है, जिससे छोटी घास खत्म हो गयी है। इसके कारण छोटे जानवर जंगल से बाहर आये और उनके पीछे बाघ, तेंदुए और अन्य जंगली जानवर शिकार के लिए बाहर आ गए, जहां उनके लिए आवारा पशु आसानी से उपलब्ध हैं। बाघिन गन्ने के खेत में शावकों को जन्म दे रही है और वापस जंगल नहीं जा रही है। किसान और मजदूरों को खेतों में काम करने के लिए दहशत और जान का खतरा बना हुआ है।

मैं मांग करता हूं कि अविलम्ब इस समस्या के समाधान के लिए विशेषज्ञों की टीम बनाकर मानव-वन प्राणी टकराव रोकें। वन प्राणियों से मृत्यु होने पर मुआवजे की राशि बढ़ाकर कम से 25 लाख की जाए, पालतू पशुओं व फसलों के नुकसान की क्षतिपूर्ति की जाए और वन प्राणियों को पकड़ कर वापस जंगल में छोड़ा जाए। धन्यवाद।

***SHRI BALWANT BASWANT WANKHEDE (AMRAVATI):** Hon'ble Speaker Sir, today I rise to urge you to confer Bharat Ratna Award upon Bhausahab Panjabrao Deshmukh. Bhausahab Panjabrao Deshmukh was a member of this House and as the first Agriculture Minister of India, he contributed a lot in the field of agriculture and for the welfare of farmers.

Hon'ble Sir, he was also a member of the constituent assembly of the Indian constitution and had made a great contribution to the constitutional bench. He has also contributed his best while working with Dr. Baba Sahib Ambedkar for the eradication of untouchability.

By establishing Shivaji Education Society, he opened the doors of education for the poor Bahujans not only from Vidarbha region but also from the entire Maharashtra, and it was a remarkable and gigantic task. So, I request the

* English translation of the speech originally delivered in Marathi.

government to confer Bharat Ratna Award upon Bhausaheb Panjabrao Deshmukh posthumously. And also requesting you that Amravati Airport be named as Bhausaheb Panjabrao Deshmukh Amravati Airport. Thank you.

सुश्री इकरा चौधरी (कैराना) : अध्यक्ष महोदय, मैं आज इस सदन का ध्यान एक अत्यंत महत्वपूर्ण आर्थिक, सामाजिक, धार्मिक और सुरक्षा से जुड़े मुद्दे की ओर आकर्षित करना चाहती हूं जो मेरे निर्वाचन क्षेत्र कैराना और वहां के नागरिकों के लिए न केवल आस्था व रोजगार का विषय है, बल्कि उनकी सुरक्षा से भी सीधा जुड़ा हुआ है। हर साल कई निर्दोष नागरिक, विशेष रूप से बच्चे और बुजुर्ग असुरक्षित घाटों के कारण यमुना नदी में डूबकर अपनी जान गवां देते हैं। इन घाटों पर उत्तर प्रदेश, राजस्थान, हरियाणा और अन्य राज्यों से भी तीर्थयात्री आते हैं। घाटों पर उचित सुरक्षा उपायों का अभाव है। कैराना क्षेत्र के लिए यमुना नदी के ये घाट न केवल धार्मिक पर्यटन के लिए, बल्कि वहां के लोगों के रोजगार के लिए भी बहुत महत्वपूर्ण हैं। प्रति वर्ष लाखों श्रद्धालुओं के यात्रा करने से मेरे संसदीय क्षेत्र के निवासियों को रोजगार मिलता है। इन घाटों के सुधार से कैराना क्षेत्र के लोगों को रोजगार के नये अवसर मिलेंगे। धार्मिक, आर्थिक और सांस्कृतिक महत्व होने के बावजूद भी इन घाटों की स्थिति अत्यंत दयनीय है। यहां मूलभूत सुविधाओं का अभाव है। इन घाटों पर बढ़ती डूबने की घटनाएं अत्यंत दुर्भाग्यपूर्ण हैं, इसलिए मेरा माननीय पर्यटन मंत्री जी से अनुरोध है कि मेरे संसदीय क्षेत्र कैराना में यमुना नदी के घाटों को विकसित कराने की कृपा करें ताकि वहां आने वाले श्रद्धालुओं को उचित सुविधाएं मिल सकें।

SHRI RAHUL GANDHI (RAEBARELI) : Thank you, Speaker Sir, for letting me raise a matter of urgent public importance.

Sir, it is a known fact that China is sitting on 4,000 square kilometres of our territory. I was shocked some time back to see that our Foreign Secretary was cutting a cake with the Chinese Ambassador. The question is, what exactly is happening to this territory. China has taken 4,000 square kilometres, and our

Foreign Secretary is cutting a cake with the Chinese Ambassador. 4000 किलोमीटर जमीन चीन ने ले ली है और हमारे फॉरेन सेक्रेटरी उनके एंबेसडर के साथ केक काट रहे हैं। 20 जवान शहीद हुए थे। उनके शहादत की सेलिब्रेशन केक काटकर हो रही है। हम नॉर्मल्सी के खिलाफ नहीं हैं, मगर नॉर्मल्सी से पहले स्टैटसको होना चाहिए। We should get our land back.

It has also come to my notice that the Prime Minister and the President have written to the Chinese. We are not finding out from our own people. It is the Chinese Ambassador who is telling the people of India that the Prime Minister of India and the President of India have written to them.

Foreign policy is about managing the relations with external countries. You have given China 4,000 square kilometres of land. On the other side, our ally suddenly decides to impose tariffs on us at the rate of 26 per cent, which is going to completely devastate our economy. Our auto industry, and our pharmaceutical industry, are all on the line, including our agriculture. So, I am wondering. Somebody once asked Indira Gandhiji: "In the matter of foreign policy, do you lean left or do you lean right?" Indira Gandhi answered: "I do not lean left or right, I stand straight. I am Indian and I stand straight." The BJP and the RSS have a different philosophy. When asked: "Do you lean left or do you lean right?" They said: "No, no, no, we bow our head right in front of every foreigner that comes in front of us." Sir, this is something that is in their culture. It is in their history, we know that. But, we would like an answer from the Government of India. What are they doing about our land? What are they going to do about this tariff that our ally has imposed on us? Thank you.

SHRI T. R. BAALU (SRIPERUMBUDUR): Sir, yesterday, the State Assembly of Tamil Nadu has adopted a Special Resolution moved by the hon. Chief Minister of Tamil Nadu, Thalapathy Thiru M.K. Stalin, regarding the unconstitutional ceding of Indian territory, Katchatheevu, to Sri Lanka.

Sir, why am I saying it an unconstitutional move? In 1974, there was an International Maritime Boundary Agreement between India and Sri Lanka. In 1976, there was one more agreement between India and Sri Lanka regarding demarcation of specific number of points on the maritime boundary. The State of Tamil Nadu was not a party to both these agreements.

Finally, before I say anything, I would also like to mention the Supreme Court Order of 1960 which dealt with a territorial dispute between India and Pakistan over the Berubari region. In that case the Supreme Court clearly held that ceding of any land territory should not be done without the approval from the Parliament. The Parliament will have to ratify it. But ceding of Katchatheevu happened in 1976 during the imposition of the President's Rule. At that time, they did not consult the State Government. They did not consult the Parliament. This was done without any ratification of the Parliament. That is why, I mentioned that is unconstitutional.(*Interruptions*)

Sir, ceding of Katchatheevu, the sole breadwinner for fishermen of Tamil Nadu, is still unconstitutional. It should be retrieved by the hon. Minister who is sitting there. They should intimate the Prime Minister of India or the Minister of External Affairs so that it can happen quickly. Otherwise, the agreement is still unconstitutional. There is no Parliament sanction to it.(*Interruptions*) There is

no ratification by the Parliament of India. Therefore, I request the Government of India to retrieve it as early as possible. Thank you.

श्री अनुराग सिंह ठाकुर (हमीरपुर) : अध्यक्ष महोदय, मैं आपके माध्यम से एक महत्वपूर्ण विषय सदन में उठाना चाहता हूँ।

जब से भारत आज़ाद हुआ, तब से हमारी सीमाओं की रक्षा करने की जिम्मेदारी भारतीय सेनाओं की थी। ऐसी कौन-सी मजबूरी थी? अक्सर चीन का एरिया किसके समय में चीन ने हथिया लिया और उस समय किसकी सरकार थी? ... (व्यवधान) कब 'हिंदू-चीनी भाई-भाई' कहते रहे और पीठ पर छुरा घोंपने का काम किया था? ... (व्यवधान) तब किसकी सरकार थी और वे नेता कौन थे, जो डोकलाम की घटना के समय चाइना के अधिकारियों के साथ चाइनीज़ सूप पीते रहे और सेना के जवानों के साथ आकर खड़े नहीं हुए? वे कौन-सी फाउंडेशन है, जिससे चाइना के अधिकारियों द्वारा पैसा लिया गया और आज तक जवाब नहीं दिया गया? क्या राजीव गांधी फाउंडेशन ने वह पैसा लिया था? उन्होंने क्यों पैसा लिया था? ... (व्यवधान) किस काम के लिए पैसा लिया था? आज मोदी जी की सरकार में हम यह कह सकते हैं कि डोकलाम की घटना के समय भी भारत की सेना के जवानों ने चीन के सैनिकों का मुंहतोड़ जवाब दिया था। प्रधान मंत्री जी स्वयं सीमा पर भी गए और सेना का मनोबल बढ़ाया। ... (व्यवधान)

13.00 hrs

कुछ लोग चाइना के साथ मिलकर झूठे आरोप लगाते हैं और अपनी राजनीतिक रोटियां सेकते हैं। ये केवल राजनीति करते हैं। इनको कुछ मिलने वाला नहीं है। इनको जवाब देना होगा कि चाइना से राजीव गांधी फाउंडेशन ने पैसा क्यों लिया था? ... (व्यवधान)

श्री चंदन चौहान (बिजनौर): अध्यक्ष महोदय, आपने मुझे लोक महत्व के बहुत महत्वपूर्ण मुद्दे पर अपनी बात रखने का मौका दिया, उसके लिए मैं आपको धन्यवाद देता हूँ।

मान्यवर, मैं आपके माध्यम से भारतीय आम व्यक्ति की आम जीवन में आने वाली रोज की समस्या को सदन के सामने रखना चाहता हूँ। टोल बूथ पर लगातार हो रहे दुर्व्यवहार के कारण, जहां

सरकार चाहती है कि हाईवेज़ बेहतर हों, सड़कें बेहतर हों और उन सड़कों पर लोगों की सुगम यात्रा हो, वहीं टोल बूथ के कर्मचारी लगातार दुर्व्यवहार करके तथा अपने गलत आचरण और व्यवहार के कारण सरकार की छवि को खराब करने का काम कर रहे हैं।

मान्यवर, इन टोल बूथ्स पर लगातार महिलाओं, आर्मी ऑफिसर्स, किसान और मेडिकल इमरजेंसीज़ को दुर्व्यवहार का सामना करना पड़ता है। टोल बूथ्स पर मनमाने तरीके से दोगुना टोल लिया जाता है। ऐसे स्टाफ को रखा जाता है, जो अपने परिवार और परिवार के मुखिया के साथ भी लगातार दुर्व्यवहार करते हैं। हम जनप्रतिनिधि होने के कारण 200 से 250 किलोमीटर रोजाना आते-जाते हैं, लेकिन कई बार अगर सुरक्षाकर्मी साथ न हो तो वे संसद के पास और विधान सभा के पास को भी मानने से इन्कार कर देते हैं, जो बेहद निंदनीय है।

इस समस्या का संज्ञान लिया जाना चाहिए। इससे एक बड़ा असंतोष भारत की जनता में उत्पन्न हो रहा है, जो भविष्य में सड़कों के क्षेत्र में की जा रही मेहनत को व्यर्थ कर रहा है। इसलिए समय-समय पर इन टोल बूथ्स के स्टाफ की काउंसलिंग होनी चाहिए। हेल्पलाइन जारी होनी चाहिए। मुझे उम्मीद है कि आपका संरक्षण भारत की प्रत्येक जनता के व्यक्ति को और इस सदन को मिलेगा।

SHRI BENNY BEHANAN (CHALAKUDY): India, with the world's largest youth population, is grappling with an alarming surge in drug abuse and violent crimes. Mafia networks are actively trapping young minds, infiltrating colleges and educational institutions to expand their influence. The illusion of social media and the glorification of violence in films are distorting reality, normalising crime and aggression among the youth. Meanwhile, unchecked drug trafficking networks continue to spread, poisoning an entire generation.

Kerala is at a breaking point. In the last two months, many brutal murders have been reported. Political backing and societal tolerance for criminals have emboldened lawlessness, pushing society to the brink of chaos.

The drug menace is no longer confined to urban centres, it has infiltrated schools, colleges, and even rural areas, affecting families across all social strata. This is no longer just a law enforcement issue; it is a national crisis. Awareness alone would not work. The Government must act decisively with strict enforcement, harsher punishments, and a zero-tolerance policy toward drug peddlers and violent offenders. Strengthening border security, enhancing intelligence networks, and launching nationwide crackdowns on drug syndicates are crucial. Educational institutions must be safeguarded from becoming hubs of drug circulation. A dedicated task force should be formed to combat the growing drug crisis with Central and State coordination. The Central Government must prioritise this crisis with urgent policy interventions and swift, decisive action.

Thank you, Sir.

माननीय अध्यक्ष : यह दो तारीख की जीरो आवर की लिस्ट चल रही है इसलिए आप अपनी बात जल्दी-जल्दी खत्म कीजिए।

13.04 hrs

(Shrimati Sandhya Ray in the Chair)

श्री गौरव गोगोई (जोरहाट) : सभापति महोदया, हमारे देश में युवाओं के बीच में मेंटल हेल्थ एक बहुत बड़ा और महत्वपूर्ण विषय बन गया है। विशेष रूप से कोविड के बाद जिस प्रकार से युवा लोग आज सोशल मीडिया पर निर्भर हो चुके हैं, वह हमारे लिए एक तरह के संकट का माहौल है, क्योंकि इस प्रकार का जो यूसेज बढ़ रहा है, उसके साथ ही स्ट्रेस भी बढ़ रहा है, सोशल एंजाइटीज़ बढ़ रही हैं और मेंटल हेल्थ पर एक बहुत नेगेटिव इम्पैक्ट पड़ रहा है।

महोदया, एक चिंताजनक आंकड़ा आया है कि पिछले पांच वर्षों में स्टुडेंट्स के बीच में लगभग 40 हजार से ज्यादा सुसाइड्स हो चुके हैं। हमारा यह देश किस तरफ जा रहा है? जब पिछले पांच वर्षों में 40 हजार युवाओं ने सुसाइड किया है, तो मैं आपका ध्यान बार-बार इस ओर आकर्षित करना

चाहूंगा कि हाल ही में नेटफ्लिक्स का एक शो एडोलेंस भी आया, जिसमें दिखाया गया कि जब इन्टेन्स एकेडमिक प्रेशर होता है, सोशल मीडिया पर बुलिंग होती है, इमोशनल डिस्ट्रेस होता है, तो हमारे युवाओं पर किस प्रकार का नकारात्मक प्रभाव पड़ता है।

A growing number of young men are also looking up to online male influencers who promote a version of masculinity which is pushing back on feminism. This toxic masculinity affects both men and women.

Therefore, I would request you to have a healthy debate in the Parliament on mental health in young people. We need to teach our youth that real strength lies in facing our emotions, not in repressing them. We need to teach our youth about the value of emotional intelligence. We need to encourage a debate on the role of young men and women, and how they can navigate stresses and anxieties. Thank you very much.

SHRI K. C. VENUGOPAL (ALAPPUZHA): Thank you, Madam, for giving me an opportunity.

Today, I would like to raise an alarming crisis that is threatening the very soul of our democracy. The systematic erosion of freedom of speech is happening in this country whether it is in media or in social media or in movies. In Kerala, for the last so many days, we are witnessing a serious attack on a movie named 'Empuraan'. Why is that attack happening? The film has got censorship certificate. In the Censor Board the BJP leaders are sitting. They have given clearance for the film and the film was released. But a systematic attack has happened on the actors, producers and directors of the film. Now, they are forced to cut 24 parts of the film.

Actually, it is a shame for the nation that after the Censor Board gave the certificate, some people feel that it is not fit for them because that film narrates about the Gujarat riots. Hence, some people thinking that this film cannot be shown. How can it be so? Therefore, whether it is in journalism, or other media there is a clear-cut systematic attack on freedom of expression that is happening we can see that. The YouTubers are under attack; certain journalists are under attack.

Whenever somebody is talking against the Government or against the BJP Party, they are under threat and the entire machinery of ...* and BJP are behind them. Therefore, this is going to ruin our democratic values.

They are systematically trying to finish the Right to Information Act. The Right to Information Act is one of the best weapons for the common people of this country. They are trying to finish that Right to Informational Act. They are trying to finish the freedom of expression.

How can a country like India that flourished due to democracy function like this? Therefore, my prayer is that the Government has to protect freedom of expression and those who are threatening or creating problem have to be taken seriously.

Madam, thank you very much.

माननीय सभापति : मैं सभी माननीय सदस्यों से आग्रह करता हूँ कि सभी अपने-अपने विषय को एक-एक मिनट में रखने का प्रयास करें।

डॉ. जयंत कुमार राय जी – उपस्थित नहीं।

* Expunged as ordered by the Chair.

श्री मनीश तिवारी जी ।

श्री मनीश तिवारी (चंडीगढ़) : सभापति महोदया, चंडीगढ़ एक केन्द्रशासित प्रदेश है । यह गृह मंत्रालय के अधीन आता है । वहां अप्रैल, 2025 को चंडीगढ़ में संपत्ति कर और कलेक्टर रेट को तीन गुना से ज्यादा बढ़ा दिया गया है, उसका कारण यह बताया जाता है कि चंडीगढ़ का म्युनिसिपल कॉर्पोरेशन का दिवालिया निकला हुआ है ।

सभापति महोदया, वास्तविकता यह है कि केन्द्र सरकार से, केन्द्रीय बजट से चंडीगढ़ को साल के 6100 करोड़ रुपए दिए जाते हैं । दिल्ली फाइनेंस कमीशन के फॉर्मूले के तहत 30 प्रतिशत पैसा म्युनिसिपल कॉर्पोरेशन को दिया जाना चाहिए, जो 1700-1800 करोड़ रुपए बनते हैं ।

इनको महज़ 570 करोड़ रुपये दिए जाते हैं । मैं सरकार से मांग करता हूं दिल्ली फाइनेंस कमीशन के फॉर्मूले के अधीन म्युनिसिपल कॉर्पोरेशन का जो पैसा बनता है, 1700-1800 करोड़ रुपये दिए जाने चाहिए । संपत्ति कर बढ़ाकर कलेक्टर रेट बढ़ाकर लोगों पर जो बोझ डाला जा रहा है, इसे तुरंत वापस लिया जाना चाहिए ।

***SHRI D. M. KATHIR ANAND (VELLORE):** Thank you, hon. Chairperson. I wish to raise the issues pertaining to K. V. Kuppam Assembly constituency in my Vellore parliamentary constituency, in this august House. Along the railway route in K. V. Kuppam area, on one side we have areas like Latteri, Senji, Arumbakkam, Kalambattu, Panamadangi and Thodan Thulasi. On the other side of this railway route we have places like Annagudi, Vilunthakkal, Thirumeni, Cholamur and Kothamangalam. I urge that a Railway Over-bridge should be constructed in this area for people to get access to both the sides of this railway line. I urge that an Over-Bridge or Underpass should be constructed across Level Crossing No.58, to prevent the traffic congestion and to provide connectivity. I

* English translation of the speech originally delivered in Tamil.

also urge in this House for construction of a Railway over-bridge or underpass across Level Crossing No.57 on this rail route. Moreover, I urge that the construction work of Underpass at Rangampettai LC No-58 should be expedited and completed. I also urge the Railway Minister for an Underpass near the already constructed over-bridge at Vaduganthangal across LC-59. I urge upon the hon. Railway Minister to do the needful in fulfilling these demands. Thank you.

श्रीमती अनिता नागरसिंह चौहान (रतलाम) : माननीय सभापति जी, मेरे लोकसभा क्षेत्र रतलाम, झाबुआ, अलीराजपुर से श्रद्धालु भाई-बहन बड़ी संख्या में अमरनाथ यात्रा के लिए जाते हैं। यात्रा पर जाने से पहले पंजीयन करवाना पड़ता है और इनको पंजीयन कराने के लिए गुजरात प्रदेश के दाहोद में जाना पड़ता है। यहां लंबी कतार होती है और इससे मेरे क्षेत्र के भाई-बहन परेशान हो जाते हैं।

मैं आपके माध्यम से माननीय मंत्री जी से मांग करती हूं कि पंजीयन अलीराजपुर व झाबुआ जिले में शुरू कराया जाए ताकि हमारे क्षेत्र के भाई-बहनों को सुविधा हो सके।

श्रीमती गनीबेन नागाजी ठाकोर (बनासकांठा) : माननीय सभापति जी, आपने मुझे महत्वपूर्ण एवं हृदय विदारक घटना पर बोलने का अवसर प्रदान किया।

मेरे संसदीय क्षेत्र बनासकांठा के डिसा तहसील में पटाखा गोदाम में आग लगने से 20 से अधिक श्रमिकों की मौत हो गई और सात की हालत गंभीर है। 20 में से 18 श्रमिक मध्य प्रदेश से हैं जो गुजरात में रोजगार के लिए आए थे और अपनी जान गंवा बैठे। मैं इस घटना में मृतक व्यक्तियों की आत्मा की शांति के लिए ईश्वर से प्रार्थना करती हूं तथा परिवारजनों के प्रति संवेदना व्यक्त करती हूं। इसके साथ ही मैं गंभीर रूप से घायल श्रमिकों के जल्द से जल्द स्वस्थ होने हेतु ईश्वर से प्रार्थना करते हुए केंद्र और राज्य सरकार से मांग करती हूं कि मृतकों के परिवारों के लिए पांच लाख रुपये सहायता राशि प्रदान की जाए।

***SHRI MALAIYARASAN D. (KALLAKURICHI):** Hon. Madam Chairperson, Vanakkam. More than 2 lakh tribal people live in the surrounding hilly areas such as Yercaud, Pachaimalai Neyyamalai, Aranoothumalai, Kalvarayanmalai, Vellimalai and Dharmadurai of my Kallakurichi parliamentary constituency. They belong to the most backward areas. They are living a simple life. Our Union Government is giving houses to them under the Prime Minister's Housing Scheme, PMAY. Amount provided under this Scheme for construction of houses is very less. An amount of Rs. 2,78,460 is being provided to each beneficiary. The expenses are doubled as regards the procurement of the raw material and construction material for these tribal people. Therefore, keeping in view of this surge in material cost, I urge that the amount disbursed under PMAY should be enhanced for the tribal people of my area. The Adidravida and Tribal People Welfare Department of Tamil Nadu under the able guidance of Hon Chief Minister of Tamil Nadu is providing Rs. 5,35,140 for construction of houses by these tribal people. I wish to make a mention about this here. I urge that a similar enhanced amount should be provided by the Union Government for construction of houses by these tribal people under PMAY.

Thank you. Vanakkam.

श्री सुधाकर सिंह (बक्सर) : माननीय सभापति महोदया, मैं इस सदन का ध्यान एक अत्यंत गंभीर और जनहित के मुद्दे की ओर आकर्षित करना चाहता हूँ। देश भर में अंडे की कीमतों को लेकर पारदर्शिता और सरकारी नियंत्रण का पूर्णतः अभाव, जो न केवल उपभोक्ताओं को प्रभावित करता है, बल्कि छोटे मुर्गीपालकों को भी संकट में डालता है। दूध और पनीर जैसी आवश्यक वस्तुओं की

* English translation of the speech originally delivered in Tamil.

कीमत जहां सरकारी तंत्र या सहकारी समितियों के माध्यम से तय की जाती है, वही अंडे जैसे मूलभूत पोषण स्रोत की कीमतें रोजाना एक निजी संस्थान नेशनल एग कोऑर्डिनेशन कमेटी द्वारा तय की जाती हैं, जिसके पास न तो कोई कानूनी अधिकार है और न ही पारदर्शिता की कोई गारंटी है।

माननीय सभापति महोदया, इस सदन को यह जानकारी चिंता होनी चाहिए कि जनवरी, 2022 में प्रतिस्पर्धा आयोग ने एनईसीसी को प्रतिस्पर्धा विरोधी गतिविधियों का दोषी पाया था। आयोग ने स्पष्ट रूप से कहा था कि अंडे की कीमतें बाजार की शक्तियों से तय नहीं हो रही थीं, बल्कि एनईसीसी के केन्द्रीय समिति द्वारा हर सप्ताह जोनल चेयरमैन के बीच समन्वय से तय होती थीं। एनईसीसी किसानों पर इस घोषित कीमतों को लागू करने का दबाव बना रहा था। सितंबर, 2022 में एनसीएलटी ने भी इस आदेश को सही ठहराया, हालांकि जुर्माना नहीं लगाया गया, यह कहते हुए कि एनईसीसी छोटे किसानों के हित में कार्य कर रहा है। ... (व्यवधान)

SUSHRI S. JOTHIMANI (KARUR): Hon. Chairperson, Madam, I rise today to highlight an urgent issue concerning consumer safety. Recently, the Bureau of Indian Standards raided warehouses of e-commerce giants Amazon and Flipkart in Tiruvallur, Tamil Nadu and Delhi. They seized thousands of products worth over Rs. 1 crore being sold without mandatory BIS certification or with fake ISI mark. These included everyday household items like stainless bottles, geysers, food mixers and sports items. Sub-standard products can pose serious health and safety risk. This is not an isolated incident but a growing and alarming trend. E-commerce platforms dominate the online market space, yet many of them continue to allow uncertified products to be sold, misleading customers who trust these platforms for quality and safety. While the BIS Act prescribes penalties, its enforcement happens only after raids. By then, many unsafe products have already reached homes across India.

I urge the hon. Minister to strengthen BIS enforcement to prevent the sale of uncertified goods at the source, promote the BIS mark so that consumers can verify certification before purchase, hold e-commerce platforms accountable, ensuring that they list only BIS certified products, strengthen the legal framework to ensure that no company is able to escape from the consumer products' quality and standard.

माननीय सभापति : श्री श्यामकुमार दौलत बर्वे जी ।

श्री श्यामकुमार दौलत बर्वे (रामटेक) : मैडम, माइक चालू नहीं हुआ है । हमारा माइक चालू नहीं हो रहा है । मैडम, माइक शुरू करने के लिए धन्यवाद । मेरा नाम टीवी में नहीं आ रहा है और कल भी नहीं आया था । पांच मिनट का पूरा भाषण हो गया था, लेकिन टीवी में मेरा नाम नहीं आया । ... (व्यवधान)

माननीय सभापति : आप अपने विषय को रखिये ।

श्री श्यामकुमार दौलत बर्वे : मैडम, टीवी में मेरा नाम नहीं आ रहा है । मतदान क्षेत्र में कैसे जाएगा? देखिये, अभी मेरा नाम आया है । ... * ... (व्यवधान)

माननीय सभापति : आप अपने विषय को रखिये ।

श्री श्यामकुमार दौलत बर्वे : महोदया, वर्ष 2024 में मेरे संसदीय क्षेत्र में 1300 से ज्यादा काम जल जीवन मिशन के अंदर मंजूर किए गए । केन्द्र की निधि, जो 40 करोड़ रुपये मिलनी थी, उसमें से सिर्फ 10 करोड़ रुपये मिले । उस वजह से 578 काम ही पूरे हो सके हैं ।

अभी भी 724 काम बचे हुए हैं । मैं आपके माध्यम से, माननीय मंत्री जी से कहना चाहूंगा कि महाराष्ट्र के नागपुर के लिए जो बकाया निधि है, वह दी जाए । जिस तरह से जल शक्ति का विषय आता है, तो हम लोग देश के प्रधानमंत्री को भगीरथ कहते हैं, क्या वे सही में भगीरथ हैं? वर्ष 2024 में जो योजना पूर्ण होनी थी, उसे आपने वर्ष 2027 तक एक्स्टेंड कर दिया है । यह अच्छा हुआ कि आपने एक्स्टेंशन दिया, लेकिन क्या आप उसमें नये काम शामिल करने वाले हैं, कामों की जो त्रुटियाँ हैं, क्या

* Expunged as ordered by the Chair.

उनको दूर करने वाले हैं?

श्री राम प्रसाद चौधरी (बस्ती) : माननीय सभापति महोदया, मैं आपका आभार प्रकट करता हूँ कि आपने मुझे बोलने का मौका दिया।

हम उत्तर प्रदेश से आते हैं, जो बहुत ही पिछड़ा है। आज भी बिजली विभाग बहुत से गांवों में बाँस-बल्लियों के सहारे बिजली की लाइन पहुँची है। यह गर्मी का दिन है। रबी की फसल बिल्कुल तैयार है। आज के मौसम में कुछ प्रकृति की देन भी है कि हवाएँ तेज चलती हैं। इसके कारण बाँस-बल्लियों से होकर जो बिजली के तार गये हुए हैं, वे तेज हवा के कारण गिरती हैं। सैंकड़ों एकड़ जमीनें, जिनमें गेहूँ की फसल तैयार है, उसमें आग लग जाती है।

मैं आपके माध्यम से कहना चाहता हूँ कि माननीय कृषि मंत्री जी प्रधानमंत्री किसान बीमा योजना के बारे में कह रहे थे। पहले उसका एरिया तहसील था, उसके बाद ब्लॉक था, अब इसका एरिया गांव और पंचायत है। पूर्वी उत्तर प्रदेश में, बहुत से गांव-पंचायत ऐसे हैं, जिनमें लगभग आठ-दस मजरे हैं। मैं मांग करता हूँ कि गांवों में जो बाँस-बल्लियों के सहारे बिजली पहुँची है, उसकी व्यवस्था ठीक तरह से की जाए। मैं कृषि मंत्री जी से मांग करता हूँ कि प्रधानमंत्री किसान बीमा योजना को राजस्व गांव में भी दिया जाए।

SHRI RAJMOHAN UNNITHAN (KASARAGOD): Thank you very much, Madam. I would like to draw your attention to the distressing situation involving seven Indian seafarers whom pirates at sea have kidnapped. Among them is Shri Rajeendran Bhargavan from my constituency, Kasaragod, along with another individual from Kochi, Kerala. The other five seafarers are from a different part of India. This incident occurred aboard the ship *Bitu River*, managed by Maritec Tanker Management Pvt. Ltd.

The journey began on September 6, 2024, and the last contact was made on March 17, 2025. On March 18, the families were informed of the hijacking. Shri

Rajeendran's family, hailing from a poor fishing community, is in severe distress. His wife, who is in the advanced stages of pregnancy, is living in fear and uncertainty, without any updates on his safety. The families of the other kidnapped crew members are also experiencing similar anguish.

This matter is of national concern. Therefore, I urge upon the Government of India to take immediate and decisive action to locate and rescue these seven Indians and provide relief to these families and ensure the safety of our Indian seafarers.

माननीय सभापति : श्री एम. के. राघवन – उपस्थित नहीं ।

श्री पुट्टा महेश कुमार – उपस्थित नहीं ।

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : माननीय सभापति महोदया, आपने मुझे बहुत ही महत्वपूर्ण विषय पर बोलने का अवसर दिया, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ ।

मैं जिस सीमांत एवं थार के मरुस्थलीय क्षेत्र बाड़मेर-जैसलमेर से आता हूँ, उस क्षेत्र की जनता आज भी पीने के पानी सहित मूलभूत सुविधाओं के लिए मोहताज है ।

जल-जीवन मिशन योजना वर्ष 2019 में शुरू हुई, जिसका उद्देश्य था कि वर्ष 2019 तक हर घर को स्वच्छ जल पीने के लिए उपलब्ध कराया जाएगा । लेकिन दुर्भाग्य की बात है कि मेरे संसदीय क्षेत्र में 10 से 15 परसेंट काम भी नहीं हुए हैं । प्रशासन द्वारा सर्टिफिकेट दिए जा रहे हैं कि वहाँ घरों में पानी पहुँचा दिया गया है । लेकिन हकीकत यह है कि वहाँ घरों के अन्दर एक बूंद पानी नहीं पहुँचा है ।

माननीय सभापति महोदया, मेरी आपके माध्यम से सरकार से मांग है कि इस योजना के अंदर जो बड़े स्तर पर घोटले हुए हैं, उनकी जांच कराई जाए । ... (व्यवधान) मरुस्थलीय क्षेत्र हमेशा पानी से संकटग्रस्त क्षेत्र रहा है, इसलिए ... (व्यवधान)

माननीय सभापति : माननीय सदस्य श्री लक्ष्मीकान्त पप्पू निषाद जी ।

... (व्यवधान)

श्री लक्ष्मीकान्त पप्पू निषाद (संत कबीर नगर) : माननीय सभापति महोदया, मैं संत कबीर जनपद से आता हूँ। मैं आपका ध्यान एक अति-महत्वपूर्ण विषय की ओर आकृष्ट कराना चाहता हूँ। औद्योगिक शिल्प उद्योग, बुनकर उद्योग की ओर मैं आपका ध्यान दिलाना चाहता हूँ। ये स्वदेशी उद्योग खंडहर बन चुके हैं और हजारों कारीगर भुखमरी की कगार पर हैं।

माननीय सभापति महोदया, वर्ष 1977 में स्थापित मगहर स्पिनिंग मिल पिछले 27 वर्षों से बंद है, जहां कभी डेढ़ हजार कर्मचारी कार्यरत थे और हजारों परिवारों का भरण-पोषण होता था। मेरे जनपद में जिस लघु उद्योग को पीतल की नगरी और बखीरा बाजार कहा जाता था, आज वहां के सारे उद्योग पूरी तरह बंद कर दिए गए हैं। वहां के कारीगर भुखमरी के कगार पर हैं।

सभापति महोदया, हमारा जनपद बुनकर बाहुल्य है, जहां बुनकरों द्वारा कपड़ा बुनाई का काम होता है। वहां उनको फ्लैट-रेट पर जो बिजली मिलती थी, वह खत्म कर दी गई है।

महोदया, मैं आपके माध्यम से सरकार से मांग करता हूँ कि बुनकरों को फ्लैट-रेट पर बिजली दी जाए और उनके द्वारा जो कपड़े बुने जाते हैं, उन्हें रेलवे में चादर के रूप में सप्लाई किया जाए। ...
(व्यवधान)

माननीय सभापति : माननीय सदस्य, श्री गुरमीत सिंह मीत हायेर जी।

... (व्यवधान)

श्री गुरमीत सिंह मीत हायेर (संगरूर) : सभापति महोदया, धन्यवाद।

महोदया, मैं इस सदन का ध्यान आढ़ती और राइस-मिलर्स के मुद्दे की तरफ आकर्षित करना चाहता हूँ।

सभापति जी, वर्ष 2019-20 तक, जो हमारे आढ़ती हैं, उनका गेहूं और धान पर जो कमीशन था, वह एमएसपी के रेट का ढाई परसेंट फिक्स था। लेकिन, वर्ष 2019-20 के बाद सरकार ने उसे 46 रुपए-पर-क्विंटल पर फिक्स कर दिया।

आप देखिए कि उसके बाद कितनी महंगाई बढ़ गई, चीजों के कितने रेट्स बढ़ गए। लेकिन, उनकी कमाई आज भी फिक्स है, जिस वजह से उन्होंने लास्ट इयर भी प्रोटेस्ट किया था। इस कारण

हमारा प्रोक्चोरमेंट का जो सीज़न था, उसमें भी डिस्टर्बेंसेज़ हुए।

अतः मेरी सरकार से विनती है कि उनका कमीशन पहले की तरह, एमएसपी के रेट का ढाई परसेंट फिक्स किया जाए। दूसरा, जो राइस-मिलें हैं, उनमें पंजाब को स्पेस नहीं मिल रही है, जिस वजह से राइस की मूवमेंट नहीं हो रही है। इसके कारण हमारे गोदामों में स्पेस नहीं बन रही है।

इसके कारण यह हो रहा है कि हमारे राइस-मिलर्स पहले मार्च-अप्रैल तक फ्री हो जाते थे, आज उनको छः-छः महीने ज्यादा लग रहे हैं। गर्मी का मौसम है, दाना टूट रहा है जिस वजह से करोड़ों रुपए का लॉस हो रहा है।

माननीय सभापति : श्री सुकान्त कुमार पाणिग्रही जी।

... (व्यवधान)

SHRI SUKANTA KUMAR PANIGRAHI (KANDHAMAL): Hon. Chairperson, Madam, I wish to bring to the attention of the Government the rich yet neglected Buddhist heritage of Boudh District of Odisha. The very name Boudh signifies its historical connection with Lord Buddha and Buddhism. Yet, the region has not received due recognition and support for its preservation and promotion.

Archaeological findings including a large image of Lord Buddha in Bhumisparsha Mudra, ancient monastic remains, pillars, bricks, and votive stupas, indicate that Boudh was once a flourishing centre of Buddhism. Additionally, Dambarugarh was a known hub of Tantric Buddhism, where scholars wrote influential Buddhist scripts. Despite these discoveries, Boudh remains out of India's officially-recognised Buddhist Circuit.

I urge the hon. Minister of Culture and Tourism to take the following steps, which include, to direct the Archaeological Survey of India to conduct a comprehensive study ... (*Interruptions*)

श्रीमती लवली आनंद (शिवहर) : महोदया, मेरा संसदीय क्षेत्र शिवहर है, जिसका जिला मुख्यालय भी शिवहर ही है। यह वर्ष 1994 में सीतामढ़ी जिले से अलग होकर अस्तित्व में आया। लेकिन खेद है कि आज दशकों बाद भी इसका प्रधान डाकघर अभी तक सीतामढ़ी में ही अवस्थित है, जिससे शिवहरवासियों को काफी परेशानी का सामना करना पड़ता है। मैं आपके माध्यम से माननीय दूरसंचार मंत्री जी से आग्रह करती हूँ कि वे इस दिशा में विभाग को शीघ्र समुचित निर्देश दें ताकि शिवहर जिले का प्रधान डाकघर शिवहर में सुचारु रूप से काम करना शुरू करे और स्थानीय लोगों को कठिनाइयों से मुक्ति मिल सके। साथ ही साथ मैं अपने क्षेत्र शिवहर में एक मेडिकल कॉलेज और एक एम्स के लिए भी माँग करती हूँ, क्योंकि यह लोगों के इलाज के लिए जरूरी है।

महोदया, इसके साथ ही एक बहुत ही गंभीर मामला है कि राज्य सभा में, उच्च सदन में एक सपा के सांसद के द्वारा हमारे महापुरुष राणा सांगा को गाली दी गई है।... (व्यवधान) उन्हें गद्गार कहा गया। ... (व्यवधान) उन पर एक्शन लेना चाहिए, लेकिन अभी तक एक्शन नहीं लिया गया है।... (व्यवधान)

श्री दिनेश चंद्र यादव (मधेपुरा) : महोदया, धन्यवाद।

प्रधानमंत्री ग्राम सड़क योजना की सड़कें ग्रामीण क्षेत्र में ही बनायी जाती हैं। बिहार में जिन सड़कों का निर्माण हो रहा है, वह कम गुणवत्ता के आधार पर बनायी जा रही हैं। सड़क निर्माण में जीएसबी करने के बाद डब्ल्यूएमएम ग्रेड-III कर एमएसएस (मिक्स शील सरफेस) कर छोड़ दिया जाता है। पहले सड़क निर्माण में बीएम एवं एसडीबीसी का प्रावधान था, जिसे अब हटा दिया गया है। इससे सड़क कमजोर बनती है। ग्रामीण सड़कों पर भी भारी वाहन चलने लगे हैं। सड़क कमजोर रहने से सड़क टूट जाती है और जल्द ही सड़क की बार-बार मरम्मत करनी पड़ती है। प्रधानमंत्री ग्रामीण सड़क योजना में केन्द्र सरकार की 60 प्रतिशत एवं राज्य सरकार की 40 प्रतिशत हिस्सेदारी रहती है। सड़क निर्माण में बीएम-50एमएम एवं एसडीबीसी-25एमएम जोड़ने से अत्यधिक राशि भी नहीं लगेगी और इससे सड़क भी मजबूत बनेगी।

अतः मैं माननीय मंत्री जी से निवेदन करना चाहता हूँ कि सड़क की गुणवत्ता को देखते हुए

उसमें बीएम और एसडीबीसी को जोड़ने का प्रावधान किया जाए।... (व्यवधान)

डॉ. नामदेव किरसान (गड़चिरोली-चिमुर) : महोदया, धन्यवाद।

न्यूनतम समर्थन मूल्य पर जो अनाज की खरीदी होती है, मेरे संसदीय क्षेत्र गड़चिरोली-चिमुर में धान यानी चावल ज्यादा पैमाने पर उगाया जाता है।... (व्यवधान) इसकी समर्थन मूल्य पर जो खरीदी होती है, वह खरीदी सोसायटी के माध्यम से होती है।... (व्यवधान) राइस मिलर्स को मिलिंग के लिए वह धान दिया जाता है ताकि वे चावल बनाएँ और एफसीआई के गोडाउन को सप्लाई करें।... (व्यवधान) ये राइस मिलर्स इसमें बहुत बड़ा घोटाला करते हैं। वे जो चावल बनाते हैं, जो न्यूनतम समर्थन मूल्य पर धान खरीदा जाता है, उससे जो चावल निकलता है, वे उसे बाहर मार्केट में बेचते हैं और निम्नतम क्वालिटी का जो सड़ा हुआ अनाज है, उसे बाहर से लाकर उसे एफसीआई के गोडाउन को सप्लाई करते हैं। वही अनाज या चावल फिर पीडीएस सिस्टम के माध्यम से, राशन की दुकानों से लोगों को दिया जाता है। मैं कहना चाहता हूँ कि जो राइस मिलर्स इस तरह का घोटाला करते हैं, उनके ऊपर पाबंदी लगायी जाए। उनके ऊपर कड़ी से कड़ी कार्रवाई की जाए। उनकी इन्क्वायरी की जाए, मैं यह माँग करता हूँ।... (व्यवधान)

***SHRI K. E. PRAKASH (ERODE):** Hon. Madam Chairperson, Vanakkam. Indian Institute of Technology, IIT is situated in Chennai and the National Institute of Technology, NIT is situated in Tiruchy. These are the premier educational institutions imparting Engineering Education. In order to get access to the world class education available in IIT, Chennai, students of my Erode constituency have to travel long for 400 kilometers facing so many hardships. I therefore urge upon that the institutions of higher learning such as IIT and NIT should be set up in the educational district of Erode, in the western region of Tamil Nadu, which has large number of aspiring students of Engineering. Erode is one among the fast-

* English translation of the speech originally delivered in Tamil.

developing Cities of Tamil Nadu and under the able Government led by Hon Chief Minister of Tamil Nadu *Annan* Thiru M.K. Stalin, monthly assistance of Rs. 1000 is being provided as an encouragement to the students pursuing higher secondary education in Government Schools. As the Tamil Nadu government is giving more importance to education, the State is fast developing in the field of education. There is a need for setting up of institutes of higher learning such as IITs and NITs in Cities of Tamil Nadu, particularly in Erode. I urge upon you to set-up an IIT or NIT in Erode for the benefit of students of Erode and surrounding constituencies. Thank you. Tamil Nadu will fight for its rights. Tamil Nadu will win. Thank you.

डॉ. निशिकान्त दुबे (गोड्डा) : सभापति महोदया, धन्यवाद ।

“अपने दिल से जानिए, पराये दिल का हाल ।”

इस देश का सौभाग्य है कि इस देश के प्रधान मंत्री माननीय मोदी जी हैं, जिनके सामने पूरी दुनिया झुकती है । ‘लीडर ऑफ ऑपोजीशन’ को देख कर मुझे शर्म भी आयी । अमेरिका का राष्ट्रपति माननीय मोदी जी को अपना दोस्त कहता है, ऑस्ट्रेलिया के प्रधान मंत्री उनको ‘बॉस’ कहते हैं, पापुआ न्यू गिनी के प्रधान मंत्री उनके पैर छूते हैं, यह स्थिति है और आपके प्रधान मंत्री, जिन्होंने तिब्बत दे दिया, जिसने चाइना को भूमि दे दी और आज जो बालू का दर्द था कि करुणानिधि जी को करप्शन के आधार पर जेल में बंद करके इन्दिरा गांधी जी ने कच्चातिवु श्री लंका को दे दिया ।... (व्यवधान) आज का समय आपके जैसे कमजोर प्रधान मंत्री का नहीं है, नेहरू का यह देश नहीं है ।... (व्यवधान) चाइना को हमने एक इंच भी भूमि नहीं दी है ।... (व्यवधान) चाइना की कम्युनिस्ट पार्टी के साथ हमने कोई एम.ओ.यू. साइन नहीं किया है ।... (व्यवधान) आपने सारे देश को कमजोर करके रख दिया । आपके प्रधान मंत्रियों ने बार-बार ऐसे समझौते किए, जिसमें चाइना आज हमारे बगल में है और हमारा दुश्मन है । तिब्बत के साथ आपने गलत समझौता किया । हमारे बगल में अनुराग जी बैठे हैं ।

दलाई लामा को हम इतने दिनों से अपने पास रखे हुए हैं, इसलिए हमें गर्व है कि आज इस देश के प्रधान मंत्री मोदी जी हैं और पूरी दुनिया उनके सामने झुकती है।... (व्यवधान)

CAPTAIN VIRIATO FERNANDES (SOUTH GOA): Thank you, Madam. Today, I rise to bring to the notice of the House a unique and historically significant form of theatre called 'Tiatr', which is in existence for 133 years. Now, Tiatr is the only popular theatre form in Asia which is truly democratic, secular, community-oriented, and independent of elite and feudal influences. I request the Ministry of Culture, Government of India, to take immediate steps to initiate and support the process of seeking UNESCO's Intangible Cultural Heritage inscription for this Tiatr.

I would like to place a few demands before the Ministry of Culture. First, recognise Tiatr as a nationally important cultural tradition and take all necessary measures to ensure its promotion, conservation, and documentation. Secondly, establish a task force committee under the Ministry of Culture in collaboration with the Government of Goa and representatives from the Tiatr community to facilitate the process of UNESCO inscription. Thirdly, encourage national and international research, academic collaboration, and digital archiving of theatre performances to preserve their historical, artistic, and cultural significance.

श्री उज्ज्वल रमण सिंह (इलाहाबाद) : माननीय सभापति महोदया, मैं प्रयागराज से आता हूँ। यह लगभग 70 लाख की आबादी वाला जिला है, लेकिन यहां कोई भी बड़ा अस्पताल नहीं है। इसके बगल में चित्रकूट, बांदा, फतेहपुर, कौशाम्बी, प्रतापगढ़, भदोही, मिर्जापुर, सोनभद्र के साथ-साथ मध्य प्रदेश के रीवा, सीधी, सतना, मैहर आदि क्षेत्र के मरीज़ भी प्रयागराज आते हैं।

महोदया, मैं आपके माध्यम से कहना चाहता हूँ कि प्रयागराज जैसे महत्वपूर्ण जिले में अभी

लाखों-करोड़ों श्रद्धालु आए, जिसकी महिमा और गुणगान प्रधान मंत्री जी ने भी किया, लेकिन वहां एक एम्स अस्पताल देने के नाम पर कोई भी ठोस आश्वासन नहीं मिलता है। मैं कहना चाहता हूं कि अगर प्रयागराज का कोई मरीज दिल्ली में आकर इलाज कराता है तो एम्स में उसको दो-दो सालों की वेटिंग मिलती है। आज एम्स की बदहाली का हाल यह है, वहां की फैकल्टीज में चिकित्सकों की कमी का हाल यह है कि मरीज मर जाता है, लेकिन उसका इलाज नहीं हो पाता है।

महोदया, मैं आपके माध्यम से कहना चाहूंगा कि नयी दिल्ली में डॉक्टर्स के 390 पद खाली हैं, जिनमें प्रोफेसर के 115 पद और सहायक प्रोफेसर के 275 पद खाली हैं।... (व्यवधान)

माननीय सभापति : माननीय सदस्य, धन्यवाद।

माननीय सदस्य श्री गोविन्द मकथप्पा जी।

... (व्यवधान)

***DR. BACHHAV SHOBHA DINESH (DHULE):** Hon. Chairperson, I would like to draw this august House's attention towards a demand to construct a Tribal Museum at Baghlan in my Lok Sabha Constituency, Dhule. There are more than 150 villages in Baghlan Tehsil and traditional forms of arts, handicrafts, Paintings, Warli art and culture etc. have been conserved and protected by the local tribal community. It would help to keep this tribal culture alive and preserve the cultural heritage. Mangitungi is also a famous pilgrimage centre for Jain community. A 108 feet height statue of Shri Rishabhdev is also erected there and Salher-Mulher fort of Chhatrapati Shivaji Maharaj is also located in this area. It is also recognized as a proposed UNESCO world Heritage Site.

It would definitely boost tourism in this region and help for employment generation. It is also beneficial for the local artists, artisans and traders.

* English translation of the speech originally delivered in Marathi.

Therefore, I request Hon. Tribal Affairs Minister and Culture Minister to provide sufficient funds for the construction of this Tribal Museum so that it can help to preserve the cultural heritage of tribals there. It is surely going to help the tribals not only from my State Maharashtra, but also the tribals living in other States of our country.

Thank you.

माननीय सभापति : श्री जी. एम. हरीश बालयोगी – उपस्थित नहीं ।

श्री जी. लक्ष्मीनारायण – उपस्थित नहीं ।

****SHRI KHAGEN MURMU (MALDAH UTAR):** Thank You, Chairperson, for letting me speak during the Zero Hour. I would like to mention in the August house a tragic and horrific incident that has recently occurred. On March 27, in the Mothabari Assembly Constitution of West Bengal, some jihadi Muslim militants attacked the homes of the Santani Hindus. They attacked the house of a villager named Rajkumar Chowdhury and molested his wife and daughter. They were on a rampage. They are committing atrocities on the Hindus of Sanatan Dharma. They kept urging all the Muslims to come out and attack Hindu houses. Catching the Hindus and slaughtering them was their motto.

Sanatan Dharma is under attack in West Bengal. Hindus are under attack. The police are standing by and watching everything unfold. These incidents are happening in front of the police. Mothers are being attacked. A mother was kicked in the chest by the police. Later they attacked her son.

SHRI YADUVEER WADIYAR (MYSORE): Thank you very much, Madam, for

** English translation of the speech originally delivered in Bengali.

allowing me to bring an issue of national importance to the attention of this august House. It concerns our Bandipur Tiger Reserve.

Madam, in 2009, the Karnataka Government implemented a night ban over NH-766 which runs through Chamarajanagar district in Karnataka and connects to Wayanad in Kerala. Despite this progressive policy which was put into place to ensure that wildlife collisions are at a minimum, and also that the illegal activity that happens during the night time is also at a minimum, the Kerala Government has repeatedly sought to lift this ban. Time and again, they have approached the Karnataka Government. The sitting Chief Minister, who was also the Chief Minister in his previous term, had denied the lifting of the night ban twice. Despite this, recently an affidavit was submitted to the Supreme Court which advocated for an elevated road on an alternative route and keeping NH-766 only for local community use and emergency vehicles. The senior leaders within the Congress have exerted pressure on the Karnataka Government to reconsider lifting the ban and also take back the affidavit that was filed in the Supreme Court.

Madam, such interference in Karnataka's affairs, which undermines the State's efforts to protect its natural heritage for the benefit of a few political figures is deeply condemnable. I respectfully urge you to direct through this House the Ministry concerned to take a firm stance regarding safeguarding our tiger reserves and ensuring that they are not compromised for the political interests of a select few. Thank you.

***SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR**

(OSMANABAD): Hon. Chairperson, I would like to draw the attention of this august House towards an important issue which is related to the young and unemployed youth of my constituency. My district is at 3rd position in the list of most backward districts of our country. Around 310 hectare land of Kawadgaon MIDC and 89 hectare land of Wadgaon MIDC is lying vacant.

One new MIDC is proposed at Tamalwadi and Shiradon. Madam, through you, I would like to request Central Govt. to develop an industrial cluster there so that the local youths would get employment opportunities at the same place. If the industries related to Terkheda crackers market, leather market at Yedki, Khoa market at Bhoom Paranda and Osmanabadi goats, get developed in my Constituency, it would be very beneficial.

Therefore, I request you to start and develop the industry which consume less water to empower the unemployed youth of my constituency.

Thank you.

डॉ. धर्मवीर गांधी (पटियाला) : मैडम चेयरमैन, मैं अपने क्षेत्र पटियाला का एक महत्वपूर्ण विषय सदन के सामने रखना चाहता हूँ। पटियाला हमारे मालवा क्षेत्र का एक महत्वपूर्ण शहर है। इस क्षेत्र में रेलवे सुविधाओं की बहुत कमी है। पिछले दस सालों से इस क्षेत्र की अवहेलना हो रही है। हालांकि राजपुरा-बठिंडा तक रेलवे लाइन का दोहरीकरण भी हो चुका है। इस लाइन का बिजलीकरण भी हो चुका है, लेकिन अभी तक वहां के लिए कोई प्रीमियम ट्रेन नहीं चलाई गई है। कोई वंदे भारत ट्रेन नहीं चलाई गई है। कोई जन शताब्दी ट्रेन नहीं चलाई गई है। पंजाब के इस मालवा क्षेत्र को सिर्फ 10 परसेंट सुविधाएं दी जाती हैं। यह क्षेत्र पंजाब का दो-तिहाई बनता है। बाकी पंजाब के 10 परसेंट क्षेत्र

* English translation of the speech originally delivered in Marathi.

को 90 परसेंट सुविधाएं दी जाती हैं। आज हमारे क्षेत्र के साथ भेदभाव हो रहा है। मैं अपने क्षेत्र मालवा और पटियाला के बारे में रेल मंत्री जी से विनती करना चाहता हूं कि हमारे क्षेत्र की जो अवहेलना हो रही है, जिन सुविधाओं की कमी है, उसको पूरा किया जाए। वहां के लिए प्रीमियम ट्रेन चलाई जाए। वंदे भारत ट्रेन भी चलाई जाए। अगर संभव हो सके तो जन शताब्दी ट्रेन भी चलाई जाए। बहुत-बहुत धन्यवाद।... (व्यवधान)

डॉ. प्रशांत यादवराव पडोले (भन्डारा-गोंदिया) : सभापति महोदया, मैं सदन का ध्यान भारत में बढ़ती क्रिप्टो करेंसी पूंजी योजना और इनके विनिमय की अनिवार्यता की तरफ आकर्षित करना चाहता हूं। भारत में क्रिप्टो करेंसी धारकों की संख्या तेजी से बढ़ रही है। वर्ष 2023 की रिपोर्ट के अनुसार भारत में 10 करोड़ से अधिक लोग किसी न किसी रूप से क्रिप्टो में निवेश कर चुके हैं, जो वैश्विक स्तर पर सबसे अधिक है। लेकिन, विडंबना यह है कि सरकार क्रिप्टो करेंसी से होने वाली आय पर 30 परसेंट टैक्स और 1 परसेंट टीडीएस वसूल कर रही है। अभी तक इसका कोई ठोस विनियमन नहीं किया गया और न ही कोई नियामक निकाय गठित किया गया है।

महोदया, देश में कई क्रिप्टो पूंजी योजनाएं चल रही हैं, जहां आम जनता को उच्च रिटर्न का लालच देकर ठगा जा रहा है। हाल में कई राज्यों में ऐसे घोटालों का पर्दाफाश हुआ है, जहां निवेशकों की हजारों करोड़ रुपये की पूंजी लूटी गई है।

महोदया, चूंकि क्रिप्टो करेंसी का लेने-देने विकेंद्रित ढंग से होता है, इसलिए निवेशकों के लिए किसी भी प्रकार की सुरक्षा या शिकायत का निवारण तंत्र उपलब्ध नहीं है। मेरे क्षेत्र में दो साल पहले जलसा-जून क्रिप्टो में शानदार आमदनी का झांसा देकर करोड़ों रुपये की धोखाधड़ी की गई। इसके बाद ऑनलाइन प्लेटफॉर्म पर भी लोगों को ठगा गया।

महोदया, दुनिया में कई ऐसे देश हैं, जैसे अमेरिका, यूरोपियन यूनियन, सिंगापुर और जापान ने क्रिप्टो करेंसी के लिए सख्त कानून बनाये हैं। अमेरिका में सिक्योरिटी और एक्सचेंज कमीशन और यूरोप में मार्केटिंग क्रिप्टो एसेट जैसे नियामक निकाय इस पर निगरानी करते हैं।

सरकार जब क्रिप्टो करेंसी से टैक्स वसूल कर रही है, तो इसका विनियमन क्यों नहीं कर रही

है? क्या सरकार जल्दी ही एंटी मनी लांड्रिंग और काउंटर टेररिज्म फाइनेंसिंग कानून के तहत क्रिप्टो करेंसी को नियंत्रित करने वाला एक स्वतंत्र नियामक निकाय स्थापित करेगी? क्या सरकार क्रिप्टो पूंजी योजना पर रोक लगाने ... (व्यवधान)

डॉ. महेश शर्मा (गौतम बुद्ध नगर) : महोदया, मेरा लोक सभा क्षेत्र नोएडा, ग्रेटर नोएडा उत्तर प्रदेश की शो विंडो है, एनसीआर का महत्वपूर्ण क्षेत्र है और विश्व पटल पर अपनी पहचान बना चुका है। ग्रेटर नोएडा वेस्ट क्षेत्र, जहां मध्यम वर्गीय छात्र रहते हैं, लगभग 8 लाख से अधिक की जनसंख्या वहां रहती है और शहर बसने के समय से ही, इस विषय को सामने रखकर कि यहां मेट्रो आने वाली है, यह शहर बसाया गया था। 8 वर्ष से अधिक का समय हो चुका है और मैंने नोएडा मेट्रो रेल कॉरपोरेशन के मैनेजिंग डायरेक्टर, डॉ. एम. लोकेश से सूचना प्राप्त की है कि उत्तर प्रदेश सरकार अपने हिस्से का अंश भारत सरकार को दे चुकी है, लेकिन पिछले 6 महीने से भी अधिक समय से शहरी विकास मंत्रालय के पास यह फाइल लम्बित है।

महोदया, मेरी आपके माध्यम से प्रार्थना है कि शहरी विकास मंत्रालय ग्रेटर नोएडा वेस्ट की मेट्रो परियोजना पर तुरन्त कार्रवाई करे। वहां ट्रैफिक जाम की समस्या है, प्रदूषण की समस्या है और विकास की समस्या है।

जेवर एयरपोर्ट उत्तर प्रदेश का ही नहीं, देश का गौरव है। यह प्रधान मंत्री मोदी जी और योगी जी के नेतृत्व में लोकार्पण के लिए तैयार है। ... (व्यवधान) एक्सप्रेस-वे पर इस व्यवस्था को तुरन्त चालू किया जाए।

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Madam Chairperson, I am raising a very urgent and important matter regarding the incident which has happened in Jabalpur, Madhya Pradesh, where Catholic priests and laity were brutally attacked by Hindutva extremists.

On 1st April, 2025, a group of Catholic pilgrims from Mandla parish, who were peacefully participating in Jubilee 2025 religious observances, were

unlawfully detained twice by extremist elements and subjected to violence. Notably, when senior priests, including the Vicar General of Jabalpur, arrived to support the victims, they too were assaulted. Such brazen attacks on religious minorities not only violate constitutional rights but also expose the growing climate of intolerance and impunity for extremist violence.

Despite claims of disassociation by the RSS, the incident raises serious concerns about law and order, religious freedom, and the safety of citizens practising their faith. The Government must take urgent and decisive action to ensure swift and impartial action against the perpetrators.

Thank you, Madam.

श्री शेर सिंह घुबाया (फिरोजपुर) : महोदया, आपने मुझे मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। मेरे क्षेत्र फिरोजपुर से तीन कैनाल निकलती हैं। 1 अप्रैल से पैडी का सीजन शुरू हो गया है। अभी वहां जो सिस्टम है, वह वर्ष 1965 का बना हुआ है। आज के मुकाबले में तब वन-फोर्थ एरिया में इरीगेशन होता था। आज उसी सिस्टम से ही इरीगेशन के लिए नहरों का पानी जा रहा है। मैं आपसे गुजारिश करता हूँ कि फिरोजपुर के कैनाल सिस्टम की रीमॉडलिंग की जाए। हमारे एरिया में सभी कॉस्टली बासमती चावल पैदा होते हैं। वहां का ग्राउंड वाटर हर साल नीचे जा रहा है। उसको रोकने के लिए आप कृपा करें और वहां के लिए एक बड़ा प्रोजेक्ट बनाकर दोबारा इस एरिया को पानी देने की कृपा करें।

धन्यवाद।

श्री दिनेशभाई मकवाणा (अहमदाबाद पश्चिम) : सभापति महोदया, मेरे संसदीय क्षेत्र अहमदाबाद और असारवा रेलवे स्टेशन के री-डेवलपमेंट का काम तेजी से चल रहा है। मैं यशस्वी प्रधानमंत्री नरेन्द्र मोदी जी और रेल मंत्री अश्विनी वैष्णव जी का आभार प्रकट करता हूँ। मैं आज सदन में एक महत्वपूर्ण विषय उठाना चाहता हूँ, जो न केवल राज्य की यातायात की सुविधा को बेहतर बनाएगा

बल्कि लोगों के समय और संसाधनों की भी बचत करेगा।

बड़ोदरा और अहमदाबाद मेमू ट्रेन को राजकोट तक बढ़ाया जाए। बड़ोदरा और अहमदाबाद के बीच ट्रेन सेवा अत्यंत महत्वपूर्ण है, यह दोनों शहरों के बीच यातयात को सुगम बनाती है। राजकोट प्रमुख शहर है और व्यापार, शिक्षा व पर्यटन का केन्द्र है। वहां तक इस ट्रेन सेवा का विस्तार करने से इस क्षेत्र के लोगों के लिए बड़ी राहत होगी, बल्कि क्षेत्रीय विकास में भी योगदान होगा। राजकोट के बढ़ते शहरीकरण और औद्योगिकीकरण के कारण इस ट्रेन सेवा का विस्तार इस क्षेत्र की अर्थव्यवस्था को सशक्त बनाएगा और लोगों को सुरक्षित और सस्ती यात्रा प्रदान करेगा।

रेल मंत्री जी से निवेदन है कि इस प्रस्ताव पर विचार किया जाए और शीघ्र ही बड़ोदरा और अहमदाबाद मेमू ट्रेन को राजकोट तक बढ़ाया जाए। धन्यवाद।

श्री मनसुखभाई धनजीभाई वसावा (भरूच) : सभापति महोदया, आपने मुझे शून्य काल के दौरान सिंचाई से संबंधित लोक महत्व के विषय को उठाने की अनुमति दी, इसके लिए मैं आपके प्रति हार्दिक आभार व्यक्त करता हूं।

मेरे भरूच लोक सभा क्षेत्र में सागबारा तहसील, डेढ़परा तहसील, जगड़िया और नेहतंग में भारी संख्या में किसान सिंचाई से वंचित हैं। ऐसे किसानों को आसपास के एरिया में नर्मदा बांध के माध्यम से, लिफ्ट इरिगेशन के माध्यम से सिंचाई की सुविधा राज्य सरकार और भारत सरकार उपलब्ध कराए, मैं इसकी मांग करता हूं। धन्यवाद।

श्री रंजीत दत्ता (सोनितपुर) : सभापति महोदया, आज मुझे पहली बार बोलने का मौका मिला है। आपको बहुत-बहुत धन्यवाद। मैं यशस्वी प्रधानमंत्री आदरणीय नरेन्द्र मोदी जी और सड़क परिवहन मंत्री नितिन गडकरी जी और असम के यशस्वी मुख्यमंत्री डॉ. हिमंत बिस्वा सरमा जी को धन्यवाद ज्ञापित करता हूं।

गौसपुर से नुमालीगढ़ 15 हजार करोड़ रुपये का एक प्रोजेक्ट ब्रह्मपुत्र नदी के नीचे से टनल जाएगा, यह एशिया का सबसे बड़ा टनल होगा। यह टनल ब्रह्मपुत्र नदी के बीच से जाएगा। माननीय मंत्री जी ने रिप्लाइ दिया है कि जुलाई-अगस्त में इसका शिलान्यास होगा।

मैं माननीय मंत्री नितिन गडकरी जी के माध्यम से अनुरोध करता हूँ कि गौहपुर टू लखीमपुर नेशनल हाईवे का रास्ता बहुत खराब है। मैं नितिन गडकरी जी से अनुरोध करता हूँ कि उसको तुरंत बनाने के लिए कदम उठाएं।

श्री अक्षय यादव (फिरोजाबाद) : सभापति महोदया, मेरा संसदीय क्षेत्र फिरोजाबाद है। फिरोजाबाद कांच उद्योग के लिए जाना जाता है। मेरा क्षेत्र एक इंडस्ट्रीयल क्षेत्र है, जहां रोजगार लेबर के तौर पर सबसे ज्यादा मिलता है। फिरोजाबाद की लेबर क्लास की दुर्दशा हो रखी है। लेबर क्लॉस में सबसे ज्यादा मुस्लिम, दलित और पिछड़े लोग काम करते हैं। बड़े-बड़े उद्योग चलते हैं, जिसमें तय सीमा से ज्यादा देर तक काम कराया जाता है, लेकिन वाजिब मूल्य नहीं मिलता है। ज्यादा देर तक काम करने की वजह से बीमारियां फैलती हैं।

14.00 hrs

महोदया, मैं आपके माध्यम से सरकार से प्रार्थना करता हूँ कि फिरोजाबाद के अंदर एक ईएसआई अस्पताल खुलवाने की कृपा करें। वहां पर जो लेबर क्लास काम कर रही है, उसको वाजिब मूल्य मिल सके और उसको सरकार की तरफ से सुविधाएं मिलनी चाहिए, वे मिलती रहें। वहां ठेकेदारों के द्वारा उन लोगों को जो परेशान किया जाता है, उसको खत्म करवाया जाए।

धन्यवाद।

माननीय सभापति : माननीय सदस्य श्री भरतभाई मनुभाई सुतारिया जी – उपस्थित नहीं।

श्री चंदूभाई छगनभाई शिहोरा (सुरेन्द्रनगर) : सभापति महोदया, अपने मुझे बोलने का अवसर प्रदान किया इसके लिए आपका बहुत-बहुत धन्यवाद। पिछले चार-पांच वर्षों से सुरेन्द्रनगर जिले में मेगा टेक्सटाइल पार्क की स्थापना के लिए गुजरात और भारत सरकार में पूर्व विधायकों और सांसदों के माध्यम से लगातार अनुरोध किया जा रहा है। हमारे लोगों ने प्रतिनिधि मंडल के साथ माननीय टेक्सटाइल मंत्री श्री पीयूष गोयल जी से भी मुलाकात की थी। पूर्व में, भारत सरकार ने 7 मेगा टेक्सटाइल पार्कों को स्वीकृति दी थी, जिसमें से एक गुजरात में नवसारी में स्थापित हो रहा है। हाल ही में, मंत्री श्री पीयूष गोयल ने नए 7 मेगा टेक्सटाइल पार्क स्थापित करने की घोषणा की है। माननीय

प्रधानमंत्री मोदी जी जब गुजरात आए थे तो उन्होंने सुरेन्द्रनगर में इस प्रकार की योजना की इच्छा व्यक्त की थी। वहां सभी सुविधाएं उपलब्ध हैं। पानी उपलब्ध है, जमीन सस्ती कीमत पर मिल रही है और बिजली की भी सुविधा है। मेरे क्षेत्र किसानों द्वारा कॉटन का बहुत उत्पादन किया जाता है।

मैं आपके माध्यम से माननीय कपड़ा मंत्री जी से निवेदन करता हूँ कि सुरेन्द्रनगर जिले की कपास खेती को ध्यान में रखते हुए, वहां नेचुरल फाइबर आधारित मेगा टेक्सटाइल पार्क की स्वीकृति दी जाय।

श्री जशुभाई भिलुभाई राठवा (छोटा उदयपुर) : सभापति महोदया, आपने मुझे शून्यकाल में बोलने का अवसर दिया इसके लिए आपका बहुत-बहुत धन्यवाद। मैं आपका ध्यान आकर्षित करते हुए यह बताना चाहता हूँ कि मेरा निर्वाचन क्षेत्र गुजरात का छोटा उदयपुर है। उस क्षेत्र में आदिवासी समुदाय की आबादी काफी बड़ी है। साथ ही, उस क्षेत्र में विश्व प्रसिद्ध स्टैच्यु ऑफ यूनिटी स्थित है, जो न केवल हमारे राज्य के लिए बल्कि पूरे देश के लिए गर्व का विषय है। गुजरात सरकार और भारत सरकार ने पीने और कृषि के लिए पानी की व्यवस्था करने की दिशा में कुछ महत्वपूर्ण कदम उठाये हैं। लेकिन मैं आपके माध्यम से यह निवेदन करना चाहता हूँ कि शेष क्षेत्रों में भी पानी की व्यवस्था को सुनिश्चित करने के लिए केंद्र सरकार द्वारा मदद उपलब्ध कराई जाए। वह न केवल स्थानीय निवासियों के लिए जीवन को सुधारने के लिए महत्वपूर्ण होगा बल्कि क्षेत्र की आर्थिक स्थिति को भी मजबूत करेगा।

मैं आपके माध्यम से सरकार का ध्यान आकर्षित करना चाहता हूँ कि नर्मदा नदी के सरदार सरोवर बांध के माध्यम से कच्छ और उत्तर गुजरात में पानी जाता है। मेरा निवेदन है कि छोटा उदयपुर के लिए भी पानी उपलब्ध कराया जाए। धन्यवाद।

माननीय सभापति : माननीय सदस्य श्री रामभुआल निषाद जी – उपस्थित नहीं।

श्री भोजराज नाग (कांकेर) : सभापति महोदया, आज मुझे पहली बार बोलने का अवसर प्राप्त हुआ है इसके लिए मैं आपको धन्यवाद देता हूँ। मैं छत्तीसगढ़ कांकेर लोक सभा क्षेत्र उत्तर बस्तर क्षेत्र से आता हूँ। हमारा जो बस्तर क्षेत्र है, वहां की जो सांस्कृतिक रीति-रिवाज और परम्परा है, वह दुनिया में

प्रसिद्ध है। हमारे बस्तर क्षेत्र में जो आदिवासी संस्कृति, रीति-रिवाज और परम्परा है, वह खतरे में है, क्योंकि वहां अवैध रूप से अनेक धर्मांतरण के कार्य चल रहे हैं। उसके कारण वहां के जो सामाजिक कार्यक्रम हैं, जैसे मृत्यु संस्कार, विवाह संस्कार और नामकरण संस्कार, उसको लेकर जाति समुदाय में आए दिन लड़ाई-झगड़े होते रहते हैं।

एक ही पिता की दो संतानें हैं, जिनमें से एक ने धर्मांतरण कर लिया है। उसके कारण जो हमारा समाजिक रीति-रिवाज और ताना-बाना है, उस पर अनेक प्रभाव पड़ रहे हैं। इसलिए धर्मांतरण के विरुद्ध कठोर कार्रवाई की जाए और इस पर कानून बनाने की आवश्यकता है।

अनुच्छेद 341 में लिखा है कि यदि अनुसूचित जाति का कोई व्यक्ति धर्मांतरण करता है, तो उसको आरक्षण का लाभ नहीं मिलेगा। उसी तरह से अनुच्छेद 342 के तहत अनुसूचित जनजाति के लिए यह प्रावधान होना चाहिए कि यदि कोई व्यक्ति धर्मांतरण करेगा, तो उसको आदिवासी आरक्षण का लाभ नहीं मिलेगा।

माननीय सभापति : श्री रामभुआल निषाद – उपस्थित नहीं।

श्री प्रभुभाई नागरभाई वसावा जी।

श्री प्रभुभाई नागरभाई वसावा (बारडोली) : माननीय सभापति महोदया, आपने मुझे शून्य काल में बोलने का अवसर दिया, उसके लिए मैं आपको धन्यवाद देता हूं।

आदरणीय महोदया, मैं इस सदन के माध्यम से सूरत से रायपुर और रायपुर से सूरत आने-जाने के लिए सीधी उड़ान सेवा की आवश्यकता का मामला उठाना चाहता हूं। सूरत भारत का एक विकसित शहर है, जिसे डायमंड सिटी कहा जाता है और अब लैब-ग्रोन डायमंड सिटी एवं टेक्सटाइल सिटी के नाम से भी जाना जाता है। माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में सरकार द्वारा देश में बनाए गए आठ इकोनॉमिक रीजन में से सूरत भी एक इकोनॉमिक रीजन है। सूरत में हरेक राज्य के लाखों लोग रोजगार एवं व्यवसाय करने हेतु रहते हैं और उनका हमेशा वहां आना-जाना लगा रहता है।

सूरत एवं रायपुर व्यावसायिक तौर पर एक-दूसरे के पूरक हैं। अब रायपुर में भी डायमंड एवं

ज्वैलरी इत्यादि का व्यापार बढ़ रहा है। सूरत से रायपुर के लिए सीधी उड़ान सेवा न होने के कारण, लोगों को लंबे समय की यात्रा का सामना करना पड़ता है। सूरत से रायपुर और रायपुर से सूरत आने-जाने के लिए सीधी उड़ान सेवा के शुरू होने से व्यापारिक गतिविधियों को भी बढ़ावा मिलेगा।

माननीय सभापति जी, मैं आपके माध्यम से माननीय नागरिक उड्डयन मंत्री जी से यह सेवा अतिशीघ्र शुरू करने की मांग करता हूँ।

माननीय सभापति : श्री पर्वतगौड़ा चंदनगौड़ा गद्दीगौदर – उपस्थित नहीं।

श्री अशोक कुमार रावत जी।

श्री अशोक कुमार रावत (मिश्रिख) : सभापति महोदया, मेरे मिश्रिख संसदीय क्षेत्र की बालामऊ विधान सभा में धार्मिक तीर्थ स्थल हत्याहरण स्थित है, जो कि भगवान श्रीराम से गहरा संबंध रखता है। यह प्रसन्नता की बात है कि केन्द्र सरकार ने 'स्वदेश दर्शन योजना' के तहत भारत में पर्यटन को बढ़ावा देने के लिए तथा सांस्कृतिक विविधता के संरक्षण को ध्यान में रखते हुए 'रामायण सर्किट' के विकास के लिए तेजी से कार्य प्रारंभ किया है। 'रामायण सर्किट' में भगवान श्रीराम से जुड़े हुए कई प्रमुख स्थान हैं। भगवान राम जहां-जहां से गुजरे थे, इसलिए देश के कई राज्यों में से 15 स्थानों का चयन किया गया है।

महोदया, मेरा आपके माध्यम से सरकार से यह अनुरोध है कि जिस तरीके से अन्य राज्यों या जिन-जिन स्थानों से प्रभु श्रीराम गुजरे थे, 'रामायण सर्किट' में उनका चयन किया गया है। इसी तरह से हत्याहरण धार्मिक तीर्थ स्थल को भी इस योजना में चयनित किया जाए और इसके समुचित विकास की व्यवस्था की जाए।

श्री रिचर्ड वनलालहंगइहा (मिज़ोरम) : महोदया, मेरा नंबर बैलट में नहीं आया था, फिर भी आपने मुझे शून्य काल में बोलने का अवसर दिया, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

महोदया जी, पूरे देश में 1,200 केन्द्रीय विद्यालय हैं। मेरे प्रदेश को सन् 1986 में राज्य का दर्जा मिला था, अभी उसके 40 साल पूरे होने वाले हैं। मेरे प्रदेश में सिर्फ चार केन्द्रीय विद्यालय हैं। दो केन्द्रीय विद्यालय आइजोल जिले में हैं, वह राज्य की राजधानी है तथा एक केन्द्रीय विद्यालय लुंगलेई

तथा दूसरा चम्पाई जिले में है। मेरे प्रदेश में 11 जिले हैं। तीन जिलों में तो केन्द्रीय विद्यालय हैं, लेकिन अभी आठ जिलों में केन्द्रीय विद्यालय नहीं है। मैं हरेक जिले में एक-एक पाठशाला बनाने का अनुरोध करता हूँ। अगर एक बार में आठ पाठशालाएं बनाना मुश्किल है, तो मैं कम से कम तीन नए केन्द्रीय विद्यालय बनाने का अनुरोध करता हूँ।

कुमारी सैलजा (सिरसा) : मैडम, मैं आपके माध्यम से सरकार का ध्यान इस ओर आकर्षित करना चाहती हूँ कि हरियाणा के मेरे संसदीय क्षेत्र सिरसा में स्थित थेहड़ को पुरातत्व विभाग ने वर्ष 1932 में सूचीबद्ध किया था। इसकी कितनी भूमि है, उसके लिए एक टीम तय की गई। उन्होंने अपनी रिपोर्ट में कहा कि यह 35 एकड़ भूमि है। वर्ष 2017 में शायद कुछ जूनियर ऑफिसर्स की गलती है या क्या है, उसमें इसे 85.5 एकड़ भूमि दिखाया गया, जो 50 एकड़ ज्यादा है। यह रानियां रोड पर है, जहां पर कॉमर्शियल एरिया भी है और वहां करीब पांच हजार लोग रहते हैं। यहां पर 70-80 सालों से रजिस्ट्री भी हो रही है। थेहड़ की 35 एकड़ भूमि को वर्ष 2017 में कब्जा मुक्त किया गया और वहां रहने वाले 713 परिवारों को विस्तारित करके हुडा सेक्टर 19 में अस्थायी रूप से रखा गया। वहां उनके पास अभी तक मूलभूत सुविधाएं भी नहीं हैं।

मेरी केन्द्र सरकार से मांग है कि जो 35 एकड़ भूमि खाली की गई है और वह पुरातत्व विभाग के अधीन है, उसे विकसित किया जाए। उस पर पार्क और संग्रहालय बनाया जाए। जिन परिवारों को विस्तारित किया गया है, उन्हें जल्द से जल्द पूर्ण रूप से स्थापित किया जाए। इसे 85.5 एकड़ के बजाय 35 एकड़ ही रिपोर्ट के मुताबिक दिखाया जाए।

***DR. GANAPATHY RAJKUMAR P. (COIMBATORE):** Hon Madam Chairperson, Vanakkam. I thank you for allowing me to raise an important issue pertaining to the workers of cotton mills. There are seven NTC cotton mills in Tamil Nadu. Out of these seven, five NTC mills are in Coimbatore and one each in Sivagangai and Ramanathapuram. There are 4000 workers in these NTC mills. After the Covid-19

* English translation of the speech originally delivered in Tamil.

lockdown of the year 2020, full salary was provided to the workers of these NTC cotton mills up to 17.5.2020. Thereafter 50 per cent of the salary amount was provided to these workers. After 5 October 2024, the disbursal of salary to these workers was completely stopped. Workers are in deep distress after losing their livelihood. I urge upon the Union Minister of Textiles to take necessary and swift action for making these NTC mills functional and light the lamp in the lives of the workers of these cotton mills. Thank you.

श्री करण भूषण सिंह (कैसरगंज) : सभापति महोदया, धन्यवाद। आज मुझे बड़े महत्वपूर्ण विषय पर अपनी बात रखने का मौका दिया गया है। घर बनाना एक सपना है, जो हर किसी के दिल में बसता है। यह एक ऐसी जगह है, जहां हम अपने परिवार के साथ सुरक्षित और खुश महसूस करते हैं। जिनके पास सुरक्षित ठिकाना है, उन्हें अपने जीवन के दूसरे लक्ष्यों को प्राप्त करने के लिए साहस प्रदान करता है। मेरा भी एक छोटा सा सुझाव प्रधानमंत्री आवास योजना के सम्बन्ध से जुड़ा हुआ है। ग्रामीण और शहरी क्षेत्रों में परिवारों में विभाजन के कारण प्रति वर्ष लाखों की संख्या में आवासविहीन पात्र लाभार्थियों की संख्या में बढ़ोतरी होने के शाश्वत प्रक्रिया है, जिस पर नियंत्रण करना संभव नहीं है, इसलिए इसके स्थायी समाधान का चिंतन जरूरी है। लम्बे अंतराल तक सर्वे न होने और ऐसे लोगों को पात्रता की सूची में जगह न मिलने के कारण ये आवासविहीन बैकलॉग बनते हैं।

मेरी मांग है कि हर वित्तीय वर्ष में एक बार प्रधानमंत्री आवास योजना के पात्रता मानकों को दृष्टिगत रखते हुए ऐसे लोगो को भी पात्रता सूची में नीचे जोड़ दिया जाना चाहिए, जो वाजिब कारणों से परिवार के विभाजन से आवासविहीन की श्रेणी में आ गए हैं। मेरा दूसरा सुझाव है कि जिस स्वरूप के आवास निर्माण की कल्पना हम करते हैं, वैसा स्वरूप लाभार्थियों के घर पहुंचने पर देखने को नहीं मिलता है। इसके कई कारणों में लोग अलग-अलग तर्क देते हैं। लाभार्थियों का कहना है कि बजट कम है, इसलिए फर्श और प्लास्टर का काम नहीं हो पाता है। कुछ लोग एस्टीमेट और निर्माण सामग्री की कीमत में अंतर को दोष देते हैं। ... (व्यवधान) मैडम, बहुत दिनों बाद समय मिला है। मैं ग्रामीण

विकास मंत्री जी से अनुरोध करता हूँ कि इसकी चिंता करें और इसका समाधान करें।

श्री राजपालसिंह महेंद्रसिंह जादव (पंचमहल) : माननीय सभापति महोदया, मुझे बोलने का अवसर देने के लिए आपका धन्यवाद। मेरे लोक सभा क्षेत्र पंचमहल के गोदरा रेलवे स्टेशन एक बड़ा जंक्शन है जो एक तरफ बड़ौदा के माध्यम से महाराष्ट्र को जोड़ता है और दूसरी तरफ मध्य प्रदेश से आगे दिल्ली को जोड़ता है। मेरे क्षेत्र लूनावाड़ा शहर में रेलवे स्टेशन का विकास करने के लिए मंत्री जी से आग्रह करता हूँ। यह स्टेशन और रेलवे लाइन के विकास से गोदरा-लूनावाड़ा और आगे मोडासा होकर शामलाजी राजस्थान के उदयपुर और जयपुर से जुड़ सकेंगे। रेलवे ट्रांसपोर्टेशन से एक नया लाभ मिलेगा। आपसे नम्रतापूर्वक आग्रह करता हूँ कि इस विषय में आगे की कार्यवाही के निर्देशित करें। धन्यवाद।

SHRI HAMDULLAH SAYEED (LAKSHADWEEP): Madam, thank you for giving me an opportunity to speak. I would like to draw the attention of the Government to the critical situation concerning seven Indian seafarers aboard the Panama-flagged vessel *MV Bitu River*, which was attacked by armed pirates off the coast of Sao Tomé and Príncipe on 18th March 2025. Among those affected is young Asif Ali from Minicoy Island, Lakshadweep. The family remains without any information about his safety or whereabouts. These seven Indian nationals, who were simply pursuing their livelihood at sea to support their families back home, now face grave danger in foreign waters.

It is deeply concerning that these citizens remain unaccounted for more than two weeks after the attack. The situation has created immense distress for the family, particularly for the concerned families, like the parents of Mr. Asif Ali from my Constituency, who are desperate for any news about their son. The lack of communication and visible action from our authorities has only compounded

their suffering.

I urge the Government to take immediate steps to resolve this humanitarian crisis. Our diplomatic missions should be activated without any delay to establish contact with the affected seafarers and coordinate their safe return.

I urge the Government that a robust mechanism must be implemented to better protect Indian seafarers working in high-risk zones. I request the Government to take specific measures, including establishing a special task force to monitor such cases and provide regular updates to the anxious families. The safety and well-being of our citizens abroad must be treated as a priority.

I humbly request the Government, especially the External Affairs Ministry, to act promptly and to ensure these seven Indians are brought back home safely at the earliest.

SHRI PARVATAGOUDA CHANDANAGOUDA GADDIGOUDAR (BAGALKOT):

Madam, I am privileged and take pride in introducing the very beginning of Hindu temple architecture in the Historic sites of Aihole - Badami - Pattadakal. Referred as a cradle of Hindu temple architecture, temples complex of Aihole, dating back to the 4th Century A.D. is the oldest known Hindu temples in the world, and also known as the laboratory for Hindu temple architecture. The grandiose 130 temples complex of Aihole in a single square kilometre was considered the primary and secondary schooling in temple architecture.

The world famous Badami cave temples of the 6th century took 12 years to carve out from a single rock-cut, worthy of coronation arena for Pulikesan II of the glorious Chalukya Empire, which ruled almost all of peninsula India.

The group of monuments at Pattadakal in Karnataka was declared as a UNESCO World Heritage Site in 1987. However, Badami's extraordinary temple complexes, parallel to none in rock-cut temple architecture deserve to have been included in this UNESCO list long back.

Therefore, Madam, through you, I would like to bring this important matter to the notice of the hon. Union Minister of Culture and request him to make renewed efforts for this important historical site of Badami's temple complexes in Karnataka to be included in the UNESCO World Heritage Site List.

श्री अजेन्द्र सिंह लोधी (हमीरपुर) : धन्यवाद सभापति महोदया । मैं परमपूज्य स्वामी ब्रह्मानंद जी की तपोभूमि हमीरपुर-महबो-छिंदवारी की ओर आपका ध्यान आकर्षित कराना चाहता हूं कि बढ़ती हुई महंगाई के कारण किसानों की खाद और बीज के लिए काफी लंबी लाइनें लगी रहती हैं । बुंदेलखंड में किसानों की बुआई के समय आठ-आठ दिन तक खाद उपलब्ध नहीं हो पाता है । जब फसल आती है तो मूंगफली की खरीद पर किसानों से अवैध 1500 से 1700 रुपये प्रति किसान से कमिशन लिया गया है तब उन किसानों की मूंगफली एमएसपी पर तौली गयी है ।

तब उस किसान की मूंगफली एमएसपी पर तौली गई है और वर्तमान समय में गेहूं की फसल आ चुकी है, तो मूंगफली की तरह आज भी यही व्यवहार किसानों के साथ हो रहा है । उनसे अनावश्यक कंडीशन के तौर, सिफारिशों के तौर पर उनके गेहूं की तौल कराई जा रही है । मेरी आपसे विनती है कि हमारे बुंदेलखंड के किसानों को इस अनावश्यक कंडीशन से बचा लिया जाए ।

SHRI SALENG A. SANGMA (TURA): Thank you Chairperson Madam. I feel that there is really a deep denial of the central fact that there is reluctance by the Government and there is a false vision and future. Perhaps, maybe, soft power referendum embraces benevolence. I am worried about the students who are polarising. It is not just that they express themselves in a dangerous way, but it

might be anti-social. We see that the NEHU, the oldest Central university in the North-East, has been systematically attacked. The North-East has been systematically attacked. Even the budget is very, very low, which is almost touching zero. A lot of students have gone on hunger strike. Some of them have been hospitalised. But till date, there is no issue raised by the Central Government. I would like to request the Central Government to at least go to the ground zero and then diagnose the situation. What is the reality that is happening? Even the ranking of this university has gone down drastically. It was one of the best universities. But now, the ranking has gone down.

I would also condemn the Vice-Chancellor. It is because of him that the ranking of the university has gone down. It is because of him, the messiness in that university is happening.

Therefore, we should not rely only on messiness of the politics there which requires moderation, which is compromising ultimate realism, but also such civility requires a discussion. Therefore, I would like to request them to at least take up the issue.

श्री राजकुमार चाहर (फतेहपुर सीकरी) : सभापति महोदया, भारत की राजधानी दिल्ली है और दिल्ली लोक सभा, जहां हम हैं, उसके चारों तरफ जिस रास्ते से हम निकलते हैं, वह एरिया लुटियन्स जोन कहलाता है। आज भी बाबर लेन, तुगलक रोड, अकबर रोड, हुमायूं रोड, दारा शिकोह रोड, ये अनेक प्रकार के जो मुगल आक्रांता भारत आए, उनके नाम से आज भी कांग्रेस के जमाने से रोड्स चली आ रही हैं। इनके नाम उस समय कांग्रेस की सरकार ने रखे थे।

महोदया, मैं आपके माध्यम से सरकार से निवेदन करना चाहता हूं कि इन मार्गों का नाम महाराणा सांगा, पृथ्वीराज चौहान, गुरु गोविंद सिंह, महाराजा सूरजमल, गोकुला जाट, शिवाजी

महाराज, हेमू विक्रमादित्य आदि जो हमारे महापुरुष हुए, हमारे पुरखे, जिन्होंने मुगलों से लड़ाइयां लड़ीं, उनके नाम से इन रास्तों के नाम रखे जाएं। इन महापुरुषों के कारण ही हम सब आज अस्तित्व में हैं। यह मेरी आपके माध्यम से सरकार से मांग है। धन्यवाद।

श्री हरेन्द्र सिंह मलिक (मुजफ्फरनगर) : धन्यवाद सभापति महोदया, मैं आपके माध्यम से सरकार के संज्ञान में एक अति महत्वपूर्ण विषय को लाकर उस पर कार्यवाही की मांग करता हूँ। हरियाणा और पश्चिमी उत्तर प्रदेश का रोटी-बेटी का संबंध है। रोज हजारों की संख्या में लोग यमुना के पार रोजगार के लिए आते-जाते हैं। यहां तक की किसान भी हरियाणा में जाकर के अपना अनाज बेचते हैं, परंतु आवागमन का कोई सुगम साधन नहीं है। मेरा आपके माध्यम से सरकार से अनुरोध है कि यह बहुत पुरानी मांग है। पानीपत और मेरठ के बीच रेलवे लाइन तथा शामली, मुजफ्फरनगर और बिजनौर से होते हुए करनाल तक रेलवे लाइन बनाने की कृपा करें। जो रैपिड रेल को मेरठ तक रोक दी गई है, उसे सहारनपुर तक बढ़ाने की कृपा करें। मैं आपके माध्यम से सरकार से यह मांग करता हूँ। धन्यवाद।

DR. JAYANTA KUMAR ROY (JALPAIGURI): Thank you, Madam Chairperson, for giving me this opportunity to speak in this august House.

Madam, I rise to highlight the dire condition of tea garden workers and small tea growers in North Bengal, including my constituency, Jalpaiguri. Many workers face irregular wage payments with some tea estates, such as Manabari Tea Estate in Malbazar sub-division defaulting on five wage cycles. In several tea gardens, wages are as low as Rs. 150 per day. Adding to their plight, although the provident fund contributions are deducted from their salaries, they are not being deposited in their PF accounts, leaving the workers with financial insecurity.

While only a few major companies have seen a substantial growth and continued to regulate the entire market, many others are struggling. As a result,

several tea estates are being leased out to other private entities, which often neglect workers' rights, and this further aggravates the crisis. Meanwhile, the West Bengal Government's move to commercialise tea estate land threatens to displace thousands of workers and destabilize the industry.

I urge the Central Government to take immediate steps to ensure timely wage payments, mandate cost audits for transparency, address the issue of PF non-deposit, and explore the feasibility of a Minimum Support Price for tea leaves.

We must remember that protecting the livelihoods of workers and small tea growers is crucial. ... (*Interruptions*)

श्री रामभुआल निषाद (सुल्तानपुर) : माननीय सभापति महोदया, मैं जिस क्षेत्र, सुल्तानपुर से चुनाव जीतकर आया हूँ, वह क्षेत्र अभी भी बहुत ज्यादा पिछड़ा हुआ है। मुझसे पहले वहां से बड़े-बड़े नेता चुनाव जीते हैं, लेकिन उस क्षेत्र का विकास नहीं हुआ। वहां पर जितनी भी सड़कें हैं, वे टूट चुकी हैं। उनकी रिपेयरिंग नहीं हो पा रही है। बिजली के तार और ट्रांसफार्मर आए दिन जलकर गिर जाते हैं और उस दुर्घटना में लोग मर जाते हैं। बिजली विभाग के एसीई स्तर के अधिकारी की लापरवाही से वहां पर बिजली संबंधी समस्याओं का समाधान नहीं हो पा रहा है।

सभापति महोदया, मेरे क्षेत्र में बेरोजगारों की संख्या बहुत ज्यादा है और वहां पर गरीब लोग हैं। वहां एक बाध मंडी है। वहां पर छोटे-छोटे किसान बाध के व्यवसाय से जुड़े हुए हैं। वे अपना सामान बनाकर मंडी में नहीं बेच पा रहे हैं। उनको सरकार से सुविधा नहीं मिल रही है। उनको सुविधा दिलाई जाए।

सभापति महोदया, मेरा एक व्यक्तिगत मामला है। मैं गोरखपुर जनपद का रहने वाला हूँ। वहां के एक निषाद परिवार में पूनम निषाद और उसकी लड़की, अनुष्का निषाद की निर्मम हत्या कर दी गई। मैं उस पीड़ित परिवार से मिलने जा रहा था, लेकिन बीजेपी का स्थानीय विधायक ... (व्यवधान)

***SHRI ARVIND GANPAT SAWANT (MUMBAI SOUTH):** Hon'ble Chairperson, Maharashtra state was formed on 1st May, 1960, and we got the statehood after the sacrifice of 106 martyrs. But, at that time many districts like Belgaon, Karwar, Nipani, Bhalki, Bidar etc. did not included in Maharashtra and since then, the people residing there are continuously protesting.

Therefore, injustice has been done to Marathi people. Hon'ble Balasaheb Thakre had started agitations against it in 1969. Some people died even that time also.

Then, Hon'ble Atal Behari Vajpayeeji took an initiative and invited the Chief Minister of both the states. But, Karnataka Chief Minister did not come. A case is pending in Supreme Court of India since 2004 regarding it, but no justice has been delivered yet

Now, Marathi speaking people are being oppressed by the Government of Karnataka. If somebody protests, the government declare him/her as a outlaw or ex communicated.

One person named Subham Shelke, who contested Assembly elections recently, is banned and declared Tadipaar (out law).

Hence, I would like to request you to impose the President's Rule over these disputed districts of Belgaon, Karwar, Nipani, Bhalki, Bidar so that these Marathi speaking people should live a respectful and peaceful life there.

Thank you.

श्री मनोज कुमार (सासाराम) : मैडम, आपने मुझे बोलने का मौका दिया है, इसके लिए मैं आपके प्रति

* English translation of the speech originally delivered in Marathi.

आभार व्यक्त करना चाहता हूँ। मैं सासाराम लोक सभा क्षेत्र की जनता को भी धन्यवाद देना चाहता हूँ। मैडम, आपको मालूम होगा, बिहार में जाति जनगणना हुई और जातिगत जनगणना के अनुसार दिखाया गया कि 9.2 प्रतिशत आज भी वैसे लोग हैं, जिनके पास जमीन नहीं है। अब सवाल उठता है कि डोम, चमार, मुसहर और दुसाद कहां रहते हैं, जिनके पास जमीन नहीं है। बड़ी तादाद में एससी-एसटी वर्ग के लोगों के पास जमीन नहीं है। वे सरकारी जमीन, पोखरा और नहर पर रहते हैं। समय-समय पर बिहार में अतिक्रमण के नाम पर गांव के गांव उजाड़े जा रहे हैं।

हमारे मुख्यमंत्री आदरणीय नीतीश कुमार जी का कहना है कि हमारा दिल गरीबों के लिए बहुत है लेकिन इन्होंने गरीबों को मिटा दिया है। मैडम, मैं आपके माध्यम से निवेदन करना चाहता हूँ कि आज से लगभग 15 साल पहले बिहार सरकार ने एक रणनीति बनाई थी। विधानसभा में रूल पास किया था कि तीन से पांच डिसमिल जमीन चमार, दुसाध, डोम और मुसहर को दी जाएगी, लेकिन आज भी 9.2 प्रतिशत लोग ऐसे हैं जिनके पास जमीन नहीं है। उनको यह कब मिलेगा?

मैडम, मैं आपके माध्यम से निवेदन करना चाहता हूँ। बिहार का चुनाव सामने है। मैडम, अगर उनको यह नहीं मिलेगा तो आने वाले समय में उनको इसका खामियाजा भुगतना पड़ेगा। मैं आपसे यह निवेदन कर रहा हूँ।

श्री भजन लाल जाटव (करौली-धौलपुर) : महोदया, आपने मुझे बहुत ही महत्वपूर्ण मुद्दे पर बोलने का मौका दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ।... (व्यवधान) मैं पूर्वी राजस्थान के करौली धौलपुर संसदीय क्षेत्र से चुन कर यहां आया हूँ। पूर्वी राजस्थान में एक ईआरसीपी की नहर परियोजना काफी समय से लंबित थी। भारतीय जनता पार्टी की सरकार ने वादा किया था कि जब डबल इंजन की सरकार बनेगी, तो यह ईआरसीपी लागू कर देंगे। ईआरसीपी को लागू करने के लिए समझौता भी हुआ। मैंने इस पार्लियामेंट में बहुत ही महत्वपूर्ण प्रश्न पूछा था कि कितने एमओयू हुए, कितनी राशि स्वीकृत की गई और कब इसका काम शुरू हो जाएगा? दो मुख्यमंत्रियों के बीच समझौता हुआ। मध्य प्रदेश और राजस्थान के मुख्यमंत्रियों के बीच में समझौता हो गया। समझौता हुए एक साल हो गया, लेकिन राशि का पता नहीं, एमओयू का पता नहीं, टेंडर का पता नहीं और एक घड़े का जल उधर से

और एक घड़े का जल इधर से, दोनों को मिला दिया। सरकार ने इतना असत्य बोल कर वोट बटोर लिए। यह 13 जिलों का यह मामला है। यह ईआरसीपी लागू होना चाहिए। पानी की बहुत जटिल समस्या है।

मैंडम, मैं आपके माध्यम से सरकार से निवेदन करना चाहता हूँ कि जो एमओयू हुआ है, उसे शीघ्र धरातल पर लाने का काम करें।

श्रीमती कृष्णा देवी शिवशंकर पटेल (बांदा) : महोदया, मैं यहां बुंदेलखंड, बांदा, चित्रकूट क्षेत्र से चुनकर आई हूँ। अभी हाल में ही प्रयागराज में महाकुंभ का समापन हुआ है। मेरे संसदीय क्षेत्र के आस-पास देश के महत्वपूर्ण धार्मिक एवं पर्यटन स्थल स्थित हैं। कुंभ के दौरान बांदा से प्रयागराज जाने हेतु बांदा-बबेरू-राजापुर मार्ग का इस्तेमाल हुआ है।

महोदया, यह मार्ग तीन से चार दिनों की सीमाओं को आपस में जोड़ता है। वर्तमान में इस मार्ग में यातायात का अत्यधिक दबाव रहता है। इस मार्ग का चौड़ीकरण करते हुए फोरलेन सड़क निर्माण अत्यधिक आवश्यक है।

महोदया, आपके माध्यम से सड़क एवं परिवहन मंत्रालय से मेरी मांग है कि बांदा से बबेरू राजापुर होते हुए प्रयागराज तक जाने वाले इस मार्ग को फोरलेन सड़क के रूप में विकसित किया जाए, ताकि सुरक्षित यातायात को बल मिल सके। धन्यवाद।

श्रीमती कमलजीत सहरावत (पश्चिम दिल्ली) : सभापति महोदया, आज मैं आपके माध्यम से सरकार का ध्यान दिल्ली के किसानों की गंभीर समस्या की तरफ दिलाना चाहती हूँ। दिल्ली देश की राजधानी है। वर्ष 2015 से वर्ष 2025 तक दिल्ली में एक ऐसी सरकार रही, जिसने दिल्ली की दुर्दशा कर दी। उनके भ्रष्टाचार और काम ना करने की वजह से दिल्ली प्रदूषण की भेंट चढ़ा और इसका परिणाम दिल्ली के किसानों को भुगतना पड़ा। दिल्ली में ट्रैक्टर को कमर्शियल व्हीकल कर दिया गया, इसीलिए डीजल के व्हीकल्स 10 सालों में बंद हो जाते हैं दिल्ली के किसानों के ट्रैक्टरों को खेतों से, उनके घरों के सामने से 10 साल पूरा होने पर उठा लिया जाता है।

महोदया, किसान बहुत मुश्किल से अपना खर्चा चलाता है और लोन पर ट्रैक्टर लेता है। मेरा

सरकार से निवेदन है कि इस अवधि को बढ़ाएं और दिल्ली के किसानों को राहत दें।

ADV. DEAN KURIAKOSE (IDUKKI): Thank you, Madam, for giving me this opportunity. I would like to raise an important matter related to the State of Kerala. The wages for NREGA workers are pending, which is causing significant hardship for them. For the last three months, they have not received their wages.

In the case of unskilled workers, Rs. 578.12 crore and material costs of Rs. 57.31 crore are pending due to the non-revision of the labour budget of Kerala State. After December, we utilised almost 90 percent of our allocated budget. However, the Union Government is not revising the labour budget, and I request that this be taken into consideration.

Additionally, the National Mobile Monitoring System is creating more trouble for our poor workers. How can women above 55 years old walk from one point to another? Before the information board, they have to take a picture, but they cannot walk more than three kilometres. My constituency is a hilly area, making it even more challenging for them to move from one place to another. Therefore, I urge the Government to kindly take this into consideration.

Furthermore, wage displacement is a critical issue. The hon. Minister stated on this floor that this problem would be resolved before April 10th. So, I urge the Government to kindly disburse the pending wages for NREGA workers. Thank you.

श्री भरतभाई मनुभाई सुतारिया (अमरेली) : माननीय सभापति जी, आपने मुझे शून्य काल में बोलने का मौका दिया, इसके लिए मैं आपका आभारी हूं।

मेरे लोकसभा क्षेत्र अमरेली में हाल में मीटर गेज रेलवे लाईन है और ब्रॉड गेज की मंजूरी मिल

चुकी है। इसके लिए मैं माननीय प्रधान मंत्री जी और माननीय मंत्री जी का आभार व्यक्त करता हूँ। ब्रॉड गेज लाईन मंजूर हो चुकी है, लेकिन इसका आज तक टेंडर नहीं हुआ है। यह लाईन अमरेली से जूनागढ़ तक है। सूरत, नवसारी, मुम्बई और अहमदाबाद में हमारे क्षेत्र के लोग बसते हैं लेकिन उनको यहां आने-जाने में दिक्कत होती है।

मैं आपके माध्यम से माननीय मंत्री जी से निवेदन करना चाहता हूँ कि जल्दी से जल्दी इस लाईन का टेंडर निकलवाकर काम शुरू करवाएं। धन्यवाद।

SHRI KARTI P. CHIDAMBARAM (SIVAGANGA): Madam, our banking sector has become like a low-cost airline, where you have to pay to check in your bag, to recline your seat, or even to get a sandwich or a bottle of water.

Our banking sector is now charging for even basic services. If you want to withdraw your own money from an ATM, you have to pay a charge. If you want to get an SMS for your balance, you have to pay a charge. If you want to get a cheque book, you have to pay a charge. The most cruel thing is, if your deposit drops below a minimum balance, they impose a penalty. As it is with this economy, every family is struggling and every individual is struggling. When their money dips in a bank balance, the bank charges a minimum balance fee.

I urge the Finance Ministry and the RBI to rationalise this and ensure that they become customer-friendly. It is not very far away from a day when a bank will start charging people if they come to a branch and want to talk to a person. They are charging for everything that is basic and taken for granted, and this must be rationalised. Thank you very much.

श्री अभय कुमार सिन्हा (औरंगाबाद): माननीय सभापति जी, शहीद सूबेदार संतोष कुमार पिता श्री अभिमन्यु प्रसाद, ग्राम - अमोखर, पंचायत - मंझियामा, प्रखंड - परैया, जिला - गया के निवासी थे।

वह 16 फरवरी 2025 को ड्यूटी के दौरान लेह-लद्दाख में हुए विस्फोट के कारण वीरगति को प्राप्त हुए।

सूबेदार संतोष कुमार की वीरता और सर्वोच्च बलिदान को सम्मानित करने के लिए मैं भारत सरकार से विनम्र अनुरोध करता हूँ कि गया-पंडित दीन दयाल रेल खंड में स्थित परैया रेलवे स्टेशन का नाम परैया के लाल शहीद सूबेदार संतोष कुमार रेलवे स्टेशन रखा जाए।

यह न केवल एक वीर सैनिक के प्रति कृतज्ञता व्यक्त करने का कार्य होगा, बल्कि आने वाली पीढ़ियों को राष्ट्र सेवा की प्रेरणा भी देगा।

अतः मैं माननीय रेल मंत्री जी से विनम्र आग्रह करता हूँ कि शहीद सूबेदार संतोष कुमार के नाम पर परैया रेलवे स्टेशन के नामकरण करने की प्रक्रिया यथाशीघ्र पूरा करने हेतु आवश्यक कदम उठाए जाएं। धन्यवाद।

एडवोकेट चन्द्र शेखर (नगीना) : सभापति महोदया, भारतीय संविधान निर्माता, भारत रत्न से सम्मानित, सामाजिक न्याय के प्रतीक और करोड़ों शोषित-पीड़ित वर्गों व महिलाओं के उद्धारक परम पूज्य बाबा साहेब डॉ. अम्बेडकर जी की जयंती प्रतिवर्ष 14 अप्रैल को मनाई जाती है। बाबा साहेब का योगदान केवल एक वर्ग विशेष तक सीमित नहीं है, बल्कि उन्होंने सम्पूर्ण भारतीय समाज के पुनर्गठन में अभूतपूर्व भूमिका निभाई है। उन्होंने हमें संविधान दिया, सामाजिक समानता का मार्ग प्रशस्त किया और समानता, स्वतंत्रता, बंधुत्व जैसे मौलिक सिद्धांतों को भारतीय लोकतंत्र की नींव में स्थापित किया।

उनकी जयंती पूरे देश व दुनिया में उत्सव की तरह मनाई जाती है। सरकारी अवकाश होता है, किन्तु इसे आधिकारिक रूप से राष्ट्रीय पर्व घोषित करने से यह सम्मानजनक मान्यता प्राप्त करेगा और पूरे देश को उनके विचारों से प्रेरणा लेने का अवसर मिलेगा।

अतः मेरी केंद्र सरकार से माँग है कि 14 अप्रैल को राष्ट्रीय समानता दिवस या संविधान निर्माता दिवस के रूप में राष्ट्रीय पर्व घोषित किया जाए, जिससे बाबा साहेब के विचारों को और व्यापक स्तर पर प्रचारित-प्रसारित किया जा सके।

जय भीम, जय भारत।

श्री नरेश गणपत म्हस्के (ठाणे) : महोदया, मैं आपको धन्यवाद देता हूँ कि आपने मुझे यह महत्वपूर्ण विषय उठाने का अवसर दिया। आज मैं इस सदन के माध्यम से देश के करोड़ों जमाकर्ताओं की ओर से एक गंभीर चिंता व्यक्त करना चाहता हूँ। वर्तमान में डिपॉजिट इश्योरेंस एंड क्रेडिट गारंटी कॉरपोरेशन (DICGC) अधिनियम, 1961 के तहत यदि कोई बैंक दिवालिया हो जाता है, तो केवल 5 लाख रुपये तक की जमा राशि को ही बीमा सुरक्षा प्राप्त होती है। यह सीमा वर्ष 2020 में 1 लाख रुपये से बढ़ाकर 5 लाख रुपये की गई थी। लेकिन आज के समय में जब आर्थिक अस्थिरता और महंगाई दोनों बढ़ रही हैं, तो यह सीमा अपर्याप्त साबित हो रही है।

डीआईसीजीसी बैंक की संपूर्ण जमा राशि पर प्रीमियम वसूल करता है। यह बीमा सिद्धांतों के विपरीत है और अन्यायपूर्ण है। वह केवल 5 लाख रुपये तक बीमा का भुगतान करता है। वर्ष 2023-24 में डीआईसीजीसी ने 23,879 करोड़ रुपये प्रीमियम के रूप में वसूले, जबकि स्थापना से अब तक केवल 16,326 करोड़ रुपये का भुगतान किया गया है। डिपॉजिट इश्योरेंस फंड 1.98 लाख करोड़ रुपये से अधिक हो चुका है, फिर भी जमाकर्ताओं को राहत नहीं मिलती।

मैं केंद्र सरकार से मांग करता हूँ कि डीआईसीजीसी अधिनियम की धारा 16 में संशोधन कर सभी डिपॉजिटर्स को 100 परसेंट बीमा सुरक्षा दी जाए। डीआईसीजीसी अधिनियम की धारा 21 को हटाया जाए, ताकि डीआईसीजीसी बीमा भुगतान की राशि बैंक की परिसंपत्तियों से वसूल न करे। जिन जमाकर्ताओं की राशि 5 लाख रुपये से अधिक है और जिन बैंकों से डीआईसीजीसी ने प्रीमियम लिया है, उन्हें भी 100 परसेंट राशि लौटाई जाए। ... (व्यवधान)

श्री लुम्बाराम चौधरी (जालौर) : महोदया, आपने मुझे शून्य काल में बोलने का मौका दिया, उसके लिए मैं आपको धन्यवाद देता हूँ। मेरे लोक सभा क्षेत्र जालौर बहुत बड़ा जिला है। वहां मेडिकल कॉलेज नहीं होने के कारण जनता को चिकित्सा के लिए बहुत प्रॉब्लम होती है। राजस्थान में पूर्ववर्ती कांग्रेस की सरकार ने वहां लोगों को गुमराह किया। वहां पर कोई मेडिकल कॉलेज नहीं है और न ही बजट है। मैं आपसे निवेदन कर रहा हूँ कि आप जालौर के अंदर मेडिकल कॉलेज स्वीकृत कराने का कष्ट कराएं।

मेरे सिरौही जिले से जो कांडला-दिल्ली हाइवे निकलता है, उसके अंदर कई एक्सीडेंट्स होते हैं। मेरे सिरौही जिले के मेडिकल कॉलेज में ट्रॉमा सेंटर खोलने का कष्ट कराएं। सिरौही मेडिकल कॉलेज में सीटों की और डॉक्टरों की काफी कमी है। उसके अंदर सीटों को बढ़ाने का कष्ट करें। मेरा यही निवेदन है कि आप जालौर में मेडिकल कॉलेज खोलने का कष्ट कराएं। धन्यवाद।

***SHRI C. N. ANNADURAI (TIRUVANNAMALAI):** Madam Chairperson, Vanakkam. Tiruvannamalai and Tirupathur districts are situated in my Tiruvannamalai parliamentary constituency. There are no big industries in this area. Agriculture is the prime profession. Coconut cultivation has been affected very much for the last 2 years. Particularly black headed caterpillar and white flies affect the yield of coconut to a large extent. I submitted a letter to the Hon. Union Minister of Agriculture in this regard and he assured to take necessary and prompt action by sending two Teams of Experts to the affected places. But till now, these insects affecting coconut cultivation are not controlled in my area. I urge upon the Union Government to issue pesticides or by importing pesticides to control these pests affecting coconut trees and their cultivation. I urge the Union Government to safeguard coconut cultivation and coconut growing farmers of Tiruvannamalai constituency. Thank you.

श्री जगदम्बिका पाल (डुमरियागंज) : माननीय सभापति महोदया, मैं एक अत्यन्त लोक महत्व के विषय की ओर सरकार का ध्यान आकृष्ट करना चाहता हूँ। चाहे सत्ता पक्ष के सदस्य हों या प्रतिपक्ष के सदस्य हों, यह विषय सभी सदस्यों के क्षेत्रों से संबंधित है। लगभग 12,93,448 आँगनवाड़ी कर्मी हैं। ये सभी लोक सभा क्षेत्रों में केन्द्र सरकार की सारी योजनाओं में अपना योगदान देती हैं, चाहे पुष्ठाहार वितरण कार्यक्रम हो, पल्स पोलियो प्रोग्राम हो, जनगणना कार्यक्रम हो। ये केन्द्र की सारी स्कीम्स में

* English translation of the speech originally delivered in Tamil.

अपनी भूमिका निभाती हैं। इनको मानदेय के रूप में मात्र 6 हजार रुपए मिलते हैं।

हाल ही में, गुजरात हाई कोर्ट का एक फैसला आया है। वहाँ एक स्पेशल सिविल केस के फैसले के तहत कहा गया है कि आँगनवाड़ी केन्द्र सरकार की विस्तारित इकाई है, इनको सरकारी कर्मचारी के रूप में ट्रीट करना चाहिए। आज वे मात्र 6 हजार रुपए के मानदेय पर काम कर रही हैं। मैं यह कहना चाहता हूँ कि सुप्रीम कोर्ट और गुजरात हाई कोर्ट के द्वारा जो फैसला किया गया है, उनके मानदेय में वृद्धि नहीं हो रही है, उनको मैटरनिटी लीव नहीं मिल रही है।

मैं आपके माध्यम से, सरकार से माँग करना चाहता हूँ कि देश की लाखों आँगनबाड़ी कार्यकर्ताओं और सहायिकाओं के मानदेय में वृद्धि की जाए और गुजरात हाई कोर्ट के फैसले के अनुसार उसका पालन किया जाए।

धन्यवाद।

श्री बाबू सिंह कुशवाहा (जौनपुर) : माननीय सभापति महोदया, मैं आपके माध्यम से सरकार का ध्यान अपने संसदीय क्षेत्र जौनपुर में स्थित ऐतिहासिक और प्राकृतिक दृश्य, महत्वपूर्ण गुजर ताल के संरक्षण के बारे में ध्यान दिलाना चाहता हूँ। अगर वहाँ का विकास किया जाए, तो वहाँ के स्थानीय कृषि पर्यावरण एवं जैव विविधता बनाए रखने में यह महत्वपूर्ण भूमिका रखता है। इसके साथ ही यह सांस्कृतिक और धार्मिक दृष्टि से भी महत्वपूर्ण है। वर्तमान में यह तालाब उपेक्षा का शिकार रहा है, जिससे जलस्तर घट रहा है और इसकी प्राकृतिक सुन्दरता भी प्रभावित हो रही है। यह तालाब अनेक पशु-पक्षियों, जीव-जंतुओं एवं क्षेत्रीय जानवरों के साथ ही पेड़-पौधों एवं मनुष्यों के लिए भी महत्वपूर्ण है। इसलिए इसका संरक्षण, सौन्दर्य, पर्यटन, रोजगार, उद्योग और मानव जाति के भविष्य से जुड़ा हुआ है। यदि इसका उचित संरक्षण किया जाए, तो इससे केवल पर्यावरण संरक्षण ही नहीं, बल्कि इससे पर्यटन और स्थानीय अर्थव्यवस्था को भी बढ़ावा मिलेगा।

मैं आपके माध्यम से, सरकार से निवेदन करता हूँ कि हमारे यहाँ के तालाबों का संरक्षण, सौन्दर्यीकरण किया जाए। इनके लिए धन आवंटित किए जाएं। अगर इनका विकास किया जाता है, तो इससे पर्यावरण को भी बढ़ावा मिलेगा। धन्यवाद।

श्री तापिर गाव (अरुणाचल पूर्व) : माननीय चेयरपर्सन मैडम, मैं आपके द्वारा गवर्नमेंट ऑफ इंडिया का अटेंशन ड्रॉ करना चाहता हूँ।

वर्ष 2007 में, अरुणाचल प्रदेश की सरकार और पावर मिनिस्ट्री के बीच में 2,880 मेगावाट के हाइड्रो पावर प्रोजेक्ट के लिए एक एमओयू हुआ था। अभी उस प्रोजेक्ट का काम काफी हद तक आगे बढ़ा है। उस एमओयू में प्रावधान किया गया था कि रिक्रूटमेंट में ग्रुप सी और ग्रुप डी स्टाफ्स में 100 परसेंट लोकल लोग होंगे और 20 परसेंट स्टेट गवर्नमेंट के इंजीनियर ऑफिशियल्स डेपुटेशन पर होंगे। People through the local contractors other than the major construction works, and local producers and manufacturers के लिए उस एमओयू में साइन हुआ है।

ऑनरेबल मिनिस्टर ऑफ पावर यहां हैं।

मैं गवर्नमेंट ऑफ इंडिया से रिक्वेस्ट कर रहा हूँ कि उस इलाके की लोकल कम्युनिटी को आथोराइज होने से पहले इस एमओयू के आधार पर, वहां के लोकल्स को बेनिफिट देना चाहिए, यह मैं मांग करता हूँ।

श्री किशोरी लाल (अमेठी) : सभापति महोदया, मैं अपनी कांस्टिट्यूएन्सी के एक महत्वपूर्ण मुद्दे पर आपका ध्यान आकर्षित करना चाहता हूँ।

महोदया, हमारे यहां तीन जिलों को जोड़ने वाली सड़क एनएच-128 है। यह सड़क रायबरेली, अमेठी और सुल्तानपुर, इन तीन जिलों के हैडक्वार्टर को जोड़ती है। यह सड़क जब से बनी है, तब से यह टू-लेन है।

आपके माध्यम से हमारी सरकार से मांग है कि इस सड़क को फोर-लेन किया जाए। इसके ऊपर दो महत्वपूर्ण इंडस्ट्रियल एरियाज़ और काफी सारे एजुकेशनल इंस्टिट्यूट्स हैं। यहां हमेशा जाम लगा रहा है।

अतः मेरी दरखास्त है कि इस सड़क को फोर-लेन किया जाए।

धन्यवाद।

श्री वीरेन्द्र सिंह (चन्दौली) : सभापति मैडम, आपका बहुत-बहुत धन्यवाद।

मैडम, बड़े प्रयास के बाद मुझे यह मौका मिला है कि मैं अपनी बात कहूं। मैं उत्तर प्रदेश के चन्दौली जनपद से आता हूं। जहां तक मैं देखता हूं, तो पाता हूं कि शराब की दुकानें गरीब समाज, जैसे मलाह, बिन्द, बियार, अनुसूचित, आदिवासी, इन सब क्षेत्रों में, जहां इन लोगों की बाहुल्यता है, उनके गांवों के बीच में देशी शराब के ठेके खोले जा रहे हैं।

मैडम, आज स्थिति यह है कि गांवों में अराजकता फैली हुई है और सरकार की निगाह यह है कि जैसे वह आरक्षण में गरीब और पिछड़ों का अधिकार लूट रही है, उसी तरीके से राजीनति में शराब के द्वारा चुनाव के दौरान उनको गुमराह करके उनका वोट लूट लिया जाए।

अतः मैं आपके माध्यम मांग करता हूं कि शराब की नीति में गांवों के अंदर अनुसूचित, विशेष रूप से बिन्द, बियार और तमाम गरीब जाति के लोग ... (व्यवधान)

माननीय सभापति : माननीय सदस्य, श्री तेजस्वी सूर्या जी।

... (व्यवधान)

श्री वीरेन्द्र सिंह : मैडम, मांग तो रखने दीजिए। ... (व्यवधान)

SHRI TEJASVI SURYA (BANGALORE SOUTH): Madam, the Congress Governments in Telangana and Karnataka seem to have declared a war on the natural heritage, forests, and the environment of Telangana and Karnataka. In Hyderabad, 400 acres of forest land is being cleared overnight using JCBs and bulldozers at the behest of the real estate mafia in Hyderabad to sell the 400 acres forest land to build an IT park.

In Karnataka, under the pressure of the Congress leadership, more specifically the former MP of Wayanad and the present MP of Wayanad, the Karnataka Government is considering opening Bandipur forest for night traffic coming from Kerala, affecting the sensitive ecological forest area of Bandipur in Karnataka.

I urge, through you, Madam, the Central Government and the Minister of Environment and Forests to immediately take cognisance of this attack on the forest land in Telangana, in Hyderabad, and in Karnataka and prevent this destruction of our ecology.

14.54 hrs

At this stage, Shri Virendra Singh came and sat on the floor near the Table.

SHRI SHAFI PARAMBIL (VADAKARA): Thank you, Madam for this opportunity.

I rise today to address a pressing concern that strikes at the heart of our democracy – freedom of expression. The recent attacks on the Malayalam film L2: Empuraan, starring the legend of Indian film Mohanlal and directed by none other than Prithviraj Sukumaran, written by one and only Murli Gopi, by the members of Sangh *parivar*, BJP leaders, and even a Central Minister, expose a dangerous trend of intolerance that we cannot ignore.

Who decides what is acceptable expression? If you allow mob sentiment or political agenda to dictate art, we risk losing our cultural soul. Their families are attacked, and an actor like Mohanlal is forced to write an apology. We cannot accept this. Freedom of expression must be upheld.

I would urge this House to reaffirm our commitment to free speech. Let 'Empuraan' be a wake-up call, not a warning of suppression but a testament to resilience.

माननीय सभापति : मेरा सभी माननीय सदस्यों से निवेदन है कि वे एक मिनट में अपनी बात पूरी करें।

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Thank you, Madam.

I would like to draw the attention of this House regarding the increasing exploitation of bank employees in the country. The bank employees are burdened with excessive work load, extended hours of work, and mounting pressure to meet unachievable targets. Bank personnel have tirelessly served the nation even during crises like the COVID-19 pandemic.

The Indian Banks Association has already approved the implementation of a five-day banking week. Yet, the Government has taken no steps to enforce it despite bodies like RBI, insurance companies, and other Government organizations following five-day work week. So, it is only fair that their demand for better working conditions is met, which is a demand on humanitarian grounds.

I would urge the Finance Minister to take immediate action and implement the five-day banking week without further delay. Thank you, Madam.

श्री नवीन जिंदल (कुरुक्षेत्र) : महोदया, धन्यवाद ।

इकोनॉमिक सर्वे वर्ष 2023-24 के अनुसार भारत की 65 प्रतिशत जनसंख्या 35 वर्ष से कम उम्र की है, परन्तु इनमें से अधिकांश के पास आज की डिजिटल और तकनीकी अर्थव्यवस्था के लिए आवश्यक कौशल नहीं है । हमारी सबसे बड़ी चुनौती स्किल मिसमैच है यानी नौकरी है, पर सही कौशल नहीं है । आज आर्टिफिशियल इंटेलिजेंस के कारण हमें जरूरत है कि हमारे युवाओं का स्किल डेवलपमेंट भी मिशन मोड पर हो । आज जरूरत है कि हम सप्लाई ड्रिवेन स्किलिंग मॉडल की बजाय डिमांड ड्रिवेन स्किलिंग मॉडल की तरफ जाएं । जब तक हमें सही आंकड़े नहीं मिलते हैं, तब तक न नीति बनेगी, न समाधान मिलेगा ।

महोदया, मेरा आपके माध्यम से केन्द्र सरकार से आग्रह है कि देश भर में राष्ट्रीय कौशल जनगणना, स्किल सेंसस करायी जाए, जिससे हमें यह पता चल सकेगा कि कहाँ किस क्षेत्र में किस

प्रकार के कौशल की आवश्यकता है। युवाओं को केवल नौकरी की तलाश में भागीदार नहीं, बल्कि भविष्य के निर्माण का शिल्पकार बनाने का समय आ गया है। धन्यवाद।

14.57 hrs

At this stage, Shri Virendra Singh went back to his seat.

श्री सागर ईश्वर खंडे (बीदर) : महोदया, धन्यवाद।

महोदया, आज मैं पीएमएवाई-जी के घरों के बारे में बात करना चाहता हूँ। पिछले 5 सालों में हमारे क्षेत्र को 5 हजार घर भी नहीं आए हैं, लेकिन आज एक ही साल में मेरे निरंतर प्रयास से 50 हजार से ज्यादा घरों का टारगेट हमारे बीदर क्षेत्र को मिला है। इसलिए मैं मंत्री जी को भी धन्यवाद बोलना चाहता हूँ, लेकिन इस टारगेट में से अभी सिर्फ 35 परसेंट घर सैंक्शन हुए हैं और डेडलाइन की डेट 31 मार्च 2025 थी। मैं सरकार से विनती करता हूँ कि इस डेडलाइन को एक्सटेंड करना चाहिए। मेरी माँग है कि हमारे बीदर क्षेत्र को और ज्यादा 50 हजार एडिशनल घर सैंक्शन करना चाहिए। धन्यवाद।

श्री हनुमान बेनीवाल (नागौर) : महोदया, धन्यवाद।

महोदया, मैं आपके माध्यम से देश के एक बहुत ही महत्वपूर्ण विषय, किसान क्रेडिट कार्ड के माध्यम से किसानों को मिलने वाले ऋण में सरकारी तंत्र में व्याप्त भ्रष्टाचार की तरफ आपका ध्यान आकर्षित करूँगा।

महोदया, यह योजना किसानों की भलाई के लिए लायी गई थी, लेकिन यह योजना लालची लोगों की वजह से भ्रष्टाचार की भेंट चढ़ चुकी है। सरकार ने किसानों की आर्थिक सहायता के लिए किसान क्रेडिट कार्ड योजना शुरू की, जिससे उन्हें खेती-बाड़ी और अन्य जरूरतों के लिए आसानी से कर्ज मिल सके। इस योजना का लाभ किसानों को मिलने की बजाय कुछ भ्रष्ट बैंक अधिकारी, तहसील कर्मचारी तथा इस तंत्र से जुड़े लोग इसे किसानों से अवैध कमाई का जरिया बना चुके हैं।

15.00 hrs

सभापति महोदया, किसान पहले से ही महंगाई, कर्ज और फसल के कम दामों से परेशान है।

जब उन्हें सरकारी मदद और राहत मिलनी चाहिए, तब यह भ्रष्टाचार इन्हें और कर्ज के बोझ तले लाद देते हैं।

मान्यवर, जब कोई किसान किसान क्रेडिट कार्ड के तहत लोन लेता है, तो बैंक उससे सर्च रिपोर्ट नामक एक कानूनी दस्तावेज की मांग करता है। वह रिपोर्ट यह साबित करने के लिए होती है कि किसान की जमीन पर कोई और कर्ज या कोई कानूनी विवाद नहीं है, लेकिन यह रिपोर्ट मात्र 200 रुपये या 500 रुपये में आसानी से मिल जाती है। फिर भी किसानों से इसके नाम पर 5,000 रुपये से लेकर 10,000 रुपये तक आसानी से वसूला जाता है।

महोदया, मैं बस आधे मिनट में अपनी बात समाप्त कर रहा हूँ।

माननीय सभापति : माननीय सदस्य, यह शून्य काल है। प्लीज़, अब समाप्त करें।

श्री हनुमान बेनीवाल : भ्रष्टाचार का पूरा नेटवर्क फैला हुआ है।... (व्यवधान) बैंक के अधिकारी किसानों को बिना सर्च रिपोर्ट के लोन देने से इन्कार कर देते हैं और उन्हें तहसील या अन्य जगह भेज देते हैं।... (व्यवधान)

महोदया, मेरी मांग है कि डिजिटल सर्च रिपोर्ट का सिस्टम बनाया जाए।... (व्यवधान)

श्री सुखदेव भगत (लोहरदगा) : महोदया, झारखंड की राजधानी राँची से गुमला को जोड़ने वाली एनएच-23 पर आर.के.डी. कम्पनी काम कर रही है। वहां दो माइनर बच्चे, जो 17 साल के बच्चे थे, वहां उन दोनों बच्चों की मिक्सचर मशीन में मृत्यु हो गयी। उस कंपनी पर माइनिंग सेक्टर में पेनेल्टी भी लगायी गयी। इसके साथ-साथ एनएचएआई की जो गाइडलाइन्स है, उसके अनुसार न ही वहां पर पेड़ लगाए गए, न ही तालाब खोदे गए।

महोदया, आपके माध्यम से मेरा अनुरोध है कि समुचित कार्रवाई की जाए, ताकि इस प्रकार की घटना की पुनरावृत्ति न हो।

श्री रमेश अवस्थी (कानपुर) : सभापति महोदया, आज आपने मुझे कानपुर की एक विशेष समस्या पर बोलने का मौका दिया है, इसके लिए आपको बहुत-बहुत धन्यवाद देता हूँ।

माननीय सभापति महोदया, कानपुर शहर गंगा नदी के किनारे बसा हुआ एक बहुत बड़ा

औद्योगिक शहर है। गंगा नदी कटावग्रस्त होने के कारण कानपुर के तट से दूर होती जा रही है। यहां गंगा रिवर फ्रंट बनना आवश्यक है, जिससे कानपुर का विकास हो सके। वर्तमान में कई औद्योगिक इकाइयों के डम्प गंगा नदी में प्रवाहित हो रहे हैं, जिससे स्वास्थ्य और पर्यावरण पर खतरा भी बढ़ गया है। गंगा रिवर फ्रंट बनने के बाद विकास के मानकों के अनुरूप ट्रीटमेंट के उपरान्त इसका डिस्पोजल भी किया जा सकेगा।

माननीय सभापति महोदया, कानपुर के आम जनमानस के लिए मनोरंजन, सामाजिक जल क्रीड़ा, सांस्कृतिक और आर्थिक विकास के लिए गंगा रिवर फ्रंट का बनना आवश्यक है। इसके बनने के बाद कानपुर एक बहुत बड़ा पिकनिक स्पॉट बन सकेगा।

महोदया, अतः आपके माध्यम से मेरा सरकार से अनुरोध है कि अटल घाट से लेकर सिद्धनाथ घाट, जाजमऊ गंगा रिवर फ्रंट बनाने का कष्ट करें।

बहुत-बहुत धन्यवाद।

श्रीमती ज्योत्सना चरणदास महंत (कोरबा) : सभापति महोदया, धन्यवाद।

महोदया, मैं भारतमाला के विषय में बोलना चाहती हूं। छत्तीसगढ़ प्रदेश के रायपुर, बिलासपुर, कोरबा जिले में भारतमाला परियोजना के तहत सड़क निर्माण हेतु भूमि का अधिग्रहण भारत सरकार के राष्ट्रीय राजमार्ग अधिनियम, 1956 के तहत सड़क परिवहन एवं राजमार्ग मंत्रालय के द्वारा किया गया है।

छत्तीसगढ़ विधान सभा में भी 12 मार्च 2025 को इस विषय पर चर्चा हुई और बहुत अच्छी चर्चा हुई। राज्य सरकार ने आर्थिक अनियमितताएं तथा आपराधिक कृत्यों का होना भी स्वीकार किया है। इस भारतमाला परियोजना में भारत सरकार की धनराशि का व्यय हो रहा है, इसलिए प्रतिपक्ष ने यह कहा है कि सी.बी.आई. से इसकी जांच करायी जाए। लेकिन, वहां की राज्य सरकार ने इसको अमान्य किया है और राजस्व कमिश्नर से जांच कराने को कहा है। उसी दिन शाम को छत्तीसगढ़ के मंत्रिपरिषद ने आर्थिक अपराध अन्वेषण ब्यूरो से जांच कराने का भी निर्णय लिया। चूंकि यह मामला बहुत ही गंभीर है और केन्द्र का है। यह 1,147 करोड़ रुपये की आर्थिक क्षति है और

केन्द्र सरकार के साथ आपराधिक षडयंत्र करने मामला है। इसलिए केवल सी.बी.आई. से ही इस अपराध की जांच करायी जाए, ऐसी मेरी मांग है।

श्री दिलेश्वर कामैत (सुपौल) : सभापति महोदय, मेरा संसदीय क्षेत्र सुपौल बिहार का सीमावर्ती तथा नेपाल से सटा हुआ बाढ़ग्रस्त क्षेत्र है। प्रत्येक वर्ष बाढ़ आने से जान-माल की काफी क्षति होती है। नेपाल में भारी वर्षा और बाढ़ होने के कारण पूरे उत्तरी बिहार में बाढ़ आ जाती है और यह अंतर्राष्ट्रीय मामला है। मैं भारत सरकार से आग्रह करता हूँ कि नेपाल में हाईडैम का निर्माण कराया जाए, जिससे मेरे संसदीय क्षेत्र सहित पूरे उत्तरी बिहार में जान-माल की क्षति को रोका जा सके।

श्री शंकर लालवानी (इन्दौर) : सभापति महोदय, माननीय प्रधान मंत्री मोदी जी के नेतृत्व में हवाई क्षेत्र में जो लगातार काम हो रहे हैं, उसके लिए मैं उनको बधाई देना चाहता हूँ। आजादी के बाद जितने एयरपोर्ट नहीं बने, उतने पिछले दस सालों में बने हैं। एयरपोर्ट्स की संख्या लगभग दुगुनी हुई है। हवाई चप्पल पहनने वाला व्यक्ति भी हवाई जहाज़ में घूम रहा है। मैं इंदौर एयरपोर्ट की बात कर रहा हूँ, जिसमें लगातार विस्तार हो रहा है, फ्लाइटें भी बढ़ रही हैं और यात्रियों की संख्या भी बढ़ रही है। इंदौर तेज़ी से बढ़ता हुआ शहर है और लगातार स्वच्छता में नंबर वन आ रहा है, क्लीनेस्ट सिटी ऑफ इंडिया है। सिविल एविएशन मंत्री जी से मेरी मांग है कि एयरपोर्ट की कैपेसिटी पूर्ण हो चुकी है, आने वाले वर्ष 2028 में उज्जैन में सिंहस्थ होना है। इसको ले कर मेरी तीन मांगें हैं। पहली, आने वाले 25 सालों के लिए एक नया टर्मिनल बनाया जाए। दूसरा, अंतर्राष्ट्रीय दर्जा तो है, लेकिन फुल फ्लेज में अंतर्राष्ट्रीय एयरपोर्ट नहीं है, वह बनाया जाए। तीसरी मांग है कि वहां से अंतर्राष्ट्रीय फ्लाइट चलाई जाएं।

DR. PRABHA MALLIKARJUN (DAVANAGERE): Hon. Chairperson, Madam, thank you for giving me the opportunity to talk on the rising MRP of pharmaceuticals. I wish to draw your attention to the recent decision by the National Pharmaceutical Pricing Authority allowing 50 per cent price increase for eight essential medicines used in the treatment of asthma, glaucoma,

thalassemia, tuberculosis and mental health disorders. This decision will significantly raise the cost of formulations of life-saving drugs impacting millions of patients across the country, particularly those from the economically weaker sections. While it is important to ensure the viability of pharmaceutical manufacturing, the Government must also consider the affordability of essential medicines for common citizens. Therefore, I urge the Ministry of Chemicals and Fertilizers to take urgent steps to prevent undue financial burden on patients and ensure that essential medicines remain affordable to all.

SHRI TANGELLA UDAY SRINIVAS (KAKINADA): Hon. Chairperson, Madam, I stand before this esteemed House today to bring to your attention an urgent and heartfelt request for the inclusion of the Government General Hospital, Kakinada under the Pradhan Mantri Swasthya Suraksha Yojana. The GGH, Kakinada is a decades-old institution and has been a lifeline for the people across five neighbouring districts - East Godavari, West Godavari, Alluri Sitharamraju, Anakapalle, and Kakinada itself. Beyond serving as a critical healthcare provider, it also functions as a teaching hospital for the Rangaraya Medical College which is shaping the next generation of medical professionals. In the past year alone, the GGH, Kakinada handled over eight lakh out-patients, 70,000 in-patients, and performed more than 45,000 surgeries and conducted nearly seven lakh lab tests. These figures highlight the number of patients who rely on this institution for saving their lives. However, despite its critical role, the GGH, Kakinada is struggling. While it has speciality departments like Cardiology, Neurosurgery, and Oncology, many of them remain severely under-resourced. The hospital is

grappling with inadequate infrastructure, outdated equipment and staff shortage. The gap between the rising healthcare needs and available facilities is putting immense pressure on both patients and medical staff and making urgent intervention necessary. Once a leader in cancer treatment in this region, GGH, Kakinada has suffered decades of neglect. I firmly believe this is a cause worth fighting for. I will personally meet the hon. Minister to present a detailed proposal and push for urgent action.

***SHRI KARTICK CHANDRA PAUL (RAIGANJ):** Namaskar, Madam. My constituency, Raiganj, is adjacent to the borders, and it is a backward district. AIIMS hospital was sanctioned here in 2008. Later, this AIIMS was relocated to Kalyani, which is in the Nadia district. Through you I will request the Honourable Health Minister to sanction a new AIIMS in Raiganj for the greater good of North Bengal region. Radhikapur is situated near the border area and it has no railway connectivity with the southern part of India. We urgently need a train from Radhikapur to Bangalore. Aluabari Station is situated in another subdivision of my district. Currently, no train runs from Aluabari to Kolkata. This train should kindly be sanctioned.

Despite our district being a backward district, we don't have a tribal school. I will also request to establish a tribal school in our district. There are no women's colleges in our district as well. That's why, madam, through you, I am requesting the honourable ministers to take steps for the development of our backward district in the same vein that the Central government is developing the whole

* English translation of the speech originally delivered in Bengali.

country. I would request them to carry out their welfare works for our district.

Thank you.

श्री रामवीर सिंह बिधूड़ी (दक्षिण दिल्ली) : सभापति महोदया, वर्ष 2012 में भारत के प्रधानमंत्री और सिंगापुर के प्रधानमंत्री के बीच में यह समझौता हुआ कि साउथ दिल्ली के जौनापुर गांव में वर्ल्ड क्लास स्किल यूनिवर्सिटी खोली जाएगी। वर्ष 2012 में 38 एकड़ जमीन यूनिवर्सिटी बनाने के लिए उपलब्ध करवा दी गई। वर्ष 2014 में मोदी जी की सरकार ने लैंड यूज भी डीडीए से चेंज करवा दिया। वर्ष 2017 में सरकार ने 254 करोड़ रुपये वर्ल्ड क्लास स्किल यूनिवर्सिटी बनाने के लिए मंजूर कर दिया। वर्ष 2018 में निर्माण का काम शुरू हो गया। छह महीने के बाद दिल्ली की आम आदमी पार्टी की सरकार ने दिल्ली के फॉरेस्ट डिपार्टमेंट से शिकायत करवा कर उस कार्य को रूकवा दिया। उस यूनिवर्सिटी में हमारे हजारों बच्चों को ट्रेनिंग मिल सकती थी। हजारों बच्चे ट्रेनिंग पाकर देश और विदेश में रोजगार पा सकते थे।

महोदया, मैं आपके माध्यम से सरकार से मांग करता हूं कि जौनापुर में जो वर्ल्ड क्लास स्किल यूनिवर्सिटी बनायी जानी है, उसका कार्य जल्दी से जल्दी से शुरू करवाया जाए। इससे देहाती दिल्ली और दिल्ली के हजारों युवाओं को रोजगार मिल सकें। बहुत-बहुत धन्यवाद।

श्रीमती हरसिमरत कौर बादल (भटिण्डा) : शुक्रिया मैडम, मैं आपके सामने एक बहुत ही संगीन मुद्दा रखना चाहती हूं। हमारे संविधान के पिता बाबा साहेब अंबेडकर जी को सारे देश में बहुत सत्कार और सम्मान के साथ देखा जाता है। बाबा साहेब दबे-कुचले को मान-सम्मान दिलाने वाले महान पुरुष हैं। पंजाब में पिछले तीन महीनों से उनकी स्टैच्यू के ऊपर लगातार अटैक किया जा रहा है। यह अटैक जनवरी में भी हुआ, फरवरी में भी हुआ और अभी दो दिन पहले भी अटैक हुआ। ये बाहर की ताकतें हैं। सिख फॉर जस्टिस ने क्लेम किया है कि पंजाब में ऐसे सारे स्टैच्यूज तोड़ दिये जाएं। बाबा साहेब की स्टैच्यू तोड़ कर देश को डिस्टैबलाइज करने की कोशिश की जा रही है। मैं इसकी सख्त निंदा करती हूं। मैं केंद्र सरकार से विनती करती हूं, क्योंकि हमारे पंजाब की सरकार पूरी तरह से फेल हो चुकी है। पंजाब के पुलिस स्टेशन और अमृतसर के मंदिर में भी ग्रेनेड से अटैक हुए हैं। यह पंजाब की

अमन-शांति को भंग करने की कोशिश है।

मैडम, मैं दो सेकेंड में अपनी मांग रख लेती हूँ। ये बाहर की ताकतें हैं, जो पंजाब की अमन-शांति भंग कर रही हैं। केंद्र की सरकार इसकी जांच करें। जो लोग इसमें शामिल हैं, उनको सख्त सजा दी जाए, ताकि पंजाब में अमन-शांति बरकरार रहे। शुक्रिया।

श्री दिलीप शङ्कीया (दारंग-उदालगुड़ी) : मैडम चेयरपर्सन, मैं एक महत्वपूर्ण विषय की तरफ सारे देश का ध्यान आकर्षित करना चाहता हूँ। मैं भारत सरकार के ग्रामीण विकास विभाग के ध्यान आकर्षण और क्रियान्वयन के लिए यह विषय सदन के सामने रख रहा हूँ।

मैडम चेयरपर्सन, भारतीय संविधान के 73वें संशोधन के साथ वर्ष 1992 में भारत में पंचायती राज व्यवस्था लागू हुई। 24 अप्रैल पंचायती राज डे है। मैं पंचायती राज व्यवस्था को मजबूत करने के लिए, गांव के लोगों को विकास के साथ जोड़ने के लिए, राष्ट्रीय डेमोक्रेसी को शक्तिशाली बनाने के लिए और लोकल कम्युनिटीज को प्रमोट करने के लिए देश के हर ग्राम पंचायत में 24 अप्रैल को पंचायती राज दिवस मनाने के लिए भारत सरकार से निवेदन करता हूँ।

दूसरा, वर्ष 2011 के सेंसस के अनुसार हमारे देश में कुल 6,40,930 गांव हैं। इन सभी गांवों में ग्राम सभा होती है।

ग्राम सभा का काम ठीक तरीके से नहीं होता है। पब्लिक डोमेन में ग्राम सभा के बारे में डिटेल्स लिखकर कि ग्राम सभा में क्या-क्या डिजीजन्स हुए, उनको पब्लिक डोमेन में आना चाहिए।

दूसरा, ग्राम सभा के माध्यम से 20 प्रोजेक्ट्स, 20 स्कीम्स ऑनलाइन में आती हैं, इनको बढ़ाकर मिनिमम 40 स्कीम्स करना चाहिए। मिनिमम 40 स्कीम्स पाइपलाइन में रहनी चाहिए। इसके कंप्लीशन का टाइम लाइन एक साल के अंदर एमजीनरेगा के माध्यम से हो या किसी के भी माध्यम से हो, वह कंप्लीट होना चाहिए। मेरा भारत सरकार से यह अनुरोध है।

DR. KADIYAM KAVYA (WARANGAL): Madam, from my Parliamentary Constituency, Warangal, Kazipet loco running depot is one of the biggest in the South-Central Railway. It is to inform that more than 500 employees have been

relocated to Vijayawada in the last 15 years. A small loco running depot in Vijayawada has now become a big one at the cost of Kazipet.

It has come to my notice that currently the employee strength at Kazipet is now 526 against the sanctioned number of 709. Against this background, again the Railways sanctioned 184 new postings to Kazipet loco running station. Surprisingly, all of them have been allotted Vijayawada loco running depot where 1100 employees are already working at Vijayawada.

In this regard, I would bring to your kind notice that due to various reasons, the Railway authorities are shifting large number of employees to Vijayawada, but not taking any effort to fill the vacant post in Kazipet.

Madam, through you, I humbly request the hon. Minister of Railways, Government of India to kindly look into the issue and necessary steps are initiated for filling up the vacant posts at loco running station, Kazipet.

श्री रविन्द्र वसंतराव चव्हाण (नांदेड़) : महोदया, मैं सरकार का ध्यान अपने क्षेत्र की तिलहन और सोयाबीन के किसानों की समस्या की ओर आकर्षित करना चाहता हूँ। सरकार ने एनसीडीईएक्स पर सोयाबीन वायदा कारोबार पर नवंबर, 2021 में रोक लगा दी। इसके कारण किसान असहाय हो गए। भाव का बेंचमार्क नहीं होने के कारण किसानों को कटाई के समय अपनी उपज के वायदा भाव का पता नहीं चल पाता है। वे मंडी के व्यापारियों पर ही निर्भर रहते हैं। इससे मोल-भाव करने की उनकी क्षमता बहुत कम हो गई है।

मैं सरकार से यह मांग करता हूँ कि सरकार एनसीडीईएक्स पर तिलहन और सोयाबीन के वायदा कारोबार पर लगी रोक को तुरन्त हटाने की कृपा करे।

SHRI ANIL YESHWANT DESAI (MUMBAI SOUTH-CENTRAL): Madam, I would like to invite the attention of the hon. Railway Minister and the Ministry to the

medical aid centres which were operational on Mumbai's main junctions, like Chhatrapati Shivaji Maharaj Terminus, Churchgate, Mumbai Central, Dadar, the stations where around 50 lakhs of commuters travel by this lifeline of Mumbai Railways. The medical facility was abruptly stopped there. It really was beneficial for any mishaps, which occurred in the railways like in the local or even long-distance trains. It has been abruptly stopped. I would request, I would urge rather, that the Ministry looks into the matter and revives and resumes this facility, which is of utmost importance to the lives of the people.

माननीय सभापति : श्री अरुण गोविल ।

... (व्यवधान)

माननीय सभापति : श्री पप्पू यादव जी ।

श्री राजेश रंजन (पूर्णिया) : सभापति जी, मैं यूरिया और डीएपी के सम्बन्ध में कुछ कहना चाहूंगा । यूरिया साढ़े 4 सौ रुपये और डीएपी 16 सौ रुपये में है । इसकी लगभग कालाबाजारी हो जाती है । रिटेलर, होल सेलर और पदाधिकारी की मिलीभगत से किसानों को समय पर न यूरिया मिलती है और न डीएपी मिलती है । स्थिति यह है, उनको न तो बिजली, न तो पानी और न किसानों को दाम मिलता है । उनके दर्द को देश में देखने वाला कोई नहीं है । आज हालात यह है कि किसान की मकई बहुत सस्ती होने जा रही है क्योंकि उसका उचित दाम नहीं है । मकई के साथ मखाने का भी उचित दाम नहीं है । जो पूर्णिया, सीमांचल और कोसी है, उस इलाके में हम भारत सरकार से मांग करते हैं कि विशेष तौर पर डीएपी और यूरिया की व्यवस्था करके सस्ते दाम पर उपलब्ध कराएं । हमारे इलाके में यह पदाधिकारी की मिलीभगत से कालाबाजारी से बांग्लादेश और नेपाल चला जाता है । मैं वहां सभी किसानों को सस्ते दामों पर डीएपी और यूरिया उपलब्ध कराने की मांग करता हूं और अनुरोध करता हूं कि मकई के दाम के सम्बन्ध में आप तुरन्त निर्णय लें ।

KUMARI SUDHA R. (MAYILADUTHURAI): Madam Chairperson, the National Medical Council has announced the year's schedule for post-graduate NEET examination. It is to be held on 5th June. But why is it being held in two shifts? No equality can be achieved if one examination is held in two separate shifts. Last year, when you introduced the two-shift system, there was an uproar among the students as the second shift question papers were considered much tougher than the first shift question paper. Also, the National Medical Council did not release two separate results showing shift-wise performance. It was an admission that if the results were shown separately, it would have exposed the fact that one shift had an easy question paper and the other shift had a tough question paper. Are the Union government and the National Medical Council so inefficient that they cannot have one simultaneous question paper for two lakh students? If you cannot hold a simultaneous examination for two lakh students, why are you talking about one nation, one election for 96 crore people in India?

I would request, through you, the Union Government to kindly have one simultaneous post-graduate NEET examination. Thank you.

***DR. THOL THIRUMAAVALAVAN (CHIDAMBARAM):** Hon Chairperson, Vanakkam. I wish to bring to your notice regarding enumeration of Census. We normally conduct Census once in 10 years which is a regular feature. Due to the Covid pandemic, the Census of 2021 could not be enumerated and it has been delayed. But the Union Government is silent and not taking any initiative regarding conduct of Census in the country. This is so shocking for us. The

* English translation of the speech originally delivered in Tamil.

Government is very well aware of the fact that the developmental programmes and the welfare programmes, aimed for upliftment of the weaker sections, could not be implemented in the absence of Census data. Not only that, in order to go for delimitation of parliamentary constituencies, it is important to have up-to-date Census data. This Census is also important for implementing the 33 percent reservation for Women in Legislative Bodies. I therefore urge the Government to start the process for enumeration of Census immediately without any further delay. I also make a request to include caste-based census along with the enumeration of regular Census by the Government. Thank you.

माननीय सभापति : मैं माननीय सदस्यगणों से आग्रह कर रही हूँ कि अपने विषय को मात्र तीस सेंकड में रखने का प्रयास करें।

श्री तारिक अनवर (कटिहार) : सभापति महोदया, ग्रामीण विकास और पंचायती राज मंत्रालय का जो बजट है, उसमें कम खर्च किया जा रहा है, मैं उसकी ओर आपका ध्यान आकर्षित कराना चाहता हूँ। ग्रामीण विकास योजना के लिए हर वर्ष बजट भले ही दिया जा रहा है, लेकिन धरातल पर परियोजनाएं अपेक्षित गति नहीं पकड़ रही हैं।

एडवोकेट प्रिया सरोज (मछलीशहर) : माननीय सभापति महोदया, मैं आपके माध्यम से सदन का ध्यान उत्तर प्रदेश में प्राथमिक शिक्षक भर्ती के नये विज्ञापन की भर्ती में हो रही देरी की ओर आकृष्ट कराना चाहता हूँ। वर्ष 2018 के बाद से अब तक उत्तर प्रदेश में कोई भी नई प्राथमिक शिक्षक भर्ती का विज्ञापन जारी नहीं किया गया है। उत्तर प्रदेश सरकार ने स्वयं उत्तर प्रदेश विधान सभा में वर्ष 2024 में स्वीकार किया था कि 45,256 शिक्षक के पद वैकेंट पड़े हैं। इतना ही नहीं हर वर्ष लगभग आठ हजार से दस हजार शिक्षक सेवा से रिटायर हो रहे हैं, जिससे विद्यालयों में शिक्षकों की कमी अधिक गंभीर हो गई है।

मेरी सरकार से मांग है कि प्राथमिक शिक्षक भर्ती का विज्ञापन तत्काल जारी किया जाए और

सभी पदों को ट्रांसपेरेंट तरीके से भरा जाए।

DR. C. N. MANJUNATH (BANGALORE RURAL): Thank you, Madam Chairperson, for giving me this opportunity to raise an issue of public importance during 'Zero Hour'.

Bengaluru city has got more than 150 Government of India establishments and offices, with nearly 3.65 lakh Central Government employees who are working there. So, there is a need to have, at least, five CGHS wellness centres in Bengaluru. For the same size of CGHS population, Chennai and Hyderabad have got 15 CGHS centres each, but Bengaluru, till now, has only 10 CGHS centres.

So, through you, Madam, I urge the hon. Minister of Health and Family Welfare to establish another five CGHS centres in Bengaluru city because the travel radius is really 50 kilometres. It would be of a great help to the CGHS employees and beneficiaries.

श्री जिया उर रहमान (सम्भल) : सभापति महोदया, आपने मुझे जीरो ऑवर में बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। 'आयुष्मान भारत योजना' जो सरकार की प्राथमिकता वाली योजना है, मैं आयुष्मान कार्ड के बारे में बोलना चाहता हूँ। आयुष्मान कार्ड से जो लोग इलाज कराना चाहते हैं, पहले तो उनको हॉस्पिटल में भर्ती नहीं किया जाता है और जब वे एडमिट हो जाते हैं तो बहुत-सी चीजों का खर्चा उसमें नहीं जोड़ा जाता है।

मैं पूछना चाहता हूँ कि ऐसा क्यों हो रहा है? जब यह इतनी प्राथमिकता वाली योजना है तो इसमें सरकार को यह सुनिश्चित करना चाहिए कि जो भी हॉस्पिटल उसके मातहत आते हैं, उसमें देश के लोगों का एडमिशन तुरंत होना चाहिए। वह जो पांच लाख रुपये की योजना है, मैं कहना चाहता हूँ कि उसकी लागत बढ़ाकर 20 लाख कर देनी चाहिए। जितने भी रोग हैं, वे सब उसके अंदर कवर होने

चाहिए, ताकि गरीब जनता को मुफ्त में इलाज मिल सके और इस योजना का सही तरीके से लाभ मिल सके। धन्यवाद।

डॉ. इन्द्रा हांग सुब्बा (सिक्किम) : धन्यवाद सभापति महोदया। मैं आपके माध्यम से सरकार का ध्यान सिक्किम के दो डिस्ट्रिक्ट्स सोरेंग और गेजिंग की ओर आकर्षित करना चाहूंगा, जिनके वेस्टर्न साइड में इंडो-नेपाल बॉर्डर और कंचनजंघा नेशनल पार्क है, जो एक यूएन हेरिटेज साइट है, उसका एंट्री प्वाइंट भी गेजिंग डिस्ट्रिक्ट में है। इन दो डिस्ट्रिक्ट्स में सिक्किम के 25 प्रतिशत से ज्यादा पॉपुलेशन रहते हैं, लेकिन अगर आप हाइवे का लेंथ देखेंगे तो वह केवल 32 किलोमीटर का है।

मैं सरकार से निवेदन करना चाहूंगा कि मानपुर-जोरथांग-लेगशिप, जोरथांग-दारमदिन-सोमबारिया-सोरेंग-कलुक और डेंटम, डेंटम से लेकर चिवाभंजंग तक तथा गेजिंग-पेलिंग-युक्सोम-ताशीदिंग से लेकर लेगशिप तक जो स्टेट हाइवेज हैं, उन हाइवेज को नेशनल हाइवे घोषित किया जाए और उनको डेवलप करके स्ट्रैंग्थेन किया जाए। धन्यवाद।

SHRI ANTO ANTONY (PATHANAMTHITTA): Madam Chairperson, I stand today to highlight the serious challenges faced by ASHA workers who are the backbone of India's healthcare system. Despite their crucial role, they continue to struggle due to poor working conditions and low pay.

I request the Government to take urgent steps to declare ASHA workers as last-grade Government employees across the country so that they will get reward for their work. The ASHA workers handle multiple responsibilities, leading to heavy workload and health risks. Many suffer from malnutrition, anaemia, and other diseases due to lack of proper support. The shocking fact is that their current incentive is Rs. 2,000 per month, which is highly inadequate and failing to reflect the critical nature of their services. Also, many are forced to spend from their own pockets for work-related expenses, pushing them further into financial

distress.

Madam, in Kerala, the ASHA workers played a crucial role in effectively managing the COVID-19 pandemic. However, the inadequate incentives provided by both the State and Central Governments have left them struggling to make ends meet despite their vital contributions to public health.

DR. RICKY A. J. SYNGKON (SHILLONG): Thank you, Madam Chairperson, for allowing me to speak.

The future, whether good or bad, depends on our action today. On this note, through you, Madam Chairperson, I would like to remind the House that in 2014, the NGT had imposed a ban on mining and transportation of coal in the State of Meghalaya. However, it is very unfortunate that till today, there are a group of people known in our State as 'High Level', who have continuously and blatantly violated this ban. And even the Government machinery, which is supposed to ensure the enforcement of this ban, has miserably failed to enforce this ban.

A leading newspaper of Meghalaya '*The Shillong Times*' dated 26.03.2025 reported that more than 1.92 lakh metric tonnes of illegal coal has been detected.

... (*Interruptions*)

***SHRIMATI ANITA SUBHADARSHINI (ASKA):** Jai Jagannath. Thank you Madam for this opportunity. My parliamentary constituency Asika, Ganjam, Odisha is full of natural beauty. Through you, I humbly request that the Lord Jagannath Temple in my parliamentary constituency, which is known as Sharana

* English translation of the speech originally delivered in Odiya.

Shriketra, falls under the Polsara Assembly at Marada. It also comes in my parliamentary constituency which is in a very dilapidated condition. I request the Central Government that if some financial assistance is provided then definitely there will be improvement in my area. It should be declared as a national heritage site. This will increase employment opportunity in my constituency. If a tourism circuit is made around Shri Jagannath temple in Nirmaljhar Khalikot, Marada, Sankhemandi, Dharakot, then the whole world will know about this beautiful place and with the help of which, my region will prosper.

SHRI KONDA VISHWESHWAR REDDY (CHEVELLA): The previous TRS-BRS Government left Telangana totally bankrupt with rupees eight lakh crore and resorted to selling Telangana land. Madam, the current Congress Government also is resorting to the same thing.

I want to draw the attention of the House to a matter of great concern. The Telangana Government has taken a decision to auction 400 acres of ecologically sensitive Hyderabad Central University lands. This land is a home of unique rock formation with rich biodiversity. There are 734 species of plants and 220 species of birds. Moreover, the iconic mushroom rock and lakes in this geological heritage are part of the landscape. The University of Hyderabad's community including students, faculty, and residents are strongly opposed to this. There is police action on them with brutal police force. The Telangana Industrial Infrastructure is planning to go ahead.

Madam, through you, I request the Government to immediately explore options to halt the auction process and set up a review committee. Thank you, Madam.

SHRI ROBERT BRUCE C. (TIRUNELVELI): Madam, in my Constituency Tirunelveli in Tamil Nadu, majority of people are farmers and they depend only on agriculture. The wild boar, that is, wild pigs, are coming from the forest in groups and staying in agri-fields and destroying crops like banana, paddy and all other crops and thereby, causing huge loss to the farmers.

Many times, they have attacked farmers and caused grievous injuries also. The Union Government is not giving any compensation. Wild boar is included in Schedule III of the Wildlife Protection Act, 1972. It is a Central Act. If the farmers try to prevent the boars, the Forest Department is registering cases against them.

Hence, I request the Union Government to remove wild boar from Schedule III of the Wildlife Protection Act, 1972.

Thank you, Madam.

***SHRI NAVASKANI K. (RAMANATHAPURAM):** Hon Chairperson Madam, Vanakkam. In my Ramanathapuram constituency, Thangachimadam railway station was very much operational till 20 years ago. There is a facility of pure drinking water in this place besides the availability of 30 acres of land. Therefore we can create a Railway yard in this place, Thangachimadam. Hon Prime Minister is scheduled to visit rameswaram of Tamil Nadu to inaugurate the new Pamban Bridge in two days from now. I urge that Hon Prime Minister should make an announcement that the Thangachimadam railway station will be operational as before. Similarly the old Pamban Bridge should be made into an historic Rail Museum depicting the salient features. This Museum should be set-

* English translation of the speech originally delivered in Tamil.

up so as to facilitate the pilgrims visiting Rameswaram temple and the tourists visiting Dhanushkodi. Additional trains should be operated via Karaikkudi to Aranthangi from Rameswaram. I also urge that additional trains should be operated between Aranthangi and Chennai. Thank you.

SHRI RAJABHAU PARAG PRAKASH WAJE (NASHIK): I want to bring the attention of this house to the serious health issue of Type 1 Diabetes in children. This is a lifelong disease where the child needs average 4-5 insulin injections every day to survive. Along with this, they need to check their blood glucose regularly.

This creates a big burden on poor families which cannot afford the high cost of treatment. That is why, I request to the Central Government to kindly take the following steps like providing free insulin along with syringes and test strips at all government hospitals, remove GST on insulin, test strips, syringes, and related logistics and provide disability certificates to these children so that it can help to improve the quality of life of these children.

Thank you, Madam.

SHRI CHAMALA KIRAN KUMAR REDDY (BHONGIR): Madam, thank you for giving me the opportunity. This is regarding MMTS. I come from the Bhongir constituency. When the BRS was in power in Andhra Pradesh, there was an approval of Rs. 412 crore for a railway line from Ghatkesar to Yadagirigutta.

However, during that period, the Government was not very serious about acquiring the land and obtaining forest clearance. It is still pending. There are a lot of issues regarding transportation in Bhongir. I request the Ministry to

intervene, release the money of Rs.412 crore and do this MMTS so that the transportation issues are sorted out. This will increase employment opportunities, urbanization, and educational facilities. Therefore, I request the Ministry to take care of it.

DR. SHARMILA SARKAR (BARDHAMAN PURBA): Thank you very much, Madam, for giving me the opportunity to speak on a very important yet neglected issue, which is mental health awareness.

The prevalence of mental health disorders in India has surged, especially after COVID-19, affecting about 15 per cent of the population. Individuals with mental health issues face considerable personal distress, hindering their ability to maintain relationships, pursue education, and engage socially. These challenges impact communities and the nation by reducing productivity through absenteeism and diminished work efficiency. Ultimately, this hinders the economic growth of the nation.

Socially, the stigma and discrimination surrounding mental health compromise individuals' ability to seek help, leading to delays in diagnosis and treatment, and perpetuating their suffering. This significant mental health burden ultimately affects the nation's growth. What steps has the Government taken to increase awareness?

श्री दुष्यंत सिंह (झालावाड़-बारां) : मैडम, आपने बोलने के लिए अलाऊ किया, मैं आपको धन्यवाद देता हूँ। मैं राजस्थान के झालावाड़-बारां से जीतकर आया हूँ। मुझे वहां के लोगों ने मतदान दिया है और पांचवीं बार मुझे वहां से चुनकर भेजा है। एक उज्जैन टू झालावाड़ रेल लाइन है, जिसका सर्वे हो चुका है। यह ट्रेन लाइन बनने के लिए है।

मैं माननीय रेल मंत्री से आग्रह करता हूँ कि इसके द्वारा उज्जैन जाने की अच्छी सुविधा मिल जाएगी। मध्य प्रदेश का एक लिंक श्योपुर है, वह बारां से जुड़ जाएगा। बारां और श्योपुर का लिंक होगा तथा उज्जैन और झालावाड़ का लिंक होगा। इससे हमारे यहां के किसान वर्ग को अच्छी तरह से आने-जाने में सुविधा होगी। इसके द्वारा उज्जैन में ज्योर्तिलिंग जाने का भी एक अच्छा अवसर मिलेगा।

श्रीमती वीणा देवी (वैशाली) : माननीय सभापति महोदया, मैं आपके माध्यम से माननीय रेल मंत्री जी के संज्ञान में लाना चाहती हूँ कि मेरे संसदीय क्षेत्र में स्वीकृत नई रेल लाईन साहेबगंज के रास्ते मोतीपुर राजा पट्टी है, जो 58 किलोमीटर की है। उस पर अभी तक लाईन बिछाने का काम शुरू नहीं हुआ है। यह नई रेलवे लाईन मेरे क्षेत्र की लाइफलाइन है। इसके बन जाने और रेल चालू हो जाने से क्षेत्र का काफी विकास होगा, रोजगार के अवसर खुलेंगे और हमारे यहां के बेरोजगार लोगों का बड़े शहरों में पलायन रुकेगा।

महोदया, मैं सदन के माध्यम से रेल मंत्री जी से कहना चाहती हूँ कि क्षेत्र की जनता काफी आंदोलित है, इसलिए इस नई रेलवे लाईन का काम शीघ्र शुरू कराया जाए। धन्यवाद।

DR. ANGOMCHA BIMOL AKOIJAM (INNER MANIPUR): Thank you, Madam, for this opportunity. I have been trying to raise this issue for a long time.

There is a young boy of 20 years old Mukesh who has disappeared without any trace since March 2016. The last known location is called Jouzangtek which has become almost like a Bermuda Triangle. There is a case of Linthoingambi and Hemanjit. Two young people have disappeared during this crisis.

We have these cases happening even today under the President's Rule. I would like to draw the attention of the House as well as the Home Minister that protection of life of the people is the paramount duty of our State. So, I would like to draw the attention of this House to look into this case of Mukesh. That is among many cases that have been happening where people disappeared and we

do not care about what happened to them.

डॉ. शिव पाल सिंह पटेल (प्रतापगढ़) : मेरा संसदीय क्षेत्र प्रतापगढ़, उत्तर प्रदेश अपने गुणवत्तापूर्ण पोषक तत्वों और विटामिन सी से भरपूर आंवला की खेती के लिए प्रसिद्ध है। जिसको यदि उचित प्रोसेसिंग और मार्केटिंग की सुविधाएं मिलें तो न केवल भारत में बल्कि अंतरराष्ट्रीय बाजारों में भी अपनी पहचान बना सकता है। मैं सरकार का ध्यान आंवला उत्पादन से जुड़ी एक महत्वपूर्ण समस्या की ओर आकर्षित करना चाहता हूं। आंवला प्रोसेसिंग के लिए कोई उद्योग या फैक्ट्री स्थापित नहीं है, जिससे किसानों को मजबूरी में अपनी उपज को कम दामों में बेचना पड़ता है। यह सरकार वहां आधुनिक प्रोसेसिंग और मार्केटिंग सुविधाओं से युक्त आंवला आधारित एक बड़ी औद्योगिक फैक्ट्री स्थापित करे तो इससे किसानों को लाभ मिलेगा और स्थानीय स्तर पर रोजगार के अवसर भी उपलब्ध होंगे। इसलिए मैं सरकार से आग्रह करता हूं कि प्रतापगढ़ में एक आंवला आधारित फैक्ट्री एवं उद्योग स्थापित करने की दिशा में ठोस एवं त्वरित कार्यवाही करे।

***SHRI TAMILSELVAN THANGA (THENI):** Madam Chairperson, Vanakkam. I wish to bring to you king notice regarding the order issued by the Reserve Bank of India recently. It has been the practice that farmers get loans every year from the nationalised banks of our country. These loans are to be paid back every year. Only the interest part can be paid and the actual loan can be renewed for the next year as a new loan. This Jewel loan can be extended for a year. But the Reserve Bank of India has issued a recent Order stating that only if both the Principal and Interest portions of the loan are paid in full, you can avail new loans. As a result of this recent Order of RBI, the farmers are perturbed and affected. I therefore humbly request that this Order of Reserve Bank of India should be cancelled and the farmers may be allowed to repay only the interest part and get

* English translation of the speech originally delivered in Tamil.

their loans renewed for the consecutive year as it was done in the past. Thank you.

श्री प्रदीप पुरोहित (बारगढ़) : सभापति महोदया, मैं कहना चाहता हूँ कि मेरे निर्वाचन क्षेत्र में गंधमर्दन पहाड़ी पर नृहसिंहनाथ मंदिर के लिए मैं कल्चरल डिपार्टमेंट के मंत्री जी से आग्रह करूंगा कि छत्तीसगढ़ और ओडिशा राज्य के लोग यहां लाखों की संख्या में एकत्रित होते हैं। इस यात्रा का महत्व बढ़ाने के लिए केन्द्रीय पर्यटन मंत्री इसके लिए सहायता राशि की घोषणा करे और उस यात्रा को कैसे अच्छे तरीके से किया जा सके, इसके लिए केन्द्र हस्तक्षेप करे।

**** SHRI BHASKAR MURLIDHAR BHAGARE (DINDORI):** Hon'ble Chairperson, in our country, farming is considered as a backbone of our economy. Farmers work relentlessly in the farms to fulfill the needs of our country as well as the entire world. Urea is essential for farming and it is being provided at subsidized rates by the government. Industrial usage Urea is also available at higher price.

But, the farmers are facing the acute shortage of Urea and they have to procure it at costlier rates from open market. There is a factory in my constituency called Godrej Agrovat which manufactures fodder and feed for cattle. Around 90 MT of Urea have been seized from this company in a raid.

Subsidized Urea is not available in market in sufficient quantity and hence, the farmers are bound to procure it by paying more money. But, on the other hand, it is being supplied to big companies. So, what is the link between these two cases? How is it happening? From which part of India, it is being supplied?

Government should investigate it properly.

****** English translation of the speech originally delivered in Marathi.

***SHRI MALVINDER SINGH KANG (ANANDPUR SAHIB):** Thank you, Madam Chairperson. Through you, I want to bring to the attention of the Govt. an important matter. In 2019, the Government had decided to release the Sikhs imprisoned in jails. A notification had also been issued. Six long years have passed but the Sikhs languishing in jails have not yet been released. They are political prisoners lying in jails for the last 25 to 30 years. They have even completed their terms of sentence.

Madam Chairperson, some of them are unwell. Keeping in view this fact and from a humanitarian point of view, I urge upon the Government to release these imprisoned Sikhs. The Government of India had promised to release them in 2019 via a notification. It will help heal wounds of Punjab. Thank you.

ADV. FRANCIS GEORGE (KOTTAYAM): Thank you very much, Madam. The Moonilavu Panchayat is the only SC/ST Panchayat in my Parliament constituency. The Kuda Kallu bridge connects this panchayat with the outside world. This bridge got heavily damaged during the 2001 floods. Even though the State Government got the Disaster Management Fund, they have failed to construct the bridge. The local people have to take a detour of 20 kilometres to reach the settlement. I request the hon. Minister of Tribal Affairs to grant funds to reconstruct the road and the bridge at the earliest. Thank you very much.

श्री हरीभाई पटेल (महेसाणा) : धन्यवाद सभापति महोदया, माननीय प्रधान मंत्री जी ने किसानों की आय दो गुनी करने का आह्वान किया है और इसे सार्थक बनाने के लिए भारत सरकार के कृषि विभाग ने अनेक योजनाएं कार्यान्वित की हैं। इससे अच्छे परिणाम मिल रहे हैं। महेसाणा जिला व उत्तर

* English translation of the speech originally delivered in Punjabi.

गुजरात के किसान, उद्यमी और साहसी हैं। गुजरात राज्य मसाले की फसलों के लिए एक महत्वपूर्ण राज्य है, जिसमें गुजरात का बहुत बड़ा योगदान है। आपके माध्यम से मेरा सरकार से आग्रह है कि मेरे महेसाणा लोक सभा क्षेत्र के उन्जाट में एक मसाला पार्क का निर्माण कराया जाए, जिससे समस्त मसाला करोबारियों और सभी किसान भाइयों को पूर्ण लाभ मिल सके। किसानों के व्यापक हित में इस संबंध में उचित निर्णय लेकर उसे कार्यान्वित करें, ताकि इस क्षेत्र के किसानों को अपनी आय में वृद्धि करके अधिकतम लाभ मिल सके। धन्यवाद।

SHRI SHREYAS M. PATEL (HASSAN): Thank you, hon. Chairperson. I would like to draw the attention of the Ministry of Tourism and Culture to the urgent renovation work of Belur Sri Chennakeshava Temple and Shankargouda Sri Bahubali Gomateshwara Temple in my constancy. They are the symbol of our rich history.

The Chennakeshava Temple in Belur showcases the incredible craftsmanship of our Hoysala dynasty which is a UNESCO recognized world heritage site. The Shankargouda Temple is well known for the monolithic statue of Lord Gomateshwara, also known as Bahubali, and is renowned for the Mahamastakabhisheka. However, these heritage sites are facing neglect, with crumbling walls that threaten their beauty. This is an urgent matter and, through you, I would like to urge the Government to take immediate action. Thank you, Madam.

श्री राजीव राय (घोसी): धन्यवाद सभापति महोदया, मैं आपके माध्यम से सरकार का ध्यान एक बहुत ही गंभीर विषय की ओर आकर्षित करना चाहता हूँ। कृपया समय का थोड़ा-सा ध्यान रखिएगा, क्योंकि सदन की गरिमा, मंत्रालय की गरिमा और माननीय मंत्री जी की इंटीग्रेटी का भी सवाल है।

महोदया, मैंने एक प्रश्न लगाया था कि हमारे मऊ जनपद में कितने घरों में 'हर-घर जल' की

सेवा पहुंच चुकी है? सवाल के जवाब में बताया गया कि 2 लाख 64 हजार 424 घरों में यह सेवा पहुंच चुकी है। मैंने दिशा की बैठक की, तो सारे जनप्रतिनिधियों के सामने, जिलाधिकारी के सामने, सारे अधिकारियों के सामने संबंधित अधिकारी ने स्वीकार किया कि अभी तक केवल 40 गांवों में यह सेवा पहुंच सकी है और धनाभाव के कारण वे कार्य नहीं कर पा रहे हैं। अगर हम सवाल लगाते हैं और इस तरह का जवाब निचले स्तर के अधिकारी से आएगा कि ग्राउंड लेवल पर गलत सूचना दी गई है तथा काम नहीं हुआ है, तो इसकी जिम्मेदारी किसकी होती है? मैं आपके माध्यम से मांग करता हूँ कि माननीय मंत्री जी अपनी साख, अपनी इंटिग्रेटी के लिए एक टास्क फोर्स लगाकर पूर्वांचल, खासकर मऊ में जांच कराएं। अगर धन नहीं है, तो धन उपलब्ध कराएं तथा जिसने भी यह गलत सूचना सदन को देकर गुमराह करने का प्रयास किया है, उसके खिलाफ कार्रवाई होनी चाहिए। मुझे लगता है कि आपके माध्यम से यह बात सरकार तक अवश्य पहुंचेगी। धन्यवाद।

श्री धैर्यशील राजसिंह मोहिते-पाटील (माधा): धन्यवाद सभापति महोदया, मैं आपके माध्यम से सरकार से यह पूछना चाहता हूँ कि मेरे क्षेत्र सतारा जिले में राष्ट्रीय अर्थ गुणवत्ता छात्रवृत्ति गुणवत्ता प्राप्त विद्यार्थियों को अभी तक प्राप्त नहीं हुई है। आपके माध्यम से मैं शिक्षा मंत्री जी से यह विनती करता हूँ कि जल्द से जल्द इन विद्यार्थियों की छात्रवृत्ति मिलनी चाहिए, ऐसे निर्देश आप कृपया सरकार को दें। धन्यवाद।

श्री कुलदीप इंदौरा (गंगानगर) : सभापति महोदया, मैं आपके माध्यम से सरकार का ध्यान एक गंभीर और चिंताजनक मुद्दे पर दिलाना चाहता हूँ। मेरा लोक सभा क्षेत्र श्रीगंगानगर पाकिस्तान सीमा से लगा हुआ है। मेरे इस क्षेत्र में ड्रोन के माध्यम से मादक पदार्थ और अवैध हथियारों की बड़ी मात्रा में तस्करी हो रही है, जो कि एक गंभीर चिंता का विषय है। इससे राष्ट्रीय सुरक्षा के लिए तो खतरा है ही, उसके अलावा युवाओं का भविष्य भी नशे के कारण खतरे में आ रहा है।

इसलिए मैं चाहता हूँ कि इसके लिए एक उच्च स्तरीय समिति बने और इस पर कठोर कदम उठाए जाएं। इसके अलावा हमारे सीमावर्ती क्षेत्रों में तारबंदी के पास, जो किसान रहते हैं, उन्हें भारी समस्या का सामना करना पड़ता है। हमारे यहां पर बॉर्डर स्कीम के तहत जो पैसा आता था, वह भी

बंद हो गया है, जिसके कारण हमारे उस क्षेत्र में विकास के काम रुक गए हैं।

सभापति महोदया, मेरी आपके माध्यम से सरकार से मांग है कि वह इन सब बातों पर ध्यान दे, ताकि मेरे क्षेत्र का विकास हो सके।

श्रीमती कलाबेन मोहनभाई देलकर (दादरा और नागर हवेली) : सभापति महोदया, संघ प्रदेश दादरा नगर हवेली में सरकारी नौकरियों की भर्ती कई वर्षों से रुकी हुई है। प्रशासन द्वारा भर्ती की अधिसूचनाएं जारी की जाती हैं, लेकिन परीक्षाएं नहीं होती हैं, जिस कारण शिक्षित बेरोजगारों की संख्या दिन-प्रतिदिन बढ़ रही है। युवाओं की उम्र की सीमा समाप्त हो रही है और उनका भविष्य अंधकारमय हो रहा है। ... (व्यवधान)

मेरे संसदीय क्षेत्र में पिछले कई वर्षों से, कई विभागों में जैसे स्वास्थ्य, शिक्षा, नगर पालिका, जिला पंचायत, वन एवं पीडब्ल्यूडी में विभिन्न नियमित पदों पर भर्तियाँ रुकी हुई हैं और जो भी भर्ती हो रही है, वह केवल कॉन्ट्रैक्ट के आधार पर हो रही है। कई विभागों में कॉन्ट्रैक्ट पर भी काम कर रहे कर्मचारियों को पांच-पांच, छः-छः महीनों तक वेतन नहीं दिया जाता है। ... (व्यवधान)

सभापति महोदया, शिक्षा और स्वास्थ्य कर्मचारियों के साथ स्थानीय प्रशासनिक विभागों में भी एलडीसी और ऑपरेटर जैसे पदों पर पर्याप्त संख्या में भर्ती न होने से मौजूदा कर्मचारियों पर काम का बोझ बढ़ रहा है। ... (व्यवधान)

सभापति महोदया, मैं आपके माध्यम से सरकार से मांग करती हूँ कि इस विषय को गंभीरता से लिया जाए और सभी विभागों में नियमित सरकारी पदों को शीघ्र भरा जाए तथा कांट्रैक्ट सिस्टम को तुरंत बंद किया जाए। ... (व्यवधान)

***SHRI NILESH DNYANDEV LANKE (AHMEDNAGAR):** Hon'ble Chairperson, today, I want to raise a very important issue. Maharashtra is considered as a developed state but, no central university has been established here.

So, our students have to go to other states to take admissions for national

* English translation of the speech originally delivered in Marathi.

level courses. My district Ahmednagar is the largest district in Maharashtra and there is no Central University available here.

Therefore, I request you to establish one Central University here and necessary action should be taken in this regard. It would be very beneficial for the entire Maharashtra as well as Goa State.

One Logistic Park should also be developed in my Lok Sabha constituency.

Thank you

श्रीमती मंजू शर्मा (जयपुर) : सभापति महोदया, मैं आपके माध्यम से मंत्री जी का ध्यान एक महत्वपूर्ण विषय की तरफ आकर्षित करना चाहती हूँ। मैं स्मार्ट सिटी योजना के बारे में बात करना चाहती हूँ और यह पूछना चाहती हूँ कि क्या यह योजना अभी कार्य कर रही है? मेरा संसदीय क्षेत्र जयपुर राजस्थान की राजधानी है एवं स्मार्ट सिटी योजना के अंतर्गत चयनित है। जयपुर शहर, जो कि यूनेस्को विश्व धरोहर स्थल है, यहां पर कई स्मारक एवं पर्यटन स्थल स्थित हैं, जिन्हें देखने देश-विदेश से लाखों पर्यटक आते हैं।

मैं आपको अवगत कराना चाहूंगी कि यहां पर कई कार्य अधूरे पड़े हैं, जिससे कि शहर का सौन्दर्यीकरण खराब हो रहा है तथा यहां आने वाले पर्यटकों पर इसका विपरीत प्रभाव पड़ रहा है।

सभापति महोदया, मेरा आपके माध्यम से माननीय शहरी विकास मंत्री जी से अनुरोध है कि स्मार्ट सिटी योजना के तहत मेरे संसदीय क्षेत्र जयपुर के अन्तर्गत लंबित कार्यों को शीघ्र पूर्ण करवाने का श्रम करावें।

***SHRIMATI PRATIBHA SURESH DHANORKAR (CHANDRAPUR):** Hon'ble Chairperson, thank you. Labour Ministry had started EPS 95 pension scheme but now only Rs. 1000 to 4000 is being provided to the retired employees as a pension. These retired employees has paid the EPFO, Rs. 415 in 1995 Rs. 551

* English translation of the speech originally delivered in Marathi.

since 2001 and Rs 1250 from 2014 onwards as a monthly contribution when they were in service. They served for 40-50 long years and played an important role in nation building and at this age, they are receiving only a few thousand rupees as a monthly pension. This is a meagre amount and not sufficient even for daily needs and expenses. EPS 95 pensioners have deposited lacs of rupees as a contribution which is around Rs 8 crore. Therefore, I request you to provide sufficient pensionary benefits to these 80 lac retired employees as per the recommendations of Koshyari Committee Report. Medical facilities should also be provided to them. Thank you .

श्री मोहिबुल्लाह (रामपुर) : सभापति महोदया, मैं आपका तवज्जो रामपुर जिले की तरफ दिलाना चाहता हूँ कि रामपुर पहली रियासत है, जिसने सबसे पहले गवर्नमेंट ऑफ इंडिया में शामिल होने के लिए साइन किया था, लेकिन वहां पर विकास का कोई काम नहीं हुआ है। अगर आगरा वाले एक्सप्रेसवे को उत्तराखंड के लिए जोड़ दिया जाए तो उससे ज्यादा नियरेस्ट और कोई रास्ता नहीं है। अगर वह रामपुर से होकर निकलेगा तो शहर का विकास भी होगा। वहां आजादी के बाद से कुछ नहीं हुआ है। यह बहुत अच्छी चीज होगी। बहुत-बहुत शुक्रिया।

श्री महेश कश्यप (बस्तर) : सभापति महोदया, मैं छत्तीसगढ़ के बस्तर लोक सभा क्षेत्र से चुन कर आया हूँ। जो केरल राज्य से बड़ा और जल-जंगल-जमीन से भरा हुआ क्षेत्र है। बस्तर के लिए इंद्रावती नदी एक जीवनदायिनी नदी रही है। वह नदी ओडिशा राज्य के कालाहांडी से बहती थी, लेकिन जोहरा नाला के डायवर्ट होने के कारण, जल संकट के कारण जगदलपुर शहर में जल संकट बना हुआ है। अभी वहां हजारों एकड़ में मक्के की फसल सूखने जा रही है।

मैं माननीय जल शक्ति मंत्री जी से निवेदन करना चाहता हूँ कि जो जोहरा नाला और इंद्रावती नदी में जो 50-50 प्रतिशत पानी आने के लिए समझौता हुआ है, वह अभी नहीं आ रहा है, तत्काल उसका समाधान करें। भगवान जगन्नाथ जी की कृपा हर समय बस्तर को रही है। क्योंकि बस्तर

रियासत के महाराजा कमलचंद भंजदेव जी को भगवान जगन्नाथ प्रभु जी के द्वारा रथाधिपति का उपाधि मिला है, तो फिर से उनकी कृपा चाहिए।

माननीय जल शक्ति मंत्री जी से निवेदन है कि इसका समाधान जल्द से जल्द कराएं।

श्री राजेश वर्मा (खगड़िया) : सभापति महोदया, मैं आपके माध्यम से सदन का ध्यान एक महत्वपूर्ण विषय की ओर आकृष्ट कराना चाहता हूँ कि अगर कोई व्यक्ति अपने माता-पिता और परिवार को छोड़ कर किसी राज्य में जाकर नौकरी करता है, तो वह शौक से नहीं बल्कि मजबूरी से नौकरी करता है। कोई भी कारखाना, उद्योग या व्यापारी घराना किसी कर्मचारी को अपने यहां नियुक्ति करते हैं तो उस पर एहसान नहीं करते हैं, बल्कि उसकी योग्यता के आधार पर नियुक्ति करते हैं। योग्यता के आधार पर नौकरी पाने वाले महाराष्ट्र में पूर्वांचली हिंदीभाषियों पर लगातार एमएनएस के गुंडों के द्वारा मार-पीट की जा रही है। मैं इस विषय को आपके माध्यम से इस सदन में रखना चाहता हूँ। माननीय गृह मंत्री जी और माननीय मुख्यमंत्री, महाराष्ट्र से अनुरोध करना चाहता हूँ कि पूर्वांचली हिंदीभाषियों को आप संरक्षण दें, क्योंकि जिनका राजनीतिक अस्तित्व खोता जा रहा है, एमएनएस, मनसे के लोग अपनी खोई हुई राजनीतिक अस्मिता को पाने के लिए ओछी हरकत करने का काम कर रहे हैं। मैं यही कहना चाहूंगा। ... (व्यवधान)

डॉ. संजय जायसवाल (पश्चिम चम्पारण) : सभापति महोदया, मैं आपका ध्यान भारत और नेपाल के ऐतिहासिक संधि स्थल सुगौली की तरफ आकृष्ट करना चाहता हूँ। भारत और नेपाल के संधि के डेढ़ सौ वर्ष से ज्यादा हो गए। दोनों देशों के बीच न केवल बहुत अच्छे रिश्ते हैं, बल्कि हमारा रोटी-बेटी का भी रिश्ता है। आज भी सुगौली संधि स्थल, जहां भारत और नेपाल की संधि हुई थी, वहां बेतिया महाराज ने एक बड़े मंदिर का निर्माण किया है, लेकिन भारत सरकार के द्वारा और भारत सरकार के कला संस्कृति मंत्रालय अथवा पर्यटन मंत्रालय के द्वारा सुगौली संधि स्थल पर कोई स्मारक नहीं बनाया गया है।

16.00 hrs

मैं आपके माध्यम से भारत सरकार से अनुरोध करता हूँ कि सुगौली में जहां नेपाल और भारत

की संधि हुई थी, उस स्थल पर बड़ा स्मारक बनाने का कार्य किया जाए जिससे दोनों देशों के रिश्तों में और मजबूती आ सके।

16.01 hrs

(Kumari Selja in the Chair)

SHRI S. SUPONGMEREN JAMIR (NAGALAND): Madam, I want to raise the issue regarding food and public distribution. Due to network problems and Aadhaar Cards, the machines are unable to read fingerprints. Almost 32,000 beneficiaries' names have been deleted from the ration cards. The Ministry's directive is that the manual distribution should be restricted and the use of e-PoS machines is imposed and has been made compulsory. In 2022-23, the Government of India allotted 50 godowns in the State of Nagaland, but there is delay in the construction of those godowns because of land clearance issues. So, I would like to request the hon. Minister concerned to look into the matter.

श्री राहुल सिंह लोधी (दमोह) : माननीय सभापति जी, मैं आपके माध्यम से माननीय जलशक्ति मंत्री जी का ध्यान आकर्षित करना चाहता हूँ कि मेरे लोकसभा क्षेत्र में सोनार नदी है, इसका उदगम स्थल देवरी विधान सभा में है। सोनार नदी से भरांझ नदी, भरांझ नदी से मध्य प्रदेश की जीवनदायिनी मां नर्मदा नदी की दूरी लगभग 35 किलोमीटर है। मेरी मांग है कि यदि नर्मदा नदी का जल भरांझ के माध्यम से सोनार नदी में और सोनार से सीधे रहली, गढ़ाकोटा, पथरिया विधान सभा क्षेत्रों से नरसिंगा होते हुए ब्यारमा नदी से जोड़ा जाए। इससे नर्मदा नदी का जल हमारे क्षेत्र में आ जाएगा, इस कारण सम्पूर्ण लोकसभा क्षेत्र के पांच विधान सभा क्षेत्रों, देवरी, रहली, पथरिया और हटा में जल की आपूर्ति हो जाएगी और खेती सुचारू रूप से होने लगेगी। धन्यवाद।

श्री नीरज मौर्य (आंवला) : माननीय सभापति जी, मैं आपके माध्यम से सरकार का ध्यान एक बहुत ही महत्वपूर्ण महापुरुष की जयंती की तरफ दिलाना चाहता हूँ। भारतीय इतिहास में सबसे महान शासक अशोक महान के साम्राज्य की स्थापना चन्द्रगुप्त मौर्य जी ने की थी। अशोक की लाट हम लोगों

की पहचान है। 5 अप्रैल को पूरे देश में सम्राट अशोक महान की जयंती मनाई जाती है।

मैं आपके माध्यम से मांग करता हूँ कि सरकार सरकारी स्तर पर महान अशोक की जयंती मनाए और एक दिन की छुट्टी घोषित करे। धन्यवाद।

***SHRI DURAI VAIKO (TIRUCHIRAPPALLI):** Hon. Chairperson Madam, Vanakkam. We are very well aware that only by safeguarding the fishing industry which is the only livelihood of our fishermen, we can safeguard our fishermen community. On this basis, fulfilling the expectations of entire Tamil Nadu, with the support of all the political parties of Tamil Nadu, Hon. Chief Minister of Tamil Nadu *Annan* Thiru M.K. Stalin has passed a resolution in the State Legislative Assembly of Tamil Nadu for retrieving Katchatheevu. I thank the Government of Tamil Nadu at this juncture. Hon Prime Minister *Thiru* Narendra Modi will be going to Sri Lanka on an Official Visit very soon. Sri Lanka has not followed the terms of the agreement of 1973 between India and Sri Lanka on Katchatheevu. Therefore on behalf of Marumalarchi Dravida Munnetra Kazhagam, MDMK, I urge upon the Union Government that the Agreement of 1973, about ceding away of Katchatheevu to Sri Lanka, should be cancelled and determined efforts should be undertaken to reach a permanent solution in retrieving Katchatheevu in the interest of fishermen of Tamil Nadu.

SHRI ARUN NEHRU (PERAMBALUR): Madam, I want to draw the attention of this House to the MSMEs. Large businesses are also measured by the same yardstick. The RBI has come up with something called SMA; 30-day late payments, 60-day late payments and 90-day late payments are measured on the

* English translation of the speech originally delivered in Tamil.

same scale as large industries.

I request this Government to come up with some measures to ease the pain of small and medium enterprises.

श्री जितेंद्र कुमार दोहरे (इटावा) : सभापति महोदया, हमारे लोक सभा क्षेत्र में चकरनगर ब्लॉक के एरिया में पांच नदियों का संगम है। उसको पंचनदा कहते हैं। मैं आपसे मांग करता हूँ कि वहां पर बांध बनवाना बहुत जरूरी है। लोग कई सालों से इसकी मांग भी कर रहे हैं। उसका कई बार सर्वे भी हो चुका है और सर्वे में कई करोड़ रुपये भी खर्च हुए हैं। अगर आप वहां बांध बनवाने का कष्ट करेंगे तो वहां के हजारों किसानों को बहुत लाभ मिलेगा। वहां पर औरैया, इटावा, भिन्ड कई जिलों के लोगों को, किसानों को बहुत फायदा मिलेगा।

आपका बहुत-बहुत धन्यवाद।

श्री रुद्र नारायण पाणी (धेन्कानल) : महोदया, जय जगन्नाथ। मैं एक प्रख्यात, स्वतंत्रता सेनानी पवित्र मोहन प्रधान के नाम से स्मारक, डाक टिकट प्रचलन करने के लिए भारत सरकार से निवेदन करता हूँ। स्वतंत्रता संग्राम के दौरान स्वर्गीय पवित्र मोहन प्रधान कई साल जेल में भी रहे और राज्य सरकार में भी कई बार मंत्री रहे। वर्ष 1977 में इस लोक सभा के सदस्य भी रहे। ओडिशा के प्रख्यात लेखक और कवि रहे।

मेरा भारत सरकार से निवेदन है कि स्वतंत्रता सेनानी, कवि, लेखक, राज्य सरकार के मंत्री, लोक सभा के सदस्य स्व. पवित्र मोहन प्रधान के नाम से स्मारक, डाक टिकट प्रचलन किया जाए।

***SHRI ABU TAHER KHAN (MURSHIDABAD):** Thank you, madam. I would like to draw your kind attention to a very important issue. Aligarh University plays a leading role in the field of education in India. Among the universities that exist, especially for minority Muslims, Aligarh University is one of the most important institutions. There is a financial crisis going on in that university and no matter

* English translation of the speech originally delivered in Bengali.

what is being said by this government, they are not paying attention to this university. Unfortunately, this educational institution is being sabotaged. Besides, Aligarh University has a second campus in Murshidabad. It has been ten years but no measures are being taken to ensure proper management of that campus. This second campus is in dire financial straits. And no work is being done in the educational upliftment of this university as well.

श्री आनंद भदौरिया (धौरहरा) : महोदया, मैं आपके माध्यम से कहना चाहता हूँ कि मेरे लोक सभा क्षेत्र धौरहरा के जनपद सीतापुर, लखीमपुर में आंगनवाड़ी वर्कर्स के चयन में घोर अनियमितता तथा घनघोर भ्रष्टाचार किया गया है। मैरिट की अनदेखी की गई है। हमारी आपके माध्यम से सरकार से मांग है कि उपरोक्त चयन को निरस्त करके पुनः पारदर्शी निष्पक्ष चयन किया जाए। जो आंगनवाड़ी वर्कर्स हैं, उनका मानदेय बढ़ाकर उनको सरकारी कर्मचारी का दर्जा दिया जाए। आपने बोलने का समय दिया, उसके लिए आपका बहुत-बहुत धन्यवाद।

श्री सुरेश कुमार कश्यप (शिमला) : सभापति महोदया, हिमाचल प्रदेश देव भूमि के साथ-साथ वीर भूमि भी है। पहला परमवीर चक्र मेजर सोमनाथ, जो हिमाचल प्रदेश से थे, को मिला। जब कारगिल का युद्ध हुआ था तो उसमें भी 4 परमवीर चक्र हिमाचल प्रदेश को मिले।

महोदया, मेरे संसदीय क्षेत्र में जिला सिरमौर, पांवटा साहिब में एक सैनिक रेस्ट हाउस बना। सैनिक बोर्ड की मदद से, उस राशि से वर्ष 2010 में उसका निर्माण किया गया। लेकिन 1 सितंबर, 2024 को प्रदेश की सरकार ने उसको बिना किसी नोटिस के बंद कर दिया, जिसके कारण जो सैनिक हैं, भूतपूर्व सैनिक हैं या वीर नारियां हैं, उनको बहुत दिक्कत का सामना करना पड़ रहा है।

मैं आपके माध्यम से केन्द्रीय गृह मंत्री जी से आग्रह करूंगा कि इसमें इंटरवीन करें और सैनिकों के लिए जो रेस्ट हाउस बना है, उसकी सुविधा सैनिकों को दी जाए।

बहुत- बहुत धन्यवाद।

SHRIMATI SANGEETA KUMARI SINGH DEO (BOLANGIR): Madam, the issue which I am raising concerns the environmental and health hazards caused by the improper disposal of phosphogypsum waste by Paradeep Phosphates Limited (PPL) in Jagatsinghpur district of Odisha. A large accumulation of this toxic industrial by-product near Chanakana village has resulted in acidic water leaching into nearby agricultural fields severely impacting soil quality, crop yield, and local biodiversity. The farmers in the region are facing significant losses and contamination poses serious health risks to the local population.

Despite PPL's stated commitments to waste management and recycling, the current situation highlights serious lapses in implementation

I urge the Ministry of Environment, Forest and Climate Change to conduct an immediate investigation and take stringent and exemplary measures to ensure proper disposal and management of industrial waste.

SHRI ASIT KUMAR MAL (BOLPUR): Madam, I would like to mention a very essential matter that *Barddhaman-Malda* local passenger train (Eastern Zone) used to run regularly. The train would start from *Barddhaman* at 6.00 AM and would reach Malda at 1:00 PM via Bolpur, Rampurhat, Pakur and Farakka. The train again would start from Malda after 1:00 PM and reach *Barddhaman* following the same route. But during COVID-19, the train was stopped. As a result, thousands of daily passengers fell into great problem. Now, there is no COVID situation, there is no reason for keeping the train stopped. Thousands of daily passengers have been suffering a lot for a long time. I, therefore, fervently

request the hon. Railway Minister to run the train as soon as possible in the interest of the thousands of daily passengers.

***SHRI AMAR SHARADRAO KALE (WARDHA):** Hon. Chairperson, thank you very much for giving me this opportunity. I would like to draw Government's attention towards an important issue.

Government is implementing a house construction scheme for the poor and needy persons called PMAY. For urban beneficiaries, they provide Rs 2.5 lakh and for rural beneficiaries, only Rs 1.2 lakh is being provided. This is a huge difference and it is a grave injustice done to the rural beneficiaries. These rural people have to procure cement, steel, bricks from the urban areas and the transportation cost is very high. Therefore, I request the Government to provide the equal amount of Rs. 2.5 lakh to all the beneficiaries. Thank you.

श्री अब्दुल रशीद शेख (बारामूला) : शुक्रिया मैडम । मेरी हम्बल सबमिशन है कि ऑनरेबल प्राइम मिनिस्टर साहब कटरा-बारामूला रेललाइन का उद्घाटन करने कश्मीर जा रहे हैं । यह अच्छी बात है । मुझे उनसे सिर्फ इतनी ही गुजारिश करनी है । Since I am in jail, बारामूला पार्लियामेंट्री कांस्टिट्यूएन्सी के तहत 18 असेम्बलीज के जो लोग हैं, for God's sake, मैं जेल में हूँ, इसलिए मेरे यहाँ लोगों का ख्याल रखा जाए । They should not be deprived of their rights. वे स्टेट गवर्नमेंट, ब्यूरोक्रेसी और दिल्ली की ब्यूरोक्रेसी से कहें कि वे मेरे लोगों का ख्याल रखें । मैं इतनी गुजारिश करूँगा कि जब पीएम साहब कुछ समय पहले कश्मीर गये थे, तो उनको हमारे सीएम साहब ने कहा था कि आसमान बिल्कुल साफ है । लेकिन मैं यही कहूँगा कि आसमान में गहरे बादल हैं । इसलिए मेहरबानी करके उसका भी प्रबंध कीजिए । हमारी बात सुनिए, कश्मीर के लोगों की बातें सुनिए । आप वहाँ जा रहे हैं, तो हमारी बात आपको सुननी पड़ेगी, खास तौर से, मेरी पार्लियामेंट्री

* English translation of the speech originally delivered in Marathi.

कांस्टिट्यूएन्सी के लोगों को यह नहीं लगना चाहिए कि हमारा पब्लिक रेप्रजेंटेटिव जेल में है। For God's sake, please respect the political social, religious and human rights of my people.

श्री अजय भट्ट (नैनीताल-ऊधमसिंह नगर) : सभापति महोदया, मैं आपका आभारी हूँ कि आपने मुझे अपने क्षेत्र की बहुत महत्वपूर्ण योजनाओं के बारे में बोलने का अवसर दिया है।

महोदया, माननीय प्रधानमंत्री राहत कोष से सहायता पाने हेतु पूरे उत्तराखंड प्रदेश में मात्र एक हॉस्पिटल है, जो कि देहरादून में है।

मान्यवर, बागेश्वर, पिथौरागढ़, अल्मोड़ा, चम्पावत, ये ऐसी जगहें हैं, जहां से वहां जाने में कम से कम 17-18 घंटे लगते हैं। जो हमारी विदेशी सीमाएं हैं, उनसे लगे कुछ गांव हैं, जैसे कुटी, नाभी, रोकन, गुंजी, नपाचल्लू, गरब्यांग, बूंदी, कौलिजॉन्ग यानी कि आदि कैलाश। यहां से आने में भी 17-18 घंटे लगते हैं।

अतः मेरा आपके माध्यम से सरकार से एक विनम्र अनुरोध है। मैं आपके माध्यम से सरकार से मांग करता हूँ कि एक और हॉस्पिटल कुमायू क्षेत्र में हलद्वानी या रुद्रपुर क्षेत्र में जांच कराने के बाद खोल दिया जाए। काफी हॉस्पिटल्स वहां पर हैं। कौन होगा, इसके बारे में मुझे नहीं कहना है, लेकिन जिसे सरकार उचित समझे, उसको खोल दिया जाए।

धन्यवाद।

श्री लालजी वर्मा (अम्बेडकर नगर) : सभापति महोदया, मैं जिला अम्बेडकर नगर से चुनकर आया हूँ। वहां वर्ष 2011 में राजकीय मेडिकल कॉलेज बना था। करीब 13 साल हो जाने के बाद भी आज उसमें एमएस और एमडी की कक्षाएं शुरू नहीं हो पाई हैं, जिससे उस क्षेत्र के लोगों को काफी असुविधा हो रही है।

हमारी यह मांग है कि वहां पर एनएमसी का जो क्रायटेरिया है, उसमें शिथिलता देकर, नॉर्म्स में शिथिलता देकर एमएस और एमडी की कक्षाओं के लिए मान्यता दी जाए।

इसके साथ ही साथ, वहां लगातार घटनाएं हो रही हैं, दुर्घटनाएं हो रही हैं। इसलिए, वहां एक

ट्रॉमा सेंटर स्थापित करने का काम किया जाए, ऐसी मेरी आपके माध्यम से सरकार से मांग है।

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Madam, this is a very important issue relating to my State. It is related to the seafood sector of Andhra Pradesh.

Madam, 11 per cent of our State's GDP, that is the GDP of Andhra Pradesh, is related to the seafood sector, seafood exports. Eight lakh farmers directly or indirectly get benefited by the seafood exports. 3.5 billion dollars of exports happen every year from Andhra Pradesh in seafoods. Last time, when we were burning the midnight oil, there was a tariff that has been imposed on India. There is 26 per cent of tariff that has been imposed on India, whereas the competing country, which is Ecuador, which competes with us in the seafood sector is only limited to 10 per cent. So, the conclusion is this. I know that we have so much confidence on the Prime Minister that he will be able to help this sector. But I request the Commerce Minister to look at this very seriously because this is a very important sector for Andhra Pradesh. There are eight lakh farmers who are involved in this. The economy is also very much intertwined with this.

So, I request the Commerce Ministry to look into this in a positive way.

***SHRI SAUMITRA KHAN (BISHNUPUR):** Thank you, madam. I am referring to the Dwarakeswar-Gandheswari Reservoir Project, located in my Bishnupur Lok Sabha Constituency. A demand was made to the central government in 2015. If this project kicks off in Tarakeswar, the people of the Onda assembly

* English translation of the speech originally delivered in Bengali.

constituency will get a water connection. And 40 lakh people of the entire Bankura district will benefit from this. Therefore, my request is that Dwarakeswar-Gandheswari Reservoir be constructed in Pratappur of Onda Assembly Constituency and arrangements should be made to deliver water to the people. The farmers will also hugely benefit from this. I am presenting this demand to you, thank you.

श्री विशालदादा प्रकाशबापू पाटील (सांगली) : सभापति महोदया, धन्यवाद ।

महाराष्ट्र के साथ ही पूरे देश में, बल्कि पूरी दुनिया में गणपति महोत्सव मनाया जाता है । गणेश जी का सितंबर में आगमन होगा और करोड़ों घरों में गणेश जी आएंगे । लेकिन, पीओपी की गणेश मूर्तियों पर जो बैन लगा हुआ है, जो प्रतिबंध लगा हुआ है, उसके कारण गणेश महोत्सव शायद अच्छे से मनाया नहीं जा सकता ।

मैं कहना चाहूंगा कि लाखों-करोड़ों लोग मूर्तियां बनाते हैं, मूर्तियां चाहते हैं । इसलिए, मैं सरकार से अनुरोध करूंगा कि the Government should intervene और जहां-जहां पीओपी से मूर्तियां बनाई जा सकें और जहां-जहां व्यवस्था निर्माण हो सके, ताकि इन पीओपी की मूर्तियों का विसर्जन हो सके, वहां-वहां पीओपी की मूर्तियों के लिए एलाऊ किया जाए, ताकि हम सब लोग मिलकर गणेश जन्मोत्सव अच्छे से मना सकें ।

थैंक-यू ।

***SHRI BAJRANG MANOHAR SONWANE (BEED):** Hon. Chairperson, I would like to draw this august house's attention towards an important issue related to my state Maharashtra. There are many sugar mills in my state Maharashtra and no permission is required for crushing of sugarcane to produce sugar and jaggery. It does not require Pollution Control Board clearance and there is also no

* English translation of the speech originally delivered in Marathi.

need to take FRP NOC from the Central government.

Therefore, the State Government had sanctioned many jaggery producing plants for farmers in Maharashtra upto the capacity of 100 tonnes. But, some sugar mills are violating these norms and producing 500-1000 tonne of jaggery in their plants. So, there is a dearth of sugarcanes for sugar mills and farmers also not getting a FRP as it was fixed. Hence, the farmers should be allowed to produce jaggery powder and they must also get FRP for it. Thank you.

SHRIMATI MALVIKA DEVI (KALAHANDI): Thank you, Madam Chairperson, for giving me an opportunity to speak today. This is a very important issue of my district of Kalahandi. There are two districts in my constituency *namely*, Kalahandi and Nuapada. Madam, Khariar and Nuapada have Kendriya Vidyalayas. They have buildings which have been started for Classes 11th and 12th.

Madam Chairperson, through you, I would like to request the hon. Minister of Education to start these classes as soon as possible so that the kids who have already applied, can start their education and their education does not get hampered.

श्रीमती शांभवी (समस्तीपुर) : महोदया, आपने मुझे इतने महत्वपूर्ण और गंभीर विषय पर बोलने का मौका दिया, इसके लिए आपका धन्यवाद। महोदया, मेरे लोक सभा क्षेत्र समस्तीपुर अंतर्गत हायाघाट विधान सभा में अशोक पेपर मिल करके एक पेपर मिल इंडस्ट्री थी। कई वर्षों से यह अशोक पेपर मिल बंद है और इसके पास लगभग 400 एकड़ जमीन है। उच्चतम न्यायालय ने वर्ष 1995 में निर्णय दिया था कि अशोक पेपर मिल को वापस रिवाइव किया जाए, लेकिन उसके बावजूद अभी तक अशोक पेपर मिल को रिवाइव नहीं किया गया है। मेरी सरकार से माँग है कि या तो किसी विशेष आर्थिक पैकेज के तहत अशोक पेपर मिल को रिवाइव किया जाए या फिर उसकी जमीन पर इंडस्ट्री लगाकर रोजगार के

प्रावधान युवाओं के लिए सुनिश्चित किए जाएं। आपका बहुत-बहुत धन्यवाद।

***SHRI SANJAY UTTAMRAO DESHMUKH (YAVATMAL-WASHIM):** Hon. Chairperson, Amrit Yojana worth Rs 302 crore was sanctioned for my city Yavatmal in 2017 and it was to be completed within 3 years. But, it is now more than 9 years and the work is still incomplete. This scheme meant to provide tap water regularly. But, the people are still suffering and the drinking water is being supplied once in a fortnight.

Around 302 crores have been spent under this scheme but the people still facing water scarcity in this area. For Darwha city, Rs 34.34 crore was spent under Maharashtra Suvarna Jayanti Nagarotthan Abhiyan for drinking water supply in year 2016. But, it is also incomplete till date. Same scheme was sanctioned worth Rs 43 crore for Digras city too and it is also incomplete. Government keep on spending crores of rupees, but the project are still incomplete and people are also suffering a lot due to poor implementation of these schemes. So, an In-depth enquiry should be initiated to find out the reasons due to which it has been delayed and all the officers and contractors should be punished for this inordinate delay.

श्री देवेश शाक्य (एटा) : महोदया, आपका बहुत-बहुत धन्यवाद।

महोदया, मेरे क्षेत्र एटा कासगंज में हर वर्ष सड़क दुर्घटनाओं में सैकड़ों लोगों को जान गंवानी पड़ती है, लेकिन लोक निर्माण विभाग इस पर कोई ध्यान नहीं दे रहा है। सड़क दुर्घटनाओं में लगातार वृद्धि हो रही है। जनपद कासगंज में 19 ब्लैक स्पॉट हैं, जिनमें से सबसे ज्यादा दुर्घटनाएँ कासगंज के गोरहा बाईपास पर होती हैं। यहाँ बहुत ज्यादा मोड़ होने के कारण ये दुर्घटनाएँ होती हैं। मैं सरकार से

* English translation of the speech originally delivered in Marathi.

माँग करता हूँ कि इस मार्ग को सही और सीधा करने का कष्ट किया जाए, जिससे यहाँ पर हो रही दुर्घटनाओं में कमी आए और लोगों की जान बचायी जा सके। राष्ट्रीय पथ प्रकाश कार्यक्रम के तहत इस मार्ग पर सड़क सुरक्षा हेतु मोड़ों पर स्ट्रीट लाइट लगाने का प्रावधान किया जाए। धन्यवाद।

श्री जनार्दन मिश्रा (रीवा) : सभापति महोदया, धन्यवाद।

सभापति महोदया, विगत दस वर्षों में मोदी जी की सरकार में रीवा में हाईवेज़, रेलवे और हवाई मार्गों का तेजी से विस्तार हुआ है। रीवा नगर में दो फ्लाई ओवरों का निर्माण हुआ है। रीवा शहर के ढेकहा तिराहे में यातायात का काफी दबाव है। अतः आपके माध्यम से केन्द्र सरकार से मेरा आग्रह है कि पुरानी बस स्टैण्ड से ढेकहा तिराहे तक एक फ्लाई ओवर का निर्माण कराया जाए।

SHRI M. MALLESH BABU (KOLAR): Madam Chairperson, in my Constituency Kolar, a company by name Tata Electronics, an iphone assembly unit, has recruited around 25,000 labourers on contract basis batchwise for three years.

After completion of three years, the company authorities are terminating such labourers and recruiting fresh labourers batchwise. Only a selected few are regularized. These terminated labourers are deprived of jobs in local industries and also not being recruited in the parent companies. Is this appropriate as per labour policy of the Government of India and whether the said company is following labour norms laid out by the law? I humbly request the Ministry to personally look into the same and find an amicable solution or policy to resolve the future of the youth force of the entire nation. Thank you, Madam.

श्री नरेश चंद्र उत्तम पटेल (फतेहपुर) : सभापति महोदया, धन्यवाद।

महोदया, मैं आपके माध्यम से सड़क परिवहन मंत्री जी से कहना चाहता हूँ कि मेरा फतेहपुर लोक सभा क्षेत्र गंगा नदी और यमुना नदी के बीच में है। इसके एक तरफ गंगा एक्सप्रेसवे है और दूसरी तरफ बुंदेलखंड एक्सप्रेसवे है। दोनों के बीच में 2-लेन की सड़क है।

मान्यवर, मेरी मांग है कि बुंदेलखंड एक्सप्रेसवे को गंगा एक्सप्रेसवे से जोड़ दिया जाए, जिसकी दूरी लगभग 120 किलोमीटर है। इससे आवागमन में सुविधा होगी। यह बहुत ही राजस्व देने वाला मार्ग है। मैं आपके माध्यम से सरकार से यही मांग करना चाहता हूँ कि बुंदेलखंड एक्सप्रेसवे को गंगा एक्सप्रेसवे से जोड़ दिया जाए।

श्री प्रवीण पटेल (फूलपुर) : सभापति महोदया, मैं आपका ध्यान मऊआइमा कताई मिल की तरफ आकर्षित करना चाहता हूँ। महोदया, हमारे फूलपुर संसदीय क्षेत्र के सोरांव में मऊआइमा कताई मिल स्थित है, जो कि पिछले कई वर्षों से बंद पड़ी हुई है। इसकी करीब 200 एकड़ जमीन ऐसे ही खाली पड़ी हुई है। वहां मशीनें रखी हुई हैं। उसमें सरकार का बहुत पैसा लगा हुआ है और उसका लाभ उस क्षेत्र को नहीं मिल पा रहा है।

महोदया, आपके माध्यम से हम मांग करते हैं कि मऊआइमा कताई मिल को जल्द से जल्द चालू किया जाए, जिससे वहां के लोगों के लिए रोजगार सृजन हो सके।

***ADV. GOWAAL KAGADA PADAVI (NANDURBAR):** Hon. Chairperson, thank you. Cotton is the main crop in Jalgaon, Dhule and Nandurbar districts of North Maharashtra. It is cultivated on 7 lakh hectares of land in this region. Prime Minister Narendra Modi ji had declared many schemes related to cotton research and processing for the cotton farmers of this region in 2014 during his Lok Sabha Elections Campaign. It is now more than 11 years but, nothing has been done in this regard. He had also promised to develop a cotton hub in this area during his Dondaiche poll rally. Therefore, I would like to request the Union Government to develop cotton-based industry and a cotton hub in this northern region of Maharashtra at earliest. Thank you.

* English translation of the speech originally delivered in Marathi.

CAPTAIN BRIJESH CHOWTA (DAKSHINA KANNADA): Thank you, Madam. I want to raise the issue faced by veteran soldiers in availing of disability pension once they are out of service.

A soldier is never out of duty, but circumstances may lead them to retire, especially in cases of injuries. When such cases occur, we should collectively support the family in obtaining the disability pension. Numerous veterans have reported an overly complex administrative process. Once the documents are submitted and the reports are provided, their applications are often stalled by repeated requests for additional documents and assessments.

Many court cases, litigations, and court appearances are currently taking place. Therefore, I urge the Ministry to ensure that ex-servicemen do not have to endure this. The Ministry should establish a single-window system to enhance accountability and ensure a standardized process so that veterans do not face these challenges in availing of their disability pension. Thank you.

श्री आगा सैय्यद रूहुल्लाह मेहदी (श्रीनगर) : मैडम चेयरपर्सन, मैं आपके ज़रिए कश्मीर में एक इंपॉर्टेंट इश्यू की तरफ, जो एक जुल्म हो रहा है, उसकी ओर गवर्मेंट की तवज्जो दिलाना चाहता हूँ। वैरिफिकेशन के नाम पर, जो वैरिफिकेशन रिजीम है, उससे लोगों को सताया जा रहा है। अगर कोई शख्स किसी मिलिटेंट एक्टिविटी में कहीं पाया गया, उसकी सज़ा सारे रिलेटिव्स को दी जाती है। जॉब की वेरिफिकेशन, पासपोर्ट की वेरिफिकेशन, हर तरह के कॉन्ट्रैक्ट्स, बिज़नेस की वेरिफिकेशन बंद की जाती है। यह कांस्टिट्यूशन, लॉ के अगेंस्ट है। किसी एक के क्राइम के बदले पूरी फैमिली, एक्सटेंडिट रिलेटिव्स को सज़ा देना गलत है। हाई कोर्ट ने भी इस बारे में डायरेक्शन दी है। मैं चाहता हूँ कि कम से कम आप भी चेयर के ज़रिए डायरेक्शन दें। मैंने होम मिनिस्ट्री के साथ यह पॉइंट रेज़ किया था। अभी तक इसका जवाब नहीं मिला है। आप डायरेक्शन दें कि कम से कम लॉ का लिहाज़

रखा जाए। एक की सज़ा दूसरे को न दी जाए। यह लॉ एण्ड जस्टिस का वॉयलेशन है।

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : सभापति महोदय, मैं आपके माध्यम से भारत सरकार का ध्यान डीएनएच और दमन एवं दीव यूटी प्रशासन के अधिकारियों के खिलाफ लंबित जांच में हस्तक्षेप की आवश्यकता की ओर आकर्षित करना चाहता हूँ। इन अधिकारियों पर विभिन्न अपराधों तथा भ्रष्टाचार के कृत्य में भी शामिल होने का आरोप है। पिछले कुछ वर्षों में, यूटी प्रशासन ने सरकारी खजाने के पैसे की बर्बादी, संदिग्ध खर्च, अवैध निष्कासन और लोगों का उत्पीड़न जैसे मुद्दों सम्बंधित कई आरोप लगे हैं। जिसमें हमारे डीएनएच के वरिष्ठ नेता एवं इस सदन के सीनियर मोस्ट सांसद जी को आत्महत्या के लिए विवश करने का अपराध भी है। दूसरा, भ्रष्टाचार के मामले में CBI जांच चल रही होने की जानकारी मिली है।

भ्रष्टाचार और अन्य अपराधों के आरोपों के कारण, यूटी प्रशासन के पदाधिकारियों, जिसमें खुद प्रशासक महोदय और कई मामलों में प्रमुख प्रशासनिक अधिकारी शामिल हैं, उनके खिलाफ शिकायतें दर्ज की गई हैं। इसके परिणामस्वरूप, इन अधिकारियों से संबंधित कई मामलों में जांच चल रही है। इनमें से कई अधिकारी हमारे प्रशासन के अधीन महत्वपूर्ण विभागों में कार्यरत हैं। प्रशासन में उनकी निरंतर उपस्थिति जांच में अनावश्यक हस्तक्षेप की संभावना को बढ़ाती है।

मैं भारत सरकार से अनुरोध करना चाहता हूँ कि वह दादरा नगर हवेली और दमन एवं दीव के प्रशासक और प्रमुख प्रशासनिक अधिकारियों के खिलाफ चल रही जांच से संबंधित प्रत्येक मामले में निष्पक्ष और पक्षपात रहित जांच सुनिश्चित करने के लिए आवश्यक कदम उठाए। मैं इस प्रकार भारत सरकार से अनुरोध करता हूँ कि वह वर्तमान में जांच के अधीन अधिकारियों को उनके मौजूदा पदों से स्थानांतरित करने के लिए आवश्यक कदम उठाए, ताकि एक वस्तुनिष्ठ और निष्पक्ष जांच सुनिश्चित की जा सके।

श्री मनोज तिग्गा (अलीपुरद्वारस) : मैडम, मैं पश्चिम बंगाल के अंतर्गत उत्तर बंगाल के चाय बगान की समस्या की ओर सदन का ध्यान आकर्षित करना चाहूंगा। 34 सालों तक वामपंथ का शासनकाल था 15 सालों के टीएमसी के शासनकाल में एक के बाद एक चाय बगान बंद होते जा रहे हैं और वहां काम

करने वाले आदिवासी और गोरखाओं की समस्या बहुत बड़ी हो गई है। चाय बगान बंद होने के कारण श्रमिक वहां से पलायन कर रहे हैं और श्रमिकों को मूलभूत सुविधाओं से जैसे पीने के पानी, राशन, आवास इन सभी चीजों से वंचित किया जा रहा है। मेरा आप सभी से निवेदन है कि एक फैक्ट फाइंडिंग कमिटी का गठन किया जाए और चाय बगान की जो समस्या है, उसकी ठीक ढंग से जांच कर के उसका समाधान करने हेतु मैं सदन का ध्यान आकर्षित करना चाहता हूँ।

श्री नारायणदास अहिरवार (जालौन) : सभापति जी, मैं आपके माध्यम से सरकार का ध्यान बुन्देलखण्ड की तरफ दिलाना चाहता हूँ। मेरा संसदीय क्षेत्र जालौन भी बुन्देलखण्ड का हिस्सा है। बुन्देलखण्ड में बड़ी संख्या में खनिज की खदानें हैं। इस क्षेत्र में खनन माफिया बेहताशा अवैध रूप से बालू का खनन का कार्य पोकलैण्ड मशीनों द्वारा कर रहे हैं। जिससे नदियों की जलधारा सिकुड़ रही है और उनका प्रवाह बाधित हो रहा है। निरन्तर खनन से आस-पास के हैण्डपम्प और कुओं का जलस्तर गिर रहा है, जिससे गर्मियों में ग्रामीणों को पानी के लिए किल्लत हो रही है। स्वीकृत पट्टा कहीं का होता है और खनन कार्य कहीं और से कराते हैं।

महोदया, मेरे लोक सभा क्षेत्र जालौन, गरौठा, भोगनीपुर के बुन्देलखण्ड में नदी तल का खनन कार्य पहले मजदूरों के द्वारा कराया जाता था, जिससे उन्हें रोजगार मिलता था, लेकिन अब पोकलेण्ड मशीनों द्वारा खनन कार्य कराने से स्थानीय मजदूर बेरोजगार हो गए हैं। कुछ पट्टाधाराक ऐसे भी हैं, जिनका खनन पट्टा कहीं और स्वीकृत होता है, लेकिन वे खनन कार्य किसी अन्य स्थान के साथ-साथ नदी तल के अन्दर पानी में घुस कर लिप्टर मशीनों द्वारा अवैध खनन कार्य करा रहे हैं।

अतः मेरा सरकार से आग्रह है कि हो रहे अवैध खनन की उच्च स्तरीय जांच कराकर खनन माफियाओं के खिलाफ सख्त कार्रवाई जाए, जिसे राजस्व की हानि न हो तथा खनन कार्य मजदूरों से कराया जाए जिससे मजदूरों को रोजगार मिल सके और बुन्देलखण्ड की नदियों, कृषि भूमि और जल स्रोतों का बचाव हो सके।

धन्यवाद,

SHRI V. K. SREEKANDAN (PALAKKAD): Respected Madam, the drug menace is creating a dangerous social problem in Kerala. Kerala is now flooded with drugs which is available at every nook and corner of the State. It is reported that drugs worth over Rs. 25,000 crore are reaching Kerala from other States including Gujarat and abroad.

Due to this drug addiction, especially among the youth segment, crime has increased in the State substantially. If we are not going to take any strong step, the future of our young generation of Kerala will be at peril because of use of this drugs.

I strongly urge the Government to implement stringent oversight by all relevant agencies to effectively combat drug and narcotic issues, thereby safeguarding the youth and ensuring a brighter future for the next generation of Kerala. Thank you.

श्री संतोष पांडेय (राजनंदगाँव) : सभापति महोदया, मैं छत्तीसगढ़ के राजनंदगाँव लोक सभा क्षेत्र के कवर्धा के विषय में बोलने के लिए खड़ा हुआ हूँ।

महोदया, डाक का प्रचार-प्रसार बहुत बहुत दूर तक हुआ है। हमारे जंगलों में भी डाक की व्यवस्था हुई है। 137 सालों से कवर्धा में डाक घर है, अष्टभोज में उसका उल्लेख है, किंतु अभी भी वहां एक भवन का निर्माण नहीं हो सका है। मैं आपके माध्यम से कहना चाहूंगा कि कवर्धा के अंतर्गत 98 डाक घर हैं, इसलिए वहां सुंदर एवं भव्य डाक घर बनना चाहिए। यह वहां के लोगों की मांग है। इसके लिए मैं आपके माध्यम से सरकार से मांग करता हूँ।

महोदया, जिस प्रकार भिलाई से हमारा राजनंदगाँव अलग संभाग बना, इसके लिए मैं सरकार को बधाई देता हूँ। कवर्धा जिले में भी डाक घर की व्यवस्था हो, इसके लिए आपसे निवेदन है। कवर्धा जिले का केंद्र है।

श्री आशीष दुबे (जबलपुर) : सभापति महोदया, मुझे समय देने के लिए धन्यवाद। मैं जबलपुर संसदीय क्षेत्र का प्रतिनिधित्व करता हूँ। इसका अपना गौरवशाली, वैभवशाली, समृद्धशाली इतिहास है। शिक्षा, पर्यटन और कृषि का यहां बड़ा केंद्र है। मैं आपके माध्यम से आज इस सदन में अपने देश के यशस्वी प्रधानमंत्री माननीय नरेन्द्र मोदी जी का भी अभिनंदन करता हूँ। मैं उनको धन्यवाद देना चाहता हूँ कि उन्होंने इस देश की युवा शक्ति के लिए प्रयास किये हैं। उस युवा शक्ति को इस देश की युवा शक्ति बनाने की तरफ जिस तरह से योजनाओं और कार्यक्रमों के माध्यम से कार्य किया जा रहा है, निश्चित रूप से उनका अभिनंदन किया जाना चाहिए।

महोदया, युवाओं को लेकर उनकी जो सोच है, उससे मैं अपने जबलपुर क्षेत्र को संबद्ध करते हुए आपके माध्यम से कुछ मांग करना चाहता हूँ। जबलपुर युवाओं का बड़ा केंद्र है। वहां पाँच विश्वविद्यालय हैं। निश्चित रूप से जबलपुर महाकौशल का मुख्यालय होने के साथ-साथ हमारे विंध्य और बुंदेलखंड का भी कार्य संचालन वहीं से होता है। इसलिए, वहां के युवाओं का ध्यान रखते हुए जबलपुर में मैं एक अंतर्राष्ट्रीय क्रिकेट स्टेडियम बनाने का अनुरोध करता हूँ। मैं मानता हूँ कि इस ओर निश्चित रूप से आपके माध्यम से ध्यान दिया जाएगा।

श्री राजकुमार रोट (बांसवाड़ा) : सभापति महोदया, आपने मुझे एक गंभीर विषय पर बोलने का अवसर प्रदान किया, इसके लिए मैं आपका आभारी हूँ। मेरा विषय है कि वर्तमान में छात्रवृत्ति में जो डिले हो रही है, उससे एससी, एसटी और अल्पसंख्यक वर्ग के बच्चों को परेशानी हो रही है। छात्रवृत्ति में डिले होने की वजह से हमारे कई बच्चे पढ़ाई छोड़ देते हैं। छात्रवृत्ति में डिले का दर्द मैं भी बखूबी समझता हूँ। मैं भी गरीब परिवार से आता हूँ। अगर मुझे भी छात्रवृत्ति नहीं मिलती तो शायद मैं यहां तक नहीं पहुंच पाता। राष्ट्रीय फेलोशिप योजना के तहत पिछली बार 165 करोड़ रुपये का प्रावधान था, लेकिन इस बार मात्र 2 लाख रुपये का प्रावधान वर्तमान बजट में किया गया है। एसटी बच्चों के लिए राष्ट्रीय छात्रवृत्ति योजना के तहत पहले 5,99,00,000 रुपये का प्रावधान था। इस बार इसके लिए मात्र 10 लाख रुपये का प्रावधान किया गया है।

मैं राष्ट्रीय विधेयक छात्रवृत्ति योजना के संबंध में कुछ कहना चाहूंगा। वर्ष 2013 में हमारे देश

से 1 लाख 90 हजार बच्चे विदेश पढ़ने जाते थे और अब 13 से 14 लाख बच्चे विदेश पढ़ने जाते हैं। वर्ष 2013 में एसटी छात्रों के लिए 20 सीट्स रिजर्व थीं और आज भी उनके लिए 20 सीट्स ही रिजर्व हैं। इस बार दोनों स्कीम्स में उनका बजट बिल्कुल खत्म कर दिया है। मेरा अनुरोध है कि उनको समय पर छात्रवृत्ति मिले और जो बजट काटा गया है, उसे उन्हें दिया जाए।

श्री राजीव प्रताप रूडी (सारण) : सभापति महोदया, आप हमेशा आसन पर बैठा कीजिए तो हम लोगों को अच्छे से बोलने का चान्स मिलेगा। आज मैं जिस विषय को रख रहा हूँ, वह बिहार के 14 करोड़ नागरिकों के लिए है। इससे अफसोस जरूर होता है कि पिछले एक दशक में लगभग 4 करोड़ लोग बिहार छोड़कर चले गए, लेकिन बिहार की स्थिति आज बहुत अच्छी है।

23 अप्रैल को बिहार में एक बड़ा समारोह किया जाता है। वीर कुँआर सिंह, जिन्होंने आजादी की लड़ाई में अंग्रेजों से लड़ते-लड़ते अपनी जान गंवाई, लेकिन अंग्रेजों को भगाया, उनकी स्मृति में बिहार में शौर्य दिवस मनाया जाता है। इस बार बिहार के नागरिकों के लिए इतिहास में और आजादी के बाद पहली बार, मैं देश के प्रधान मंत्री जी और रक्षा मंत्री जी का आभार व्यक्त करना चाहूंगा कि बिहार के 14 करोड़ लोगों के लिए पहली बार बाबू कुँआर सिंह की शौर्य दिवस की जयन्ती के अवसर पर पटना में गंगा पथ पर सूर्य किरण, जो भारतीय वायु सेना की एक बड़ी एयरोबैटिक टीम है, उसका एक भव्य प्रदर्शन हो रहा है। बिहार के 14 करोड़ लोगों की वीर गाथा, वीर कुँआर सिंह के शौर्य दिवस पर सूर्य किरण का प्रदर्शन होगा, जो अपने आप में अद्भुत होगा। इसके साथ-साथ, वहां आकाश गंगा का प्रदर्शन होगा। मैं बिहार के माननीय मुख्यमंत्री श्री नीतीश कुमार को और देश की सरकार को इस बड़े आयोजन के लिए बधाई दूंगा कि बिहार को इस भव्यता के साथ हम सजा सकेंगे और बिहार के गौरव और शहीद कुँआर सिंह की याददाश्त को हम फिर से लोगों तक पहुंचा सकेंगे। मैं सदन के माध्यम से बिहार की जनता तक इसे पहुंचाना चाहता हूँ।

डॉ. लता वानखेड़े (सागर) : सभापति महोदया, मैं इस पवित्र सदन के माध्यम से सरकार को डिजिटल इंडिया, स्टार्ट अप इंडिया और आत्मनिर्भर भारत जैसी दूरदर्शी पहलुओं के लिए बधाई देना चाहती हूँ। इन योजनाओं ने हमारे देश की डिजिटल अर्थव्यवस्था को सशक्त बनाया है, स्टार्ट-अप

संस्कृति को बढ़ावा दिया है और युवाओं को तकनीकी नवाचार के नए अवसर प्रदान किए हैं।

माननीय सभापति महोदया, मैं बुंदेलखंड के सागर सम्भाग के मुख्यालय से आती हूँ। यहां शिक्षा, नवाचार और व्यापार की दृष्टि से अपार सम्भावनाएं हैं। यहां की युवा पीढ़ी तकनीकी क्षेत्र में आगे बढ़ने के लिए तत्पर है। यदि सागर में एक आईटी स्टार्ट-अप इनक्यूबेशन सेंटर और बीपीओ हब स्थापित किया जाए तो स्थानीय युवाओं को विशेष रूप से रोजगार के बेहतर अवसर मिलेंगे, घर में काम करने वाली महिलाओं की सुविधाएं बढ़ेंगी, जिससे महिलाएं भी अपने कैरियर एवं परिवार दोनों को संतुलित कर सकेंगी और सागर डिजिटल अर्थव्यवस्था का एक प्रमुख केन्द्र बन जाएगा।

महोदया, सरकार द्वारा डिजिटल इंडिया और आत्मनिर्भर भारत की दिशा में किए जा रहे प्रयास प्रशंसनीय हैं। मेरा विश्वास है कि यदि सागर जैसे उभरते शहरों को भी इस डिजिटल क्रांति का हिस्सा बनाया जाए, तो यह केवल मध्य प्रदेश ही नहीं, बल्कि पूरे देश के छोटे शहरों में आर्थिक और सामाजिक बदलाव लाने में अहम भूमिका निभाएगा।

अतः मैं सरकार से आग्रह करती हूँ कि सागर में आईटी और सॉफ्टवेयर उद्योग के विस्तार की दिशा में ठोस कदम उठाए जाएं। यह पहल महिलाओं और युवाओं के लिए नए अवसरों का द्वार खुलेगी, डिजिटल समावेशन को बढ़ावा देगी और क्षेत्र के आर्थिक विकास को नई ऊँचाइयों तक ले जाएगी। जय हिंद, धन्यवाद।

***DR. M. K. VISHNU PRASAD (CUDDALORE):** Hon. Madam Chairperson, Vanakkam. In my Cuddalore parliamentary constituency, there is a big shipping harbour. This Shipping harbour, which was successfully operational till some time ago, has now been closed. The workers dependent on this harbour were very much affected due to its closure. Under the Sagarmala Programme, this Cuddalore shipping harbour should be opened once again in the interests of workers of this area. There was a facility for anchoring at least two Ships in this

* English translation of the speech originally delivered in Tamil.

harbour. Due to insufficiency in its operations, this harbour has been closed. I urge that the activities of Cuddalore harbour should be expanded further. Through this, there will be an opportunity for setting up of Industries in and around this harbour besides providing livelihood for thousands of workers of this area. This will also generate more income to Cuddalore district as well. I therefore urge upon the Union Government to revive and expand the Cuddalore shipping harbour with adequate allocation of funds. Thank you.

श्री जुगल किशोर (जम्मू) : माननीय सभापति महोदय, मैं सरकार का ध्यान जम्मू-कश्मीर के महापुरुष पंडित प्रेमनाथ डोगरा जी को ओर दिलाना चाहता हूँ, जो हमारे आदर्श भी हैं। पंडित प्रेमनाथ डोगरा जी ने जम्मू-कश्मीर में एक विधान, एक निशान और एक प्रधान की लड़ाई लड़ी थी, जिसमें अभी कामयाबी भी मिली है। वह हमारे आदर्श हैं। मैं सरकार से मांग करता हूँ कि पंडित प्रेमनाथ डोगरा जी के पैतृक गांव समैलपुर, सांबा में उनके नाम से एक इंटरनेशनल स्टेडियम बनाया जाए ताकि समाज को एक अच्छा मैसेज जाए और बच्चों व नौजवानों को वहां पर खेल प्रतियोगिता करने का भी मौका मिले। धन्यवाद।

श्री हरीश चंद्र मीना (टोंक-सवाई माधोपुर) : माननीय सभापति महोदय, राजस्थान में महिलाओं के विरुद्ध बढ़ता हुआ अत्याचार चिंता का विषय है। आज राजस्थान में कोई भी महिला अपने घर में सुरक्षित नहीं है, खेत में सुरक्षित नहीं है, कॉलेज में सुरक्षित नहीं है, गांव में सुरक्षित नहीं है। महिलाओं से छेड़खानी की घटनाएं, अपहरण की घटनाएं और गैंगरेप की घटनाएं बहुत बढ़ रही हैं।

मेरी सरकार से एक मांग है। भारत सरकार में एक विभाग है, महिला एवं बाल विकास विभाग जिसके पास फंड होता है। मेरी मांग है कि उस विभाग को यह फंड दिया जाए ताकि महिलाओं की सुरक्षा के लिए पुख्ता व्यवस्था की जाए। जो पीड़ित महिलाएं हैं, वे ज्यादातर गरीब तबके की महिलाएं हैं, ग्रामीण इलाके की महिलाएं हैं।

मैं सदन के माध्यम से सरकार से अनुरोध करता हूँ कि वे राज्य सरकार को आदेश दे कि

इसके लिए पुख्ता व्यवस्था करे। धन्यवाद।

डॉ. राजेश मिश्रा (सीधी) : सभापति महोदय, आपने मुझे शून्य काल में बोलने का मौका दिया, आपका धन्यवाद। मेरे संसदीय क्षेत्र में तीन जिले सीधी, सिंगरौली और शहडोल का ब्यौहारी है। वहां विश्वविद्यालय नहीं है और वहां के छात्र-छात्राओं को लगभग डेढ़-दो सौ किलोमीटर चलकर विश्वविद्यालय के लिए जाना पड़ता है, जिससे उन्हें बहुत परेशानी होती है। विशेष तौर से छात्राओं को बहुत दिक्कत होती है, उन्हें वहां जाने के बाद अगर रुकना पड़ गया तो उनका बहुत ज्यादा खर्च भी होता है।

मेरा आपके माध्यम से माननीय शिक्षा मंत्री जी से निवेदन है कि मेरे लोक सभा क्षेत्र सीधी, सिंगरौली मुख्यालय में एक विश्वविद्यालय की स्थापना की जाए। इससे हमारे छात्रों का बहुत ज्यादा फायदा होगा। धन्यवाद।

श्री जयन्त बसुमतारी (कोकराझार) : सभापति महोदय, मेरा क्षेत्र कोकराझार जो असम में है, यह बोडोलैंड टेरिटोरियल रीजन में आता है। कोकराझार में वर्ष 1986 में एक रिले टीवी सेंटर स्थापित किया गया था, लेकिन 31 मार्च, 2022 को इस रेडियो सेंटर को बंद कर दिया गया है।

मेरा इनफॉर्मेशन एंड ब्रॉडकॉस्टिंग मिनिस्टर से आग्रह है कि इस सेंटर को फिर से स्थापित किया जाए। यही मेरी मांग है। धन्यवाद।

डॉ. हेमंत विष्णु सवरा (पालघर) : सभापति महोदय, मैं आपके माध्यम से पालघर और सफाई रेलवे स्टेशन पर ट्रेनों के ठहराव की मांग करता हूं। वर्ष 2018 के बाद मेरी कंस्टीट्यूएंसी पालघर में किसी भी ट्रेन का ठहराव नहीं दिया गया है। पश्चिम रेलवे ने भी पश्चिम रेलवे बोर्ड को भेजे गए पत्र में पालघर स्टेशन पर ट्रेनों के ठहराव की व्यवहार्यता को स्वीकार किया है। जो चार ट्रेनें हैं, उनमें कच्छ एक्सप्रेस, दादर-बीकानेर एक्सप्रेस, बांद्रा-सूरत इंटरसिटी एक्सप्रेस, बांद्रा-गाजीपुर एक्सप्रेस का ठहराव नहीं मिला है।

दूसरा, जो लोकशक्ति एक्सप्रेस का ठहराव कोरोना में बंद कर दिया गया था, उसको सफाया स्टेशन पर फिर से शुरू किया जाए। एलसी-42 को सफाया में बंद कर दिया गया है, जिसकी वजह से

सौ गाँवों को परेशानी हो रही है। इसलिए, उसको तुरंत शुरू किया जाए और उसका कोई सॉल्यूशन निकाला जाए, ऐसा मैं आपके माध्यम से मांग करता हूँ।

श्री कामाख्या प्रसाद तासा (काजीरंगा) : धन्यवाद सभापति महोदया। मैं आपके माध्यम से मिनिस्ट्री ऑफ टूरिज्म एंड मिनिस्ट्री ऑफ फाइनेंस से एक रिक्वेस्ट करना चाहता हूँ कि काजीरंगा जो नेशनल पार्क है और हेरिटेज पार्क है, वहां पर पर-ईयर बहुत सारे फॉरेन टूरिस्ट्स आते हैं। उन फॉरेन टूरिस्ट्स को मनी एक्सचेंज में बहुत प्रॉब्लम होती है। मैं अनुरोध करना चाहता हूँ कि काजीरंगा में एक फॉरेन मनी एक्सचेंज सेंटर स्थापित किया जाए और फॉरेन टूरिस्ट्स को फैसिलिटेट करने के लिए व्यवस्था किया जाए।

श्री कंवर सिंह तंवर (अमरोहा) : धन्यवाद सभापति महोदया। मैं सदन के माध्यम से अपने लोक सभा क्षेत्र अमरोहा की एक अति आवश्यक समस्या की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। यह समस्या अमरोहा-तेलचा बॉर्डर रेलवे ब्रिज के निर्माण कार्य से जुड़ी हुई है।

महोदया, इस रेलवे ब्रिज का वर्ष 2017-18 में सर्वे हुआ था। यह परियोजना क्षेत्रीय विकास की दृष्टि से अत्यंत महत्वपूर्ण है। मैं माननीय रेल मंत्री जी से अनुरोध करना चाहता हूँ कि इस परियोजना को प्राथमिकता दी जाए और इसके निर्माण कार्य को जल्द से जल्द आरंभ किया जाए।

LIST OF MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE ISSUES RAISED UNDER MATTERS OF PUBLIC IMPORTANCE

सदस्य, जिनके द्वारा अविलम्बनीय लोक महत्व के विषय उठाये गये।	सदस्य, जिन्होंने उठाए गए विषयों के साथ स्वयं को सम्बद्ध किया।
Shri Eswarasamy K.	Shri Arun Nehru Dr. T. Sumathy alias Thamizhachi Thangapandian
Shrimati Dimple Yadav	Shrimati Kanimozhi Karunanidhi Shri D. M. Kathir Anand Dr. T. Sumathy alias Thamizhachi Thangapandian Shri Jagdambika Pal

	Shri Saptagiri Sankar Ulaka
Shri Amrinder Singh Raja Warring	Dr. T. Sumathy alias Thamizhachi Thangapandian Shri Arun Nehru Dr. Prashant Yadaorao Padole Shri Saptagiri Sankar Ulaka Shri Vishaldada Prakashbapu Patil Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar
Shri Awadhesh Prasad	Shri Jagdambika Pal
Dr. Nishikant Dubey	Shri Jagdambika Pal
Shri Sukanta Kumar Panigrahi	Shri Jagdambika Pal
Shri Rajkumar Chahar	Shri Jagdambika Pal
Shri Karan Bhushan Singh	Shri Jagdambika Pal
Shri Kuldeep Indora	Shri Ummeda Ram Beniwal
Shri Anil Yeshwant Desai	Shri Arvind Ganpat Sawant
Adv. Chandra Shekhar	Shri Rajesh Ranjan
Shri Rahul Gandhi	Dr. Prashant Yadaorao Padole Shri Saptagiri Sankar Ulaka
Shri Karti P. Chidambaram	Dr. Prashant Yadaorao Padole
Shri Bhartruhari Mahtab	Shri Saptagiri Sankar Ulaka
Shri Arvind Ganpat Sawant	Dr. Prashant Yadaorao Padole Adv. Gowaal Kagada Padavi Shri Anil Yeshwant Desai Shri Bajrang Manohar Sonwane Shri Nilesh Dnyandev Lanke Shri Dhairyasheel Rajsinh Mohite-Patil Shri Rajabhau Parag Prakash Waje Shri Bhaskar Murlidhar Bhagare
Shri Yaduveer Wadiyar	Shri Tejasvi Surya
Dr. Namdeo Kirsan	Shri Bhaskar Murlidhar Bhagare

	Shri Nilesh Dnyandev Lanke Shri Bajrang Manohar Sonwane Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar
Shri Shyamkumar Daulat Barve	Shri Bhaskar Murlidhar Bhagare Shri Nilesh Dnyandev Lanke Shri Bajrang Manohar Sonwane
Shri Ravindra Dattaram Waikar	Shri Shrirang Appa Chandu Barne
Shri K. C. Venugopal	Shri Kodikunnil Suresh
Shri Gaurav Gogoi	Shrimati Supriya Sule Shrimati Dimple Yadav
Shri Bhaskar Murlidhar Bhagare	Shri Rajabhau Parag Prakash Waje Shri Dhairyasheel Rajsinh Mohite-Patil Shri Nilesh Dnyandev Lanke Shri Bajrang Manohar Sonwane
Shri Dhairyasheel Rajsinh Mohite-Patil	Shri Nilesh Dnyandev Lanke Shri Bajrang Manohar Sonwane
Shrimati Pratibha Suresh Dhanorkar	Shri Bhaskar Murlidhar Bhagare Shri Nilesh Dnyandev Lanke Shri Bajrang Manohar Sonwane

16.52 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, जिन्हें आज नियम 377 के अधीन मामले उठाने की अनुमति दी गई है, वे व्यक्तिगत रूप से 20 मिनट के भीतर मामले का अनुमोदित पाठ सभा पटल पर

* Treated as laid on the Table.

प्रस्तुत कर सकते हैं।

(i) Need to develop wetland recognized cities in the line of Indore and Udaipur to promote sustainable development of cities in the country

SHRI MUKESHKUMAR CHANDRAKAANT DALAL (SURAT): Indore in Madhya Pradesh and Udaipur in Rajasthan have been included in the list of 31 wetland (moisture or marshy land area) recognized cities of the world. This is an extraordinary feat for both the states as well as the country. This recognition to both the cities reflects India's strong commitment towards sustainable development and nurturing harmony between nature and urban development. This achievement will inspire every citizen of the country to work towards creating greener, cleaner and more eco-friendly urban spaces. Prime Minister has congratulated both the cities on their inclusion in this list. There is tremendous potential in India to develop more such cities in line with Indore & Udaipur. Surat could be one of them. The Government should think of it earliest. Such actions would promote sustainable development of cities in India.

(ii) Need to construct Ajmer-Kota railway line

श्री दामोदर अग्रवाल (भीलवाड़ा) : मैं सरकार का ध्यान अजमेर-कोटा रेल मार्ग की ओर आकृष्ट चाहता हूँ, ज्ञात हो कि वर्ष 2013-2014 में अजमेर रेलवे मंडल द्वारा अजमेर कोटा रूट की सर्वे रिपोर्ट, रेलवे बोर्ड के माध्यम से रेल मंत्रालय में जमा कराई गई थी और इस अजमेर कोटा रेलमार्ग को रेलवे मंत्रालय की पैंक बुक में भी शामिल किया गया था, यह मार्ग सामरिक दृष्टि से भी कोटा को जोधपुर सेना के बेस कैम्प तक जोड़ेगा। इस योजना के अंतर्गत नसीराबाद से जलींध्री (मांडलगढ़) वाया केकड़ी-देवली- शक्करगढ़ नई रेल लाइन द्वारा अजमेर से कोटा को रेलमार्ग से जोड़ना प्रस्तावित था। अतः मेरा सरकार से विनम्र निवेदन है कि रेल मन्त्रालय द्वारा “अजमेर कोटा रेलवे लाइन” का

विकास करके प्रदेश के कई शहरों को आपस में जोड़ने का अति महत्वपूर्ण कार्य प्रारंभ करें।

(iii) Need to improve passenger facilities at Gholvad Railway Station, Palghar district, Maharashtra

डॉ. हेमंत विष्णु सवरा (पालघर) : घोलवड रेलवे स्टेशन, पालघर जिला (महाराष्ट्र) का उपयोग बड़ी संख्या में दैनिक यात्री, विद्यार्थी और कामकाजी लोग करते हैं, लेकिन प्लेटफॉर्म संख्या 1 का उपयोग नहीं होता है। जिससे यात्रियों को असुविधा और असुरक्षित आवागमन का सामना करना पड़ता है। विशेष रूप से बुजुर्गों, दिव्यांगजनों और छोटे बच्चों के लिए यह और भी कठिन हो जाता है। इसके अलावा, यात्रियों की सुविधा के लिए एस्केलेटर और फुटओवर ब्रिज की भी जरूरत है। हाल ही में कई लोकल ट्रेनों को एक्सप्रेस श्रेणी में परिवर्तित कर दिया गया है, जिससे यात्रियों को अतिरिक्त किराया देना पड़ रहा है। इससे मध्यम एवं निम्न आय वर्ग के दैनिक यात्रियों को आर्थिक बोझ उठाना पड़ रहा है। घोलवड रेलवे स्टेशन से रिटर्न टिकट की सुविधा उपलब्ध नहीं है, जिससे यात्रियों को दहानू रोड स्टेशन से टिकट खरीदने के लिए मजबूर होना पड़ता है जिससे उन्हें अतिरिक्त यात्रा करनी पड़ती है। मैं सरकार से आग्रह करता हूँ कि घोलवड रेलवे स्टेशन पर प्लेटफार्म संख्या 1 का शीघ्र उपयोग किया जाए तथा एस्केलेटर और फुटओवर ब्रिज की व्यवस्था की जाए। लोकल ट्रेनों को एक्सप्रेस में बदले जाने की नीति पर पुनर्विचार किया जाए और स्थानीय यात्रियों को विशेष रियायत दी जाए। घोलवड रेलवे स्टेशन पर रिटर्न टिकट जारी करने की सुविधा बहाल की जाए।

(iv) Need to expedite laying of CNG pipeline work and supply of CNG to petrol pumps in Udupi district in Karnataka

SHRI KOTA SRINIVASA POOJARY (UDUPI CHIKMAGALUR): I urge the Minister of Petroleum and Natural Gas to address the severe Compressed Natural Gas (CNG) shortage in Udupi district, Karnataka, which is causing immense hardship for auto rickshaw drivers and owners. The CNG pumps in the area have kilometre-long queues, forcing people to wait for hours. Despite my

repeated efforts to bring this issue to the attention of the Minister of Petroleum and Natural Gas, the problem persists. Therefore, I request the Union Minister of Petroleum and Natural Gas to complete the pending pipeline work and provide CNG to all petrol pumps in Udupi district, thereby resolving the CNG crisis in the area.

(v) Need to launch a time-bound National Non-communicable Disease Control Mission and regulation of Branched-Chain Amino-Acids (BCAA) supplements

SHRI NAVEEN JINDAL (KURUKSHETRA): I like to draw the attention of the Government to the issue of urgent need for a National NCD (Non-Communicable Disease) Control Mission and Regulation of BCAA (Branched-Chain Amino Acids) Supplements. According to the WHO, approximately 5.8 million people in India constituting about 63% of all deaths-die each year due to non-communicable diseases (NCDs) like heart ailments, cancer, diabetes, and lung diseases. The situation not only adds strain to our health system but may also weaken our biggest advantage-the demographic dividend-if our youth succumb to chronic illnesses. As per ICMR report, indiscriminate use of protein supplements containing BCAA (Branched-Chain Amino Acids) and steroids often consumed without medical advice can greatly increase the risk of diabetes, liver damage, and heart disease among the youth. Lured by gyms and social media influences, young people are using these substances, potentially triggering a public health crisis in the future. Hence, I urge the Government to launch a time-bound National NCD Control Mission similar to TB and polio programs, instituting real-

time data dashboards at the district level, providing mobile screening vans, and making wellness programs mandatory in schools and workplaces. I also suggest that the Government establish a robust regulatory framework to strictly monitor the sale, advertising, and content related to such supplements and integrate this into the national strategy for NCD prevention which will ensure that our youth receive accurate information and remain safeguarded from these health risks.

(vi) Need for a multipurpose major irrigation project including construction of dam at Gambhira Darha in Boudh district, Odisha

SHRI SUKANTA KUMAR PANIGRAHI (KANDHAMAL): I want to request the Government to consider the proposal for Multipurpose Major Irrigation (MIP) and construct a dam at Gambhira Darha near Gurjimunda, Boudh district, Odisha.

(vii) Need to create ecological parks in all the districts including Kalahandi and Naupada districts of Odisha

SHRIMATI MALVIKA DEVI (KALAHANDI): I would like to request our honourable Minister of Environment, Forest and Climate Change to please consider making and introducing ecological parks in all districts of Odisha covering 10-20 acres of land. This park will not only improve the environment and be a place for people to admire and appreciate beauty of nature but will also help climate change and help us to live a healthier life. A lot of Government lands are turning into big dump and garbage yards which is very sad for our children but this will also teach children from young age how important our environment is for our future generations to have a good and healthy life. They will also help in learning to preserve our Mother Nature and importance of planting trees. Please

make two at least to start with in my aspirational district of Kalahandi and Nuapada in my Kalahandi constituency.

(viii) Regarding railway related issues of Jalore and Sirohi districts, Rajasthan

श्री लुम्बाराम चौधरी (जालौर) : सिरौही जिला केन्द्र आजादी के 76 वर्षों के बाद भी रेलवे नेटवर्क से नहीं जुड़ पाया है। सिरौही की जनता को ट्रेन पकड़ने के लिए 30 कि०मी० दूर पिण्डवाडा रेलवे स्टेशन अथवा राजधानी और सुपर फास्ट ट्रेन पकड़ने के आबूरोड 75 कि० मी० दूर जाना पड़ता है। वहीं दूसरी तरफ बागरा रेलवे स्टेशन की दूरी लगभग 60 कि० मी० है। सिरौही जिला केन्द्र को मारवाड बागरा और स्वरूपगंज के मार्ग से रेलवे नेटवर्क से जोड़ा जाए जिससे जालौर सिरौही के प्रमुख रिको औद्योगिक क्षेत्र मंडार रेवदर स्वरूपगंज के साथ साथ सिरौही जिला केन्द्र, यह रूट इन प्रमुख क्षेत्रों को कवर करेगा। सिरौही में रेलवे स्टेशन होने से पर्यटन एवं औद्योगिकरण क्षेत्र में रोजगार अवसर उपलब्ध होंगे। सिरौही जिला केन्द्र को रेलवे नेटवर्क से जोड़ने के लिए पुनः सर्वे कर डी०पी०आर० बनवाने की आवश्यकता है। जालौर-सिरौही के लाखों लोग चेन्नई शहर में रहते हैं। इन प्रवासियों के लिए सीधी रेल सेवा नहीं होने से अनेक कठिनाईयों का सामना करना पड़ता है। अतः आपसे आग्रह है कि चेन्नई से बाडमेर वाया जालौर नई रेल शुरू करने की आवश्यकता है। गांधीधाम जोधपुर एक्सप्रेस 22483/22484 का रानीवाडा में ठहराव दिया जाए।

(ix) Need to implement land consolidation (Chakbandi) of agricultural landholdings in hill districts of Uttarakhand

श्री त्रिवेन्द्र सिंह रावत (हरिद्वार) : मैं सरकार का ध्यान उत्तराखंड के पर्वतीय जिलों में कृषि भूमि की चकबंदी की अत्यंत आवश्यकता की ओर आकर्षित करना चाहता हूँ। वर्तमान में इन क्षेत्रों में खेतीहर भूमि छोटे-छोटे टुकड़ों में बंटी हुई है, जिससे किसान आधुनिक तकनीकों का उपयोग नहीं कर पाते और उत्पादन क्षमता प्रभावित होती है। ऐसी स्थिति में किसानों के लिए कृषि लोन लेना और चुकाना कठिन हो जाता है, जिसके परिणामस्वरूप वे आजीविका की तलाश में पलायन करने को मजबूर होते

हैं। उत्तराखंड का यह सीमावर्ती क्षेत्र सामरिक दृष्टि से अत्यंत महत्वपूर्ण है। यदि यहां से निरंतर पलायन होता रहा, तो यह राष्ट्रीय सुरक्षा और सीमाई स्थिरता के लिए गंभीर चिंता का विषय बन सकता है। इसलिए, पर्वतीय जिलों में कृषि भूमि की चकबंदी को प्राथमिकता देते हुए इसे प्रभावी रूप से लागू किया जाना चाहिए। मैं सरकार से आग्रह करता हूँ कि इस दिशा में ठोस नीतियां बनाई जाएं और एक विशेष योजना के तहत चकबंदी की प्रक्रिया को अमल में लाया जाए, ताकि किसान अपनी जमीन का समुचित उपयोग कर सकें, आधुनिक कृषि तकनीकों को अपनाएं और आर्थिक रूप से सशक्त बनें। इससे न केवल कृषि को बढ़ावा मिलेगा, बल्कि पलायन की समस्या भी रुकेगी और सीमावर्ती क्षेत्रों की सुरक्षा सुनिश्चित होगी।

(x) Need for recruitment of staff in Education and Health Departments in Dadra and Nagar Haveli Parliamentary Constituency

श्रीमती कलाबेन मोहनभाई देलकर (दादरा और नागर हवेली) : मेरे संसदीय क्षेत्र दादर और नागर हवेली में पिछले कई सालों से स्वास्थ्य विभाग में विभिन्न पदों जैसे कि मेडिकल ऑफिसर, नर्स, पैरामेडिकल स्टाफ और अन्य तकनीकी पदों के साथ ही शिक्षा विभाग में भी शिक्षकों (प्राथमिक, उच्च प्राथमिक), व्याख्याताओं और अन्य शैक्षणिक कर्मचारियों लिए भर्तियां नहीं की गई हैं। शिक्षकों और स्वास्थ्यकर्मियों के पर्याप्त संख्या में न होने से शिक्षा और स्वास्थ्य सेवाओं की गुणवत्ता प्रभावित हो रही है। मौजूदा कर्मचारियों पर काम का बोझ बढ़ रहा है। अस्पतालों में मरीजों को लंबा इंतजार करना पड़ता है और स्कूलों में शिक्षकों की कमी से छात्रों की पढ़ाई प्रभावित हो रही है। शिक्षा और स्वास्थ्य किसी भी क्षेत्र के विकास के लिए महत्वपूर्ण आधार हैं। इन क्षेत्रों में कर्मचारियों की कमी से क्षेत्र के समग्र विकास पर नकारात्मक प्रभाव पड़ सकता है। यदि नियमित भर्तियां नहीं होती हैं, तो विभागों को कामकाज चलाने के लिए अस्थायी कर्मचारियों पर अधिक निर्भर रहना पड़ सकता है, इसलिए सम्बंधित मंत्री महोदय से अनुरोध करना चाहती हूँ शिक्षा और स्वास्थ्य विभागों में नियमित भर्तियां की जाये जिससे मेरे संसदीय क्षेत्र के लोगों को लाभ मिल सकेगा।

(xi) Need for road connectivity to all the unconnected habitations under PMGSY in Mahbubnagar Parliamentary Constituency, Telangana

SHRIMATI D. K. ARUNA (MAHBUBNAGAR): I would like to bring to the notice of Government the dire need to lay roads connecting from unconnected Habitations to Gram Panchayats under PMGSY in identified areas in all 7 Assembly Constituencies which falls in my Mahabubnagar Parliamentary Constituency in Telangana State. I would like to state that totally, there are 5 districts consisting of Mahabubnagar, KV Ranga Reddy, Narayanpet, Wanaparthy, Vikarabad, and 7 Assembly Constituencies Kodangal (CMs Constituency), Jadcherla, Devarakadra, Shadnagar, Maktal, Narayanpet, Mahabubnagar having in my Mahabubnagar Parliamentary Constituency in Telangana State. As we all are aware, Rural Road Connectivity is not only a key component of Rural Development by promoting access to economic and social services and thereby generating increased agricultural incomes and productive employment opportunities in India and as a result, it is a key ingredient in ensuring sustainable poverty reduction of the people living in habitations and to develop such habitations so that the fruits of various products will reach from habitations to Gram Panchayats to Mandal Headquarters to District Headquarters to provide proper connectivity. Notwithstanding the efforts made, over the years, at the State and Central levels, through different Programmes including PMGSY which is 100% Centrally Sponsored Scheme, many Habitations in my Constituency is still not connected by All-weather roads to the eligible unconnected Habitations in the rural areas with a population of 500 persons and

above in Plain areas and also to achieve the goal of 'Viksit Bharat 2047'. Whenever I tour in my Constituency, the local people in such habitations remind me to take up this issue at the Ministry level on priority basis. Hence, I request the Hon'ble Minister of Rural Development to kindly intervene in the matter and take steps to lay roads connecting from unconnected Habitations to Gram Panchayats under PMGSY or under any other scheme in identified areas in all 7 Assembly Constituencies which falls in my Mahabubnagar Parliamentary Constituency in Telangana State.

(xii) Need to build a Memorial in honour of Maharana Pratap, the valiant Rajput ruler at Bandoli village in Chawand, Rajasthan

डॉ. मन्ना लाल रावत (उदयपुर) : प्रातः स्मरणीय महाराणा प्रताप हिन्दुआ सूरज भारतीय इतिहास के एक महान नायक हैं, जिन्होंने सामाजिक समरसता के साथ-साथ विदेशी आक्रांताओं से आजीवन संघर्ष किया। अपने जीवन में उन्होंने विश्व प्रसिद्ध हल्दीघाटी का युद्ध लड़ा और अनवरत संघर्ष करते हुए मुगलों की अधीनता कभी स्वीकार नहीं की। यह एक बड़ी जीत थी, जिसने अपनी मातृभूमि की रक्षा, आन-बान और शान के मूल्यों को जीवित किया, जो इस कालखंड में भी भारत की अस्मिता के प्रतीक के रूप में विद्यमान है। अपने जीवनकाल में उन्होंने जनजाति बहुल क्षेत्र चावण्ड में राजधानी बनाई और शासन में परम वैभव के प्रयास किए। उन्होंने अपना अंतिम समय इसी स्थान पर व्यतीत किया और देहवासन हुआ। राजस्व ग्राम बण्डोली में महाराणा प्रताप का समाधि स्थल स्थित है। वे एक महान नायक हैं, जिनके जीवन मूल्य पूरे विश्व में सनातन धर्म, संस्कृति और परंपरा के अनुयायियों के लिए अनुकरणीय हैं। सर्व समाज की इच्छा है कि उनके समाधि स्थल पर एक भव्य स्मारक का निर्माण किया जाए। इस हेतु भारत सरकार से स्वदेश दर्शन योजना के अंतर्गत क्षेत्र में "स्टैच्यू ऑफ यूनिटी" की तर्ज पर "स्टैच्यू ऑफ स्वाधीनता" बनाने एवं क्षेत्र में पर्यटन दृष्टिकोण से अन्य आधारभूत संरचनाओं का विकास करने का अनुरोध है।

(xiii) Need to set up a monitoring system to oversee the utilization of funds allocated under MGNREGS in Odisha

श्री प्रदीप पुरोहित (बारगढ़) : ओडिशा की पूर्ववर्ती सरकार के कार्यकाल में मनरेगा योजना के तहत आवंटित धन को निर्धारित उद्देश्यों हेतु उपयोग नहीं किया गया, बल्कि इसे अन्य मदों में अनुचित रूप से स्थानांतरित कर दिया गया। इस योजना का मूल उद्देश्य ग्रामीण क्षेत्रों में श्रमिकों को 100 दिन का रोजगार उपलब्ध कराना था, लेकिन जमीनी हकीकत यह है कि श्रमिकों की जगह मशीनों का प्रयोग किया जा रहा है। इस अनियमितता के कारण बड़ी संख्या में ग्रामीण श्रमिकों को रोजगार नहीं मिला, जिससे उन्हें अन्य राज्यों की ओर पलायन करने के लिए मजबूर होना पड़ा। इससे न केवल ओडिशा की ग्रामीण अर्थव्यवस्था प्रभावित हुई है, बल्कि हजारों गरीब श्रमिकों के जीवन-यापन पर भी संकट उत्पन्न हो गया है। अतः मैं सरकार से अनुरोध करता हूँ कि इस पूरे मामले की गहन जाँच हेतु एक उच्च स्तरीय जाँच समिति गठित की जाए और मनरेगा फंड के उचित उपयोग की निगरानी के लिए एक स्थायी निगरानी तंत्र स्थापित किया जाए, ताकि भविष्य में इस तरह की गड़बड़ियों को रोका जा सके और जरूरतमंद श्रमिकों को उनके अधिकारों के अनुरूप रोजगार मिल सके।

(xiv) Need to extend benefits of Government schemes to families of freedom fighters

श्री कुलदीप इंदौरा (गंगानगर) : मैं स्वतंत्रता सेनानियों और उनके परिवारों से संबंधित एक महत्वपूर्ण मुद्दा उठाना चाहता हूँ। इस देश के लिए अपने प्राणों की आहुति देने वालों का सम्मान करना हमारा कर्तव्य है। वे हमारे गौरव हैं। उनका योगदान अमूल्य है। मैं अनुरोध करूंगा कि स्वतंत्रता सेनानियों के परिवारों को सरकारी योजनाओं में प्राथमिकता दी जानी चाहिए। यह हमारे स्वतंत्रता सेनानियों की स्मृतियों के प्रति सच्ची श्रद्धांजलि होगी। उनके परिवारों को चिकित्सा, शिक्षा, पेंशन, आवास और अन्य सुविधाओं में प्राथमिकता दी जानी चाहिए। स्वतंत्रता सेनानियों के परिवारों के जीवन स्तर को ऊपर उठाने के लिए हर संभव प्रयास किए जाने चाहिए। उन्हें पर्याप्त सामाजिक और आर्थिक सुरक्षा दी जानी चाहिए ताकि वे सम्मान के साथ अपना जीवन जी सकें। वे इसके हकदार भी हैं। मुझे विश्वास

है कि सरकार इस संबंध में आवश्यक प्रयास करेगी। जिन स्वतंत्रता सेनानियों के परिवारों को आर्थिक सहायता की आवश्यकता है, उनकी पहचान की जानी चाहिए।

(xv) Need to impose ban on single use plastic in stringent manner

डॉ. प्रशांत यादवराव पडोले (भन्डारा-गोंदिया) : मैं सरकार का ध्यान सिंगल-यूज प्लास्टिक से होने वाले गंभीर पर्यावरणीय और स्वास्थ्य संबंधी खतरों की ओर आकर्षित करना चाहता हूँ। यह प्लास्टिक कचरे के पहाड़, जल स्रोतों के प्रदूषित और जैवविविधता को नुकसान पहुंचा रहा है। इसके सूक्ष्म कण—माइक्रोप्लास्टिक—मानव स्वास्थ्य के लिए भी बेहद हानिकारक साबित हो रहे हैं। हालांकि सरकार ने सिंगल-यूज प्लास्टिक पर प्रतिबंध लगाने के प्रयास किए हैं, लेकिन इसे पूरी तरह प्रभावी बनाने के लिए और ठोस कदम उठाने की जरूरत है। हमें पर्यावरण अनुकूल विकल्पों को बढ़ावा देना होगा और पुनः उपयोग योग्य उत्पादों को अनिवार्य रूप से अपनाने के लिए नीति बनानी होगी। इस संदर्भ में, मैं सरकार से पूछना चाहता हूँ: क्या सरकार सिंगल-यूज प्लास्टिक के विकल्पों को बढ़ावा देने के लिए कोई विशेष योजना लागू करने जा रही है? क्या सरकार शोध और नवाचार को प्रोत्साहित करने के लिए कोई विशेष फंड स्थापित करने पर विचार कर रही है? क्या सरकार अन्य प्लास्टिक उत्पादों को पुनः उपयोगी बनाने की प्रक्रिया को अनिवार्य करने की नीति बना रही है? सरकार, उद्योग और नागरिकों को मिलकर इस दिशा में ठोस कदम उठाने होंगे। मैं सरकार से सस्टेनेबल विकास को बढ़ावा देने का अनुरोध करता हूँ।

(xvi) Regarding construction of railway overbridge in Churu district headquarters in Rajasthan

श्री राहुल कस्वां (चूरु) : चूरु जिला मुख्यालय के अग्रसेन फाटक पर सार्वजनिक निर्माण विभाग के द्वारा रेलवे ओवर ब्रिज का निर्माण कार्य रेलवे के साथ हिस्सेदारी के माध्यम से किया जा रहा है। दिनांक 25/08/2023 को इस पुल की वित्तीय स्वीकृति राज्य सरकार के द्वारा दी गई थी, NIT के अनुसार यह पुल पूरा 4 लेन का बनाया जाना प्रस्तावित था। लेकिन इस पुल का कुछ हिस्सा बिना स्वीकृति के 4 लेन से 2 लेन कर दिया गया है। जिसके कारण आने वाले समय में चूरु के आमजन को

काफी दिक्कतों का सामना करना पड़ेगा। इस पुल के रतननगर की ओर उतरने पर लगभग 50 मीटर के बाद ही दूसरा रेल ओवर ब्रिज शुरू हो जाता है, जो कि IIT की रिपोर्ट के अनुसार डिसमेंटल किया जाना प्रस्तावित है। साथ ही पंखा रोड से आने वाले ट्रैफिक को इस पुल पर आने के लिए 3.75 मीटर की सर्विस लेन दी गई है। जिसके कारण सरदारशहर, रतनगढ़, भालेरी, तारानगर व चूरु शहर के पूरे ट्रैफिक को डाइवर्ट करने में काफी दिक्कत होगी आने वाले समय में बढ़ते हुए ट्रैफिक की व्यवस्था को सुदृढ़ किये जाने के लिए इस पुल को पुराने डिजाइन के अनुसार पूरा बनाया जाना आवश्यक है।

(xvii) Need for a special scheme to address the problems being faced by fishermen in Kanyakumari, Tamil Nadu

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI): I would like to draw the attention of the Government towards an issue of utmost importance – the enhancement of the livelihoods of our fishermen, including those from the coastal region of Kanyakumari. Fishermen play a vital role in our economy and society, often facing numerous challenges in their daily lives. Despite their contributions, many continue to struggle with limited access to modern technology, healthcare, and fair wages. To uplift this community, I propose the creation of a special scheme that allocates Rs. 2000 crore to address the daily needs of our fishermen. This initiative will provide financial support for their livelihoods, ensuring better access to fishing equipment, sustainable practices, and skill development. It will also focus on improving their access to healthcare, education, and social security, ensuring that no fisherman is left behind. This will especially benefit the fishermen of Kanyakumari, a region known for its rich marine biodiversity but also its vulnerability to climate change and economic hardship. By strengthening their financial resilience, we can empower them to

lead dignified lives and contribute to the growth of our nation. Let us work together to secure a brighter future for our fishermen and ensure their vital contribution to our economy and society is recognized and valued.

(xviii) Need to revise the income limit of Rs. 8 Lakh to determine the creamy layer within the OBC Category

SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR): I would like to highlight a crucial issue—the creamy layer within the Other Backward Classes (OBC) category and the need for its review in 2025. The creamy layer concept, introduced to ensure only economically disadvantaged members of the OBC community benefit from affirmative action, was last reviewed in 2018. At that time, the income limit for identifying the creamy layer was set at Rs. 8 lakh per annum. As we approach 2025, it is necessary to re-examine this threshold. The current income limit may no longer accurately reflect the economic challenges faced by the truly marginalized in the OBC community. With rising inflation, changing socio-economic conditions, and regional disparities, the current criteria need an urgent review to ensure fairness and effectiveness. We, as a nation, must adopt a more comprehensive and updated approach, which focuses not only on income but also on broader socio-economic factors. It is critical that affirmative action reaches the right people—the ones who need it most. This is not just about policy revision but about upholding justice and ensuring equality for all.

(xix) Regarding unregistered finance companies

श्री वीरेन्द्र सिंह (चन्दौली) : मैं माननीय वित्त मंत्री जी से जानना चाहता हूँ कि देश में ऐसी कितनी माइक्रोफाइनेंस कंपनी चल रही हैं जो मानक के अनुरूप कार्य नहीं कर रही? देश में कितनी अन-

रजिस्टर्ड छोटी-छोटी कंपनियां हैं जो देश के भोले-भाले नागरिकों से झूठे वादे देकर फिक्स्ड डिपॉजिट कराती हैं? उन कंपनियों के खिलाफ अभी तक क्या कार्यवाही हुयी हैं। क्या माननीय वित्त मंत्री जी सदन को इससे अवगत कराएंगी। मैं यह भी जानना चाहता हूँ कि क्या सहारा फाइनेंस कंपनी में जमा सावधि रकम की वापसी की सरकार की कोई ठोस योजना हैं? यदि हैं, तो कृपया उत्तर प्रदेश के वाराणसी मंडल के पीड़ित निवेशको ने जो रकम जमा किए हैं उनमें जिनको भुगतान किया जा चुका है, उसकी सूची उपलब्ध कराएं और जिन पीड़ितों को अभी तक उनकी रकम वापस नहीं मिली है उनका भुगतान कब तक होगा इससे भी अवगत कराया जाए।

(xx) Regarding the difficulties faced by the people to record their thumb impression on biometric identification machine to avail the benefits of subsidized foodgrains under National Food Security Act

श्री बाबू सिंह कुशवाहा (जौनपुर) : राष्ट्रीय खाद्य सुरक्षा अधिनियम (NFSA) के तहत पात्र लाभार्थियों को प्रति माह 5 किलो राशन (गेहूं/चावल) मुफ्त उपलब्ध कराया जा रहा है। यह योजना थंब इंप्रेशन बायोमेट्रिक प्रणाली के माध्यम से संचालित हो रही है, ताकि पारदर्शिता बनी रहे और पात्र लोगों को उनका हक मिल सके। यह अत्यंत चिंता का विषय है कि थंब इंप्रेशन मिलान में असफलता के कारण बड़ी संख्या में गरीब, मजदूर, बुजुर्ग और श्रमिक वर्ग के लाभार्थी राशन से वंचित हो रहे हैं। बायोमेट्रिक पहचान में बार-बार विफलता से इन वर्गों के लोग अपना हक नहीं प्राप्त कर पा रहे हैं। ऐसी स्थिति में बचा हुआ राशन कोटेदार द्वारा अपनी मर्जी से वितरित कर दिया जाता है, जिससे योजना का मूल उद्देश्य विफल हो रहा है। अतः सरकार से यह जानना आवश्यक है: 1. थंब इंप्रेशन में विफल होने वाले लाभार्थियों के लिए वैकल्पिक व्यवस्था क्या की गई है? 2. क्या सरकार ऑफलाइन मोड या आधार प्रमाणीकरण की अतिरिक्त सुविधा सुनिश्चित कर रही है? 3. इस समस्या के स्थायी समाधान के लिए सरकार की दीर्घकालिक कार्ययोजना क्या है?

**(xxi) Need to address the demands of residents living in the vicinity of the
Kalpakkam Nuclear Power Plant in Kancheepuram Parliamentary
Constituency, Tamil Nadu**

SHRI G. SELVAM (KANCHEEPURAM): I wish to draw attention of the Government to fulfill the demands of locals living in the vicinity of Kalpakkam Nuclear Power Plant. Kalpakkam Nuclear power plant under the control of Department of Atomic Energy (DAE) is located in my Kancheepuram Parliamentary Constituency. The Department has acquired the requisite land for this nuclear power plant from the local people to make India proud. But, no assistance is being provided to the local people who are losing their livelihood and living with the danger of radiation. The setting up of NILA (Nuclear Installation Local Authority) committee impose many restrictions to completely crush the livelihood of the local people. I request the DAE to take the actions immediately for the benefit of the local people and to my constituency; the definition of Zone 1, Zone 2 should be deleted; restrictions placed on getting clearance certificate for lands issued by NILA Board/Committee should be removed. NILA committee must meet every 2 months; the CSR funds of Nuclear Plant should be increased and the funds should be used/given to the people of Kalpakkam and its surroundings, instead of being given to other states. Further, the present 15 km surroundings of nuclear power plant should be increased to 20 km for the use of CSR funds; the employment should be given priority to locals; competitive exams should be held in Tamil Nadu instead of Mumbai as the holding of competitive exams in Mumbai makes very difficult for the local people to participate in the

competitive exams thus depriving of their opportunity; the Union Government should ensure that the needs of employees engaged in radiation work are fulfilled in a quality manner and without delay and should be given due recognition and encouraged; vacancies should be filled immediately and local people should be given priority in jobs and selection should be done through direct appointment without SSC examination. Further, Kendriya Vidyalaya and DAE schools should provide opportunities to all locals with transparency.

**(xxii) Regarding establishment of Krishi Vigyan Kendra in Thanjavur
Parliamentary Constituency, Tamil Nadu**

SHRI MURASOLI S. (THANJAVUR): Rice is the primary crop cultivated in Thanjavur Delta region, often called as the Granary of Tamil Nadu. I urge that an Agricultural Science Centre (Krishi Vigyan Kendra) should be set up in Thanjavur benefitting the farmers of this area. This will be helpful in the effective implementation of the newly started National Mission for Agriculture. I therefore urge upon the Union Government to open an Agricultural Science Centre (Krishi Vigyan Kendra) in Thanjavur Parliamentary Constituency for the benefit of farmers.

**(xxiii) Need to expedite development of City Gas Distribution network
in Bihar**

डॉ. आलोक कुमार सुमन (गोपालगंज) : Compressed Natural Gas (CNG) स्टेशनों की स्थापना करना, Piped Natural Gas (PNG) कनेक्शन प्रदान करना, सिटी गैस वितरण नेटवर्क के विकास का भाग है। यह काम पेट्रोलियम और प्राकृतिक गैस रेगुलेटरी बोर्ड द्वारा प्राधिकृत कंपनियों के माध्यम से किया जा रहा है। PNGRB ने बिहार में गोपालगंज, सीवान, पश्चिम चंपारण, पूर्वी चंपारण

और उत्तर प्रदेश के देवरिया जिले में सीजीडी नेटवर्क का विकास करने के लिए मई 2022 में भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड को अधिकृत किया गया है। BPCL को इन पांच जिलों में 67 CNG स्टेशनों और 10,10,999 PNG कनेक्शनों को पूरा करना है। 31 जनवरी 2025 तक BPCL ने मात्र 26 CNG स्टेशन और 14,675 PNG कनेक्शन प्रदान किए हैं। PNGRB इन सभी कामों की प्रगति को मॉनिटर करता है। मैं इस सदन के माध्यम से माननीय पेट्रोलियम प्राकृतिक गैस मंत्री जी से अग्रह करता हूं कि मेरे संसदीय क्षेत्र गोपालगंज एवं शेष चार जिलों में PNG कनेक्शनों और CNG स्टेशनों का काम यथाशीघ्र पूरा करने के लिए निर्देश दिए जाएं।

(xxiv) Need for a study by National Centre for Coastal Research to find solution to sea erosion along Chinna Gollapalem village in Andhra Pradesh

SHRI BALASHOWRY VALLABHANENI (MACHILIPATNAM): Uppada Beach near Kakinada is rapidly eroding due to Hope Island's growth, displacing residents in Nemam, Ameenabad, Komaragiri, Subbampeta, and Uppada. The coastline has been receding 1.23 meters annually since 1989, with 26.3 meters lost in 2017-18, despite a ₹12.16 crore Geotube built in 2010. The National Centre for Coastal Research (NCCR), Chennai, proposed a ₹323 crore Sea Wall using Tetrapods, and the State Disaster Management Authority (SDMA) submitted the Detailed Project Report (DPR) to the National Disaster Management Authority (NDMA) for approval. The project is under review by the Technical Advisory Committee (TAC) for necessary action. Similarly, for Chinna Gollapalem (Krishna District) fishermen are losing their land to sea, 1000 acres of land has been lost in last 30 years, in this regard, I request the Central Government to instruct the National Centre for Coastal Research (NCCR), Chennai, to carry a study at Chinna Gollapalem as well and submit a detailed

report on possible solutions here as well.

(xxv) Need to provide adequate funds under Samagra Shiksha Abhiyan in Rajasthan

श्री हनुमान बेनीवाल (नागौर) : शिक्षा मंत्री जी का ध्यान मेरे राजस्थान में समग्र शिक्षा अभियान के तहत केंद्र सरकार से मिलने वाली राशि में से 1200 करोड़ रुपये की कटौती करने से शैक्षणिक कार्यों पर पड़ने वाले नकारात्मक असर की तरफ आकर्षित करते हुए बताना चाहता हूँ कि इस कटौती से न तो कोई साइंस लैब खुलेगी, न ही लाइब्रेरी खुलेगी साथ ही छात्राओं के लिए नई सैनेटरी नैपकिन वेंडिंग मशीनें और खिलाड़ियों के लिए नए उपकरण भी खरीदे नहीं जा सकेंगे जिससे राजस्थान की सरकारी स्कूलों में पढ़ने वाले छात्रों की शिक्षण व्यवस्था प्रभावित होगी क्योंकि नए स्कूलों को खोलने व अपग्रेड करने, स्कूलों की मजबूती और सुदृढीकरण, फ्री युनिफॉर्म, फ्री किताबें, कम्युनिटी मोबाइल, स्कूल ग्रांट, राष्ट्रीय आविष्कार अभियान, कस्तूरबा गांधी बालिका स्कूल जैसे मद में से भी बजट कटौती करना केंद्र की सरकारी स्कूलों के प्रति उदासीन रवैये को दर्शाता है, विगत वर्ष जहाँ यह बजट 7400 करोड़ रुपये था वहीं केंद्र द्वारा बजट की कटौती के बाद राजस्थान सरकार ने 4800 करोड़ का ही प्रोजेक्ट बना पाई है, एक तरफ जहाँ राजस्थान सरकार ने सैकड़ों सरकारी स्कूलों को बंद कर दिया वहीं दूसरी तरफ केंद्र सरकार ने समग्र शिक्षा अभियान के तहत बजट की भारी कटौती की है, मेरी मांग है कि यह कटौती नहीं की जाये।

16.52 hrs

COASTAL SHIPPING BILL, 2024* - continued

माननीय सभापति: आइटम नम्बर- 10, तटीय पोत परिवहन विधेयक, 2024.

* Further discussion on the motion for consideration of the Bill moved by Shri Sarbananda Sonowal on the 1st April 2025

माननीय मंत्री जी ।

... (व्यवधान)

श्री हनुमान बेनीवाल (नागौर) : सभापति महोदया, मेरा इस बिल पर आग्रह था । हम इस बिल पर नहीं बोल पाए थे ।

माननीय सभापति: ठीक है, आप बोल लीजिए ।

श्री हनुमान बेनीवाल : सभापति महोदया, हम इसमें एक निवेदन करना चाहते हैं । एक राजस्थान का इश्यू है । यह राजस्थान के बाड़मेर संसदीय क्षेत्र का मुद्दा है । इसमें आपकी सरकार ने कहा था कि गुजरात के मुंद्रा में अडानी की ओर से निजी बंदरगाह बनाया गया है । वहां समुद्र से एक नहर बाड़मेर से बखासर तक लाई जाए । पूर्व में कराए गए एक सर्वे के मुताबिक करीब 150 किलोमीटर लंबी नहर बनाने की आवश्यकता है, ताकि समुद्र के पानी में जहाज आसानी से चलाया जा सके । इससे हम राजस्थान के बाड़मेर बंदरगाह को विकसित कर सकते हैं । पूर्व में प्रस्ताव सरकार के पास आए हुए हैं ।

माननीय मंत्री जी आप इस पर ध्यान दें, ताकि राजस्थान के विकास को गति मिले । वहां पेट्रोल बड़ी तादाद में निकलता है ।

माननीय सभापति : बेनीवाल जी, अब आप समाप्त कीजिए ।

माननीय मंत्री जी ।

पत्तन, पोत परिवहन और जलमार्ग मंत्री (श्री सर्बानंद सोनोवाल): माननीय सभापति महोदया, इस सदन में पोर्ट, शिपिंग एंड वाटरवेज मंत्रालय की एक बड़ा महत्वपूर्ण बिल पारित करने के लिए मैं सभी सम्माननीय सदस्यगण से अनुरोध करता हूं । खासकर, पिछले दो दिनों से इस बिल पर जो भी चर्चा हुई है, उस चर्चा में हमारे परम आदरणीय सांसदगण ने बड़ी निष्ठापूर्वक भाग लिया और उस पर अपनी सोच तथा अपने विचार रखे । मैं उन सभी को विशेष रूप से धन्यवाद देता हूं । हमारे माननीय सांसद श्री बी. मणिकम टैगोर जी, श्री अरुण गोविल जी, श्री नरेश चंद्र उत्तम पटेल जी, प्रो. सौगत राय जी, श्री डी. एम. कथीर आनंद जी, श्री लावू श्रीकृष्णा देवरायालू जी, डॉ. आलोक कुमार सुमन जी, श्री अनिल यशवंत देसाई जी, श्रीमती सुप्रिया सुले जी, श्री रविंद्र दत्ताराम वायकर जी, कुमारी सुधा आर.

जी, श्री मुकेशकुमार चंद्रकांत दलाल जी, श्री मड्डीला गुरुमूर्ति जी,

श्री सुधाकर सिंह जी, श्री तंगेला उदय श्रीनिवास जी, श्री राजा राम सिंह जी, श्री नवासखनी के. जी, श्री आनंद भदौरिया जी, डॉ. रानी श्रीकुमार जी, श्री एन. के. प्रेमचन्द्रन जी, डॉ. डी. रवि कुमार जी, श्री दर्शन सिंह चौधरी जी, कैप्टन विरयाटो फर्नांडीस जी, एडवोकेट फ्रांसिस जॉर्ज जी और श्री हनुमान बेनीवाल जी, मैं आप सभी को विशेष रूप से धन्यवाद देता हूँ।

आप सबको मालूम है कि हमारे देश के आदर्शवादी नेता तथा दुनिया के सबसे लोकप्रिय नेता प्रधानमंत्री नरेन्द्र मोदी जी के नेतृत्व में पिछले 10 सालों में देश का विकास तेज गति से हो रहा है। देशवासियों ने गंभीरतापूर्वक यह उपलब्धि महसूस की है। परम आदरणीय प्रधानमंत्री जी का मार्गदर्शन और उनकी नीतियों के जरिए, आज देश को एक नई शक्ति मिली है। देश की सारी जनता को साथ लेकर भारत को आत्मनिर्भर बनाने के लिए उन्होंने जो भी लक्ष्य तय किए हैं, उन लक्ष्यों की प्राप्त के लिए भारत सरकार का हरेक मंत्रालय लगा हुआ है।

अलग-अलग मंत्रालयों के साथ पत्तन, पोत परिवहन और जलमार्ग मंत्रालय ने मोदी जी के नेतृत्व में पिछले 10 सालों में जो भी सफलता प्राप्त की है, मैं उसका एक छोटा-सा नमूना पेश करना चाहता हूँ, क्योंकि यह देश के लिए बहुत जरूरी है। मोदी जी हमेशा कहते हैं कि “Without transportation, there cannot be transformation”. आप सबको मालूम है कि यह मंत्रालय देश का सबसे लार्जस्ट ट्रांसपोर्टर है। एग्जिम कार्गो, कोस्टल कार्गो और इनलैंड वॉटर वेज कार्गो, यह मंत्रालय कुल मिलाकर 95 प्रतिशत एग्जिम कार्गो बाई वैल्यूम और 75 प्रतिशत बाई वैल्यू को हैंडल करता है। देश की अर्थव्यवस्था को शक्तिशाली बनाने के लिए यह मंत्रालय प्रमुख भूमिका निभाता है।

इन्हीं बातों को गंभीरतापूर्वक लेते हुए, परम आदरणीय प्रधानमंत्री जी ने पिछले 10 सालों में जिस हिसाब से इस मंत्रालय को मान्यता दी है और सहयोग दिया है, उसकी वजह से आज यह मंत्रालय जाग उठा है। पिछले 10 सालों में हमने क्या-क्या सफलता हासिल की है, मैं उसका एक छोटा-सा नमूना पेश करना चाहता हूँ। कार्गो हैंडलिंग के सिलसिले में हमारी ग्रोथ 103 प्रतिशत हुई है। वर्ष 2014 में 800 मिलियन मीट्रिक टन से लेकर आज हमारी क्षमता 1,630 मिलियन मीट्रिक टन हो

गई है। यह आंकड़ा हमारा नहीं है। विश्व बैंक की लॉजिस्टिक्स परफॉर्मेंस इंडेक्स रिपोर्ट यह कहती है। हमेशा ग्लोबल रैंकिंग वही तय करती है। The average turnaround time has improved to 0.9 days in 2024; better than the ports in the United States, Germany and Singapore, standing at 1.5 days, 10 days, and one day, respectively. टर्न अराउंड टाइम के सिलसिले में हम लोगों ने विकसित देशों से भी बेहतर परफॉर्म करने में सफलता प्राप्त की है।

इसके साथ ही साथ container dwell time has reduced to three days outperforming several advanced countries. पोर्ट रैंकिंग और परफॉर्मेंस में हम कहां हैं? वर्ष 2014 में हमारे पोर्ट की पोजिशन 54 थी। आज जो विकास हुआ है, आधुनिक नीति और कार्यक्रम सफल रूप से लागू होने की वजह से आज हमारी रैंकिंग 54 से 38 हो गई है।

17.00 hrs

इंटरनेशनल शिपमेंट्स कैटेगरी में इंडिया की पोजिशन वर्ष 2014 में 44 पर थी, लेकिन आज हमने 22वें नंबर पर आने में सफलता प्राप्त की है। आज भारत के 9 पोर्ट्स ने टॉप 100 पोर्ट्स के बीच में पोजिशन लेने में सफलता प्राप्त की है। इनमें से विशाखापट्टनम भारत सरकार का पोर्ट है, उसने 19वें नंबर पर अपनी पोजिशन निश्चित की है। शिपिंग सेक्टर अचीवमेंट में हमारे सी फेयरर्स अपॉइंटमेंट के सिलसिले में वर्ष 2014 में it was limited to 1,17,000 only, लेकिन अब 2 लाख 85 हजार तक इसकी बढ़ोत्तरी हुई है, यानी कि इसमें 143 परसेंट की ग्रोथ हुई है। क्रूज पैसेंजर्स पहले 85 हजार तक सीमित रहे, लेकिन मोदी जी के आने के बाद इनका आंकड़ा बदल चुका है, जो 85 हजार से 4 लाख 71 हजार तक पहुंच चुका है। इसमें 454 परसेंट की बढ़ोत्तरी हुई है।

मैडम, उसी हिसाब से हमारे शिप बिल्डिंग इन्फ्रास्ट्रक्चर में ग्रेट निकोबार ट्रांसशिपमेंट पोर्ट, वधावन पोर्ट, इन बड़े-बड़े पोर्ट्स का भी कंसट्रक्शन विभिन्न-विभिन्न स्तरों पर आगे बढ़ चुका है। तूतीकोरिन इंटरनेशनल कंटेनर टर्मिनल डेवलपमेंट में भी हमने सफलता प्राप्त की है और हमने 6 लाख TEUs कैपेसिटी बढ़ाने में सफलता प्राप्त की है। इनलैंड वाटरवेज में जो राष्ट्रीय जलमार्ग हैं, वे कांग्रेस के कार्यकाल में कुल मिलाकर वर्ष 2014 तक पांच थे, लेकिन मोदी जी के आने के बाद इस पर

अध्ययन हुआ, अनुसंधान हुआ, टेक्नो इकोनॉमिक फिजीबिलिटी रिपोर्ट के बाद नया कानून बना और पांच राष्ट्रीय जलमार्ग से 111 जलमार्गों की बढ़ोतरी हुई है। आज इसी जलमार्ग को आधुनिक रूप देने की वजह से, इसके इन्फ्रास्ट्रक्चर बनने की वजह से वर्ष 2014 में जलमार्ग कार्गो हैंडलिंग कैपेसिटी 18 मिलियन मीट्रिक टन रही, जो अब बढ़कर 130 मिलियन मीट्रिक टन हुई है, यानी कि 639 परसेंट की ग्रोथ हुई है।

आज परम आदरणीय प्रधानमंत्री जी के नेतृत्व में जो आधुनिक व्यवस्था इस मंत्रालय में प्रस्तुत की गई है और पोर्ट मॉडर्नाइजेशन, मैकेनाइजेशन, डिजिटाइजेशन की वजह से पोर्ट लेड कनेक्टिविटी एनहांसमेंट की वजह से, कोस्टल कम्युनिटी डेवलपमेंट की वजह से, पोर्ट लेड इंडस्ट्रियलाइजेशन की वजह से, इनलैंड वाटरवेज और कोस्टल शिपिंग का विशेष रूप से विकास होने की वजह से, आज हमारे मंत्रालय ने उल्लेखनीय सफलता प्राप्त की है। इस ट्रांसफॉर्मेशन के सिलसिले में सिर्फ इन्फ्रास्ट्रक्चर में ही नहीं, हम लोगों ने लेजिस्लेटिव ट्रांसफॉर्मेशन रिफॉर्म्स लाने के लिए भी कदम उठाए हैं। लेजिस्लेटिव रिफॉर्म के सिलसिले में हमारे मंत्रालय की तरफ से मोदी जी के नेतृत्व में हमने मेजर पोर्ट अथॉरिटीज एक्ट बनाया है, इनलैंड वेसल्स एक्ट, 2019 बनाया है और रिसाइकलिंग ऑफ शिप्स एक्ट, 2019 बनाया है। उसी हिसाब से इसी सेशन के दौरान मर्चेन्ट शिपिंग बिल, 2014 लाया गया, कोस्टल शिपिंग बिल, जो अब चर्चा में है, इंडियन पोर्ट बिल, कैरिज ऑफ गुड्स बाई सी बिल, 2024 और बिल ऑफ लेडिंग 2024, इन सभी बिलों को हम लोगों लेजिस्लेटिव रिफॉर्म के जरिए आधुनिक बनाने के लिए, बिजनेस फ्रेंडली बनाने के लिए, विशेष रूप से अपने विकास को गति देने के लिए लेजिस्लेटिव रिफॉर्म लाए हैं। इसकी वजह से कैपेसिटी एनहांसमेंट हुई है।

हम ग्लोबली और भी कम्पिटेटिव बन चुके हैं। इसलिए मैं कहना चाहता हूं कि इतने दिनों तक कोस्टल में हमारे जहाजों की गतिविधि कम रहीं, क्योंकि उसको प्रोत्साहित करने के लिए सुविधाएं नहीं थीं। मोदी जी के आने के बाद उन्होंने कहा कि हर कानून का अध्ययन करना चाहिए और जहां जो कमजोरी है, उसको बदलना चाहिए और आधुनिक रूप देना चाहिए ताकि हमारी अर्थव्यवस्था भी कम्पिटिटिव बने। आज कोस्टल जोन में हमारी जो भी पोर्टेंशियलिटी है, पॉसिबिलिटी है, उसकी जो

शक्ति है, उसका सही दिशा में उपयोग करने के लिए कोस्टल शिपिंग बिल लाया गया है। इसी कोस्टल शिपिंग बिल के जरिए हम क्या-क्या लाभ उठा सकते हैं, कुल मिलाकर हमारी कोस्टल लाइन 11,098 किलोमीटर है। इससे एनवायरमेंटल सस्टेनबिलिटी हो सकती है। In coastal shipping, there is approximately 15.6 grams of carbon dioxide emission, per tonne per mile. रेल में 21.2 ग्राम कार्बन डाईऑक्साइड प्रति टन प्रति माइल होती है और रोड में 154.1 ग्राम कार्बन डाईऑक्साइड प्रति टन प्रति माइल होती है। So, our coastal shipping should be environment friendly. This will not create pollution, and ultimately, it will enhance the green transport, to achieve the blue economy as per the vision of the hon. Prime Minister Narendra Modi. So, in terms of our logistic cost, this is a very cost effective transportation.

If you compare with other modes of transportation, कोस्टल शिपिंग में 20 पैसे से 30 पैसे प्रति टन प्रति किलोमीटर पड़ता है। रेल में 1 रुपये 20 पैसे से डेढ़ रुपये प्रति टन प्रति किलोमीटर पड़ता है और रोड में 2 से 3 रुपये प्रति टन प्रति किलोमीटर पड़ता है। So, it is cost effective. नेशनल लॉजिस्टिक पॉलिसी के लॉन्च के समय में माननीय प्रधान मंत्री जी ने यही आग्रह किया था कि देश के लॉजिस्टिक कॉस्ट को कम करना चाहिए। इसको डबल डिजिट से सिंगल डिजिट पर लाना चाहिए। हम अपने सभी मोड ऑफ ट्रांसपोर्ट फार्मर्स फ्रेंडली, ट्रेडर्स फ्रेंडली बनाएं। It becomes more financially feasible. So, in that way, I believe, the entire approach was taken up. आज हमारा फ्रेट ट्रांसपोर्ट में कितना शेयर है? रोड में लगभग 66 परसेंट फ्रेट मूवमेंट होता है। रेल से 31 परसेंट फ्रेट मूवमेंट होता है और कोस्टल शिपिंग में सिर्फ 5 परसेंट फ्रेट मूवमेंट होता है। इनलैंड वाटर में सिर्फ 2 परसेंट फ्रेट मूवमेंट होता है। एयर ट्रांसपोर्ट से एक परसेंट से भी कम फ्रेट मूवमेंट होता है। It is less than one per cent. That is why, to increase the modal share of freight transport, we have to make coastal shipping more popular, and the commercial activity on coastal shipping must be enhanced.

That is why, this particular legislation is formulated to make it more trade friendly. This is going to make our entire coastal region more viable and there will be more seamless movement for our vessel. It will help boost our economy to create employment opportunities and income generation. If you compare with the developed countries like the European Union, coastal shipping combined with inland waterways, constitutes approximately 40 per cent of freight transport.

हमारे यहां केवल 5 परसेंट है, यानी हमारे जो सामुद्रिक मार्ग हैं, इन जलमार्गों का हमने सही तरह से इस्तेमाल नहीं किया है। सही इस्तेमाल करने के लिए वहां रेग्युलेशन लाना होगा, कानून-व्यवस्था ऐसी करनी होगी, ताकि जो भी ट्रेडर्स हैं, उनके लिए एसआईजी एक्सेस, ईज ऑफ डूइंग बिजनेस का अवसर मिले।

माननीय सभापति महोदया, मैं, आज की इस चर्चा में परम् आदरणीय सांसद, जिन्होंने भाग लिया था, उनकी तरफ से उठाए गए सवाल का जवाब देना चाहता हूं और आज अधिकतर माननीय सांसद हाउस में नहीं हैं। मुझे अच्छा लगता, अगर वे उपस्थित होते, क्योंकि इस चर्चा में उन्होंने भाग लिया था। (व्यवधान)

Since time immemorial, our nation has had a glorious maritime history. In fact, our nation's golden ages were the times when we were a maritime prowess too. Right from the world's first dock at Lothal, Gujarat, almost 5,000 years ago, throughout the glorious eras of Mauryas, Vijayanagara empire, Cholas, Cheras, Pandyas and Pallavas up to the impressive fleet of Chatrapati Shivaji Maharaj led by his Chief Commander Kanoji Angre, our nation was on the pinnacle of all maritime trades. Be it shipbuilding, seafaring expertise, ocean voyages, cargo movement to far off ports of the globe, or the use of scientific navigation systems, our nation had skill and supremacy. Such was our nation's maritime imprint upon

the world, that even the English word 'navigation' found its origin in the ancient Sanskrit word '*Navgati*' meaning, 'change in course or direction'.

The Coastal Shipping Bill, 2024, which has now been taken up for consideration and passing by this august House, is another example of '*Navgati*'. But this time it signifies not change of direction but course correction, to once again take a direction towards restoring and reviving India's ancient maritime supremacy by focussing on a sector which has been ignored since long – our coastal shipping, the most potential area of our nation.

We have a long coastline of over 11,098 kilometres, and more than 2.3 million square kilometres of Exclusive Economic Zone. In spite of this massive coastal resource at our disposal, successive Governments have, since Independence, completely ignored and neglected this sector and never tried to even look at and try to revive our ancient maritime prowess by way of shoring up our hugely untapped and vast coastal shipping sector. More than 15 per cent of our nation's population, or approximately 22 crore people may be living in about 70 coastal districts of our nation. Approximately, 42 per cent of our nation's population, or about 60 crore people may be residing in our coastal States and Union Territories today.

Yet, our modal share of coastal shipping of about six per cent is still very meagre as compared to other maritime nations. Respected Madam, the low modal share of coastal shipping has significant implications on increased congestion and pollution levels on key land-based trade routes and high logistic costs.

Maritime India Vision 2030 has estimated that we would be able to save Rs. 9,000 crore to Rs. 10,000 crore in logistic costs annually if we achieve the targeted modal share of coastal shipping. Coastal shipping is an economical as well as highly eco-friendly mode of transportation. We would also be able to meet our obligations under the international environmental treaties if there is a substantial modal shift of domestic transportation of cargo from road and rail to coastal shipping.

Respected Madam, the Coastal Shipping Bil, 2024 is a very important legislation providing for a much-needed, exclusive, strategic, and futuristic law for optimum utilisation of our nation's immense and untapped potential in coastal shipping.

Coming to the issues raised by many of the hon. Members -- Shri B. Manickam Tagore, Shri D. M. Kathir Anand, and Shrimati Supriya Sule ji, who participated in the discussion -- one common issue which came up again and again was that of fishermen. The concerns were regarding safety and security of fishermen, welfare of fishermen, and their livelihood, etc. I would like to mention that the Coastal Shipping Bill, 2024, which has been introduced to consolidate and amend the law relating to regulation of coastal shipping, promote coasting trade, etc., keeps out 'fishing' from the definition of coasting trade. This is for your clarification.

The purview of the Bill is limited to issuance of licence and regulation of foreign vessels engaged in coasting trade of India and vessels chartered by Indian entities. The question of licencing and regulation of fishing does not arise

as the Bill specifically excludes the activity of fishing from its purview. This has been done since fishing activity and related matters are already being adequately governed and safeguarded by Central as well as State legislations.

I would also like to mention that under the Sagarmala initiative of the Ministry of Ports, Shipping and Waterways, the coastal community is considered as one of the key stakeholders, ensuring that their socio-economic well-being is considered as one of the major objectives.

Madam, 81 coastal community development projects at a cost of Rs. 11,572 crore have been undertaken for implementation out of which many have been completed. The Ministry of Rural Development and Ministry of Ports, Shipping and Waterways are implementing convergence programme for the skill development of the coastal communities under Deen Dayal Upadhyaya Grameen Kaushalya Yojana Sagarmala Convergence Programme. Thousands of coastal community people have been skilled under this programme. Madam, 37 fishing harbour projects worth Rs. 6,540 crore are being implemented under the Sagarmala Programme of which many have already been completed. Additionally, five fishing harbours adjacent to major ports *namely*, Kochi, Chennai, Visakhapatnam, Paradip and Mallet Bunder have been sanctioned for modernisation and upgradation.

Hon. MPs Shri Sudhakar Singh and Shri D. M. Kathir Anand had raised the issue of the fishermen and riverine community development initiatives along the national waterways. Let me assure this House that this Government has been giving a never-before given focus for the development of our national waterways

through transformational projects like Jal Marg Vikas Project and Arth Ganga.

Concerns were raised by hon. MPs Ms. Supriya Sule Ji, Shri Naresh Chandra Uttam Patel Ji, Prof. Sougata Ray Ji and Shri Anil Yeshwant Desai Ji, about the centralisation of power in the hands of the DG(Shipping).

I would like to allay the apprehensions of the hon. MPs. There is no concentration of power with DG (Shipping).

DG (Shipping) is already the statutory administrator for merchant and coastal shipping in India, well within the bounds of law, and there is no overreach in its statutory powers in doing so.

No additional new powers are proposed to be given to the DG (Shipping) under this Bill.

Further, while framing the rules, checks and balances on exercise of DG (Shipping) powers under the Bill would be well ensured.

On the issue of imposition of additional conditions on vessels by DG (Shipping), as raised by hon. MP Rani Srikumar, the reasons have to be recorded in writing which will ensure that there is no discretionary use of power.

The powers of DG (Shipping) to revocation and suspension of licences are also subject to reasonable opportunity being given to be heard, which is in line with principles of natural justice.

As far as concerns raised by hon. MPs Dr. M Kathir Anand, Shri Naresh Chandra Uttam Patel and Ms. Supriya Sule Ji regarding marine pollution owing to coastal shipping, all obligations for mitigation of pollution are regulated by provisions of the Merchant Shipping Act, 1958, incorporated on the basis of

International Conventions, which will also be applicable on vessels engaged in coasting trade and licensed under the Bill.

With regard to the issue of offences and penalties raised by hon. MPs Prof. Sougata Ray Ji, Ms. Supriya Sule Ji, Shri Anil Yashwant Desai Ji and Shri Anand Bhadauria Ji, under the Bill, I would like to say that the same have been envisaged with the goal of decriminalisation of commercial laws needed for effective enforcement of its provisions. It is important to provide penalties proportionate to the contraventions as a deterrent.

The revision of penalties and offences for contravention is in line with the needs of the sector and as the current law is more than 67 years old, it was necessary to update it to contemporary times.

Regarding the applicability of clause of this Bill on Indian vessels raised by hon. MP Shri N.K. Premachandran, I would like to clarify that the phrase “save as otherwise provided” in Clause 1(2), accounts for the fact that despite the general application not extending to Indian vessels, the obligation under Clause 6 will be applicable to them.

Concerns regarding need for promotion of Indian shipbuilding industry raised by Ms. Supriya Sule Ji, Prof. Sougata Ray Ji, Shri Lavu Shri Krishna Devarayalu Ji and Shri T. Uday Srinivas Ji, the empowering clause to the Director-General of Shipping to issue licence to foreign vessels after taking into consideration certain factors including citizenship of the crew and building requirements of the vessel is to ensure creation of more jobs for Indian seafarers and to promote ship building in India.

With reference to global best practices as mentioned by hon. MP Shri Ravindra Dattaram Waikar Ji, the Bill has been drafted after a detailed analysis of the global best practices and dedicated laws of major maritime countries such as the United States, Australia, the European Union, Thailand and China among others.

Accordingly, the provisions of the Bill have been tailored based on the specific needs of the sector in India.

Concerns were also raised about the Bill undermining the role of States - this is very important - by hon. MPs Shri Naresh Chandra Uttam Patel Ji and Shri D.M Kathir Anand Ji, I want to assure this House that the Coastal Shipping Bill, 2024 is firmly grounded in the spirit of cooperative federalism and does not encroach upon the jurisdiction of the States.

It does not encroach upon the jurisdiction of the States. Under Clause 8 (3), a committee is to be constituted to present the National Coastal and Inland Shipping Strategic Plan. Therefore, the States and Union Territories will be the equal partners in development and growth of the coastal shipping sector in India. Far from centralising the power, the Bill provides for active representation of nine coastal States and four Union Territories in key institutional mechanism.

माननीय सभापति जी, परम आदरणीय सांसदों ने इस बिल की चर्चा के कालखंड में जो उल्लेखनीय योगदान दिया है, इसके लिए मैं आभारी हूँ और सबके प्रति आभार व्यक्त करना चाहता हूँ। मैं सभी आदरणीय सांसदों से आग्रह करता हूँ कि इस बिल को पारित करने में मदद करें।

माननीय सभापति : प्रश्न यह है

“कि तटीय पोत परिवहन के विनियमन से संबंधित विधि के समेकन और संशोधन के लिए,

तटीय व्यापार की प्रोन्नति के लिए और उसमें घरेलू सहभागिता को बढ़ावा देने के लिए, यह सुनिश्चित करने के लिए कि भारत अपनी राष्ट्रीय सुरक्षा और वाणिज्यिक आवश्यकताओं के लिए भारतीय नागरिकों द्वारा स्वाधिकृत और प्रचालित तटीय बेड़ों से सुसज्जित हो, और उनसे संसक्त और उनके आनुषंगिक विषयों का उपबंध करने वाले विधेयक पर विचार किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति: अब सभा विधेयक पर खण्डवार विचार करेगी।

CLAUSE 2

Definitions

माननीय सभापति: श्री एन.के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 3 और 4 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Madam, I am moving the amendments. When the exploration. research and exploitation of commercial activities are done, the State Governments should also be taken into confidence and they should be consulted.

“I beg to move:

“Page 2, line 14,-

after “coastal waters”

insert “with prior permission of statutory authorities and standard fixed for environmental protection as prescribed”. ” (3)

“Page 2, line 19,-

after “the Central Government”

insert “,with concurrence of the State Government,” .”

(4)

माननीय सभापति: अब मैं श्री एन.के. प्रेमचन्द्रन द्वारा खंड 2 में प्रस्तुत संशोधन संख्या 3 और 4 को सभा के समक्ष मतदान के लिए रखती हूँ।

संशोधन मतदान के लिए रखे गए तथा अस्वीकृत हुए।

माननीय सभापति: श्री सौगत राय जी, क्या आप संशोधन संख्या 13 प्रस्तुत करना चाहते हैं?

PROF. SOUGATA RAY (DUM DUM): Madam, I have several amendments to this Bill. But since the Minister is a good man and he has replied very peacefully, I will not move any of my amendments.

माननीय अध्यक्ष: प्रश्न यह है:

“कि खंड 2 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 2 विधेयक में जोड़ दिया गया।

CLAUSE 3 *Prohibition on coasting trade*

माननीय सभापति: श्री एन.के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 5 और 6 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Madam, I beg to move:

“Page 3, line 11,-

for “specified in that order”

substitute “prescribed”. (5)

“Page 3, line 13,-

after “subsection (I)”

insert “and any such violation shall be deemed to be done by the person who engaged such person”. (6)

माननीय सभापति: अब मैं श्री एन.के. प्रेमचन्द्रन द्वारा खंड 3 में प्रस्तुत संशोधन संख्या 5 और 6 को सभा के समक्ष मतदान के लिए रखती हूँ।

संशोधन मतदान के लिए रखे गए तथा अस्वीकृत हुए।

माननीय अध्यक्ष: प्रश्न यह है:

“कि खंड 3 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 3 विधेयक में जोड़ दिया गया।

CLAUSE 4

Licence for coasting trade

माननीय सभापति: श्री एन.के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 7 और 8 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Madam, the point may be taken into consideration: The Director-General is given the subordinate and legislative power to make rules. How can it be so? If it is the Government, it is okay.

According to his whims and fancies, he can make necessary appropriate changes in the rules. How can it be so? It is a subordinate legislative power. It should be vested with the Government and it should not be given to the Director-General. That is my amendment.

HON. CHAIRPERSON: Are you not moving your amendments?

SHRI N. K. PREMACHANDRAN : I am strongly moving my amendments.

I beg to move:-

“Page 3, lines 34 and 35,-

for "the Director-General may consider necessary in furtherance of the objectives of this Act"

substitute "may be prescribed". (7)

"Page 3, omit lines 38 and 39." (8)

17.30 hrs

(Hon. Speaker *in the Chair*)

माननीय अध्यक्ष: अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 4 में प्रस्तुत संशोधन संख्या 7 और 8 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखे गए तथा अस्वीकृत हुए।

माननीय अध्यक्ष: प्रश्न यह है:

‘कि खंड 4 विधेयक का अंग बने।’

प्रस्ताव स्वीकृत हुआ।

खंड 4 विधेयक में जोड़ दिया गया।

CLAUSE 5

Suspension, revocation
or modification of licence

माननीय अध्यक्ष: श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 9 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I beg to move:-

"Page 4, omit line 23." (9)

माननीय अध्यक्ष: अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 5 में प्रस्तुत संशोधन संख्या 9 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: श्रीमती प्रतिमा मण्डल जी, क्या आप संशोधन संख्या 23 प्रस्तुत करना चाहती हैं?

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Sir, I beg to move:-

"Page 4, line 7,-

after "vessel"

insert "including failure to adhere to crew welfare standards,

maintenance protocols, and cargo handling

regulations;". (23)

माननीय अध्यक्ष: अब मैं श्रीमती प्रतिमा मण्डल जी द्वारा खंड 5 में प्रस्तुत संशोधन संख्या 23 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: प्रश्न यह है:

‘कि खंड 5 विधेयक का अंग बने।’

प्रस्ताव स्वीकृत हुआ।

खंड 5 विधेयक में जोड़ दिया गया।

CLAUSE 6

Reporting requirements

माननीय अध्यक्ष: श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 10 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I beg to move:-

“Page 4, line 32,-

for "the Director-General may deem fit"

substitute "may be prescribed". (10)

माननीय अध्यक्ष: अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 6 में प्रस्तुत संशोधन संख्या 10 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: प्रश्न यह है:

‘कि खंड 6 विधेयक का अंग बने।’

प्रस्ताव स्वीकृत हुआ।

खंड 6 विधेयक में जोड़ दिया गया।

खंड 7 विधेयक में जोड़ दिया गया।

CLAUSE 8

National coastal and

Inland Shipping Strategic Plan

माननीय अध्यक्ष: श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 11 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I beg to move:-

“Page 5, line 36,-

after “shall meet”

insert “once in two months”. (11)

माननीय अध्यक्ष: अब मैं श्री एन. के. प्रेमचन्द्रन जी द्वारा खंड 8 में प्रस्तुत संशोधन संख्या 11 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: श्रीमती प्रतिमा मण्डल जी, क्या आप संशोधन संख्या 24 प्रस्तुत करना चाहती हैं?

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Sir, I beg to move:-

“Page 5, line 2,-

after “waterways”

insert “along with an evaluation of environmental impact and sustainability measures required for coastal and inland shipping;”. (24)

माननीय अध्यक्ष: अब मैं श्रीमती प्रतिमा मण्डल जी द्वारा खंड 8 में प्रस्तुत संशोधन संख्या 24 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

माननीय अध्यक्ष: प्रश्न यह है:

‘कि खंड 8 विधेयक का अंग बने।’

प्रस्ताव स्वीकृत हुआ।

खंड 8 विधेयक में जोड़ दिया गया ।

CLAUSE 9

National Database of
Coastal Shipping

माननीय अध्यक्ष: श्री एन. के. प्रेमचन्द्रन जी, क्या आप संशोधन संख्या 12 प्रस्तुत करना चाहते हैं?

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I am not moving my amendment.

माननीय अध्यक्ष: प्रश्न यह है:

‘कि खंड 9 विधेयक का अंग बने ।’

प्रस्ताव स्वीकृत हुआ ।

खंड 9 विधेयक में जोड़ दिया गया ।

खंड 10 से 14 विधेयक में जोड़ दिये गये ।

CLAUSE 15

Punishment for participating
in coasting trade in
contravention of Section 3

माननीय अध्यक्ष: श्रीमती प्रतिमा मण्डल जी, क्या आप संशोधन संख्या 25 प्रस्तुत करना चाहती हैं?

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Sir, I beg to move:-

“Page 7, for lines 14 to 19,-

substitute

“15. Whoever engages in coasting trade in contravention of the provisions of section 3, shall be punishable with imprisonment for a term which may extend to three years, or with a fine which may extend to twenty five lakh rupees, or five times the value of all fees or commission or payments received by the owner or

charterer of the vessel for the voyage, whichever is greater, or with both, and the vessel shall also be liable for seizure under section 29." (25)

माननीय अध्यक्ष: अब मैं श्रीमती प्रतिमा मण्डल जी द्वारा खंड 15 में प्रस्तुत संशोधन संख्या 25 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखा गया तथा अस्वीकृत हुआ।

... (व्यवधान)

डॉ. निशिकान्त दुबे (गोड्डा) : सर, उनको पता होना चाहिए कि क्या अमेंडमेंट है? ... (व्यवधान)

माननीय अध्यक्ष: उसके बारे में हनुमान बेनीवाल जी से पूछ लो कि विधेयक के किस खंड में संशोधन दे रहे हैं? वे ज्ञानी व्यक्ति हैं और कागज से निकाल कर आपको बता देंगे।

... (व्यवधान)

श्री हनुमान बेनीवाल (नागौर) : सर, सारे लोग कागज से पढ़ रहे हैं। ... (व्यवधान)

माननीय अध्यक्ष : प्रश्न यह है :

“कि खंड 15 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 15 विधेयक में जोड़ दिया गया।

खंड 16 से 42 विधेयक में जोड़ दिए गए।

CLAUSE 1

Short title application and
commencement

माननीय अध्यक्ष : माननीय मंत्री जी, संशोधन संख्या 2 प्रस्तुत कीजिए।

Amendment made:

“Page 1, line 5,-

for

"2024"

substitute "2025". (2)

(Shri Sarbananda Sonowal)

माननीय अध्यक्ष : प्रश्न यह है :

“कि खंड 1, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 1, यथा संशोधित, विधेयक में जोड़ दिया गया।

ENACTING FORMULA

माननीय अध्यक्ष : माननीय मंत्री जी, संशोधन संख्या 1 प्रस्तुत कीजिए।

Amendment made:

Page 1, line 1,-

for "Seventy-fifth"

substitute "Seventy-sixth". (1)

(Shri Sarbananda Sonowal)

माननीय अध्यक्ष : प्रश्न यह है :

“कि अधिनियमन सूत्र, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

अधिनियमन सूत्र, यथा संशोधित, विधेयक में जोड़ दिया गया।

विधेयक का पूरा नाम विधेयक में जोड़ दिया गया।

माननीय अध्यक्ष : माननीय मंत्री जी प्रस्ताव करें कि विधेयक को यथा संशोधित पारित किया जाए।

SHRI SARBANANDA SONOWAL: Sir, I beg to move:

“That the Bill, as amended, be passed.

माननीय अध्यक्ष: प्रश्न यह है :

“कि विधेयक, यथा संशोधित, पारित किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय अध्यक्ष : माननीय मंत्री जी, इस सत्र में आपके तीन विधेयक पारित हुए हैं।

17.38 hrs

PROTECTION OF INTERESTS IN AIRCRAFT OBJECTS BILL, 2025

माननीय अध्यक्ष : आइटम नम्बर 11, वायुयान वस्तुओं में हित संरक्षण विधेयक, 2025

माननीय मंत्री जी।

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

Sir, I beg to move:

“That the Bill to provide for protection of interests in aircraft objects and to implement the Convention on International Interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, each signed at Cape Town on 16th November, 2001 and for matters connected therewith or incidental thereto, as passed by Rajya Sabha, be taken into consideration.”

माननीय अध्यक्ष : प्रस्ताव प्रस्तुत हुआ:

“कि वायुयान वस्तुओं में हितों का संरक्षण करने और मोबाइल उपस्कर में अन्तरराष्ट्रीय हितों पर अभिसमय को कार्यान्वित करने तथा वायुयान उपस्कर विशिष्ट मामलों पर मोबाइल उपस्कर में अन्तरराष्ट्रीय हितों पर अभिसमय का प्रोटोकॉल, पर केपटाउन में 16 नवंबर, 2001 को हस्ताक्षर किए गए थे, तथा उनसे उपाबद्ध या आनुषंगिक विषयों का उपबंध करने वाले विधेयक, राज्य सभा द्वारा यथापारित, पर विचार किया जाए।”

DR. M. K. VISHNU PRASAD (CUDDALORE): Thank you, Sir, for giving me the opportunity to speak on the Protection of Interests in Aircraft Objects Bill, 2025.

17.39 hrs

(Shri Dilip Saikia *in the Chair*)

Sir, once upon a time, going in a flight or an aircraft was a dream. Then, it became a passion. After that, it became an ambition, then luxury and now it is a compulsion.

Everybody wants to go in a flight at a cheaper rate. Cheaper, safer and faster is the idea of travel in an aircraft. How do we achieve a safer aircraft? Going safely is a billion-dollar question.

Nowadays, a lot of accidents are taking place. The various reasons for accidents may be weather, engine gear failure, landing gear failure, altimeter error or an error in pilot's judgment, unlike our hon. Member, Mr. Rudy, who is an expert. Of course, weather also plays a major role. At the same time, what are the requirements to get at economical price to fly? We need more competition so that the price will come down. The demand is so high as a lot of people want to go in the flight. Hence, we need more competition. Of course, the Government has to have a cap on the pricing in order to achieve this.

Why do I have to talk about this Bill - the Protection of Interests in Aircraft Objects Bill? Actually, I want to say a few things before talking about the Bill. We have 149 airports in India, and 1,550 aircraft. It is the third-largest domestic aviation market; 1,300 new orders for more aircraft, and 190 billion passenger traffic is happening in India. This cannot happen overnight. Someone will sow the seed and somebody will enjoy the shade of the tree. In order to achieve this, we

should move this Bill immediately.

I welcome this Bill with some observations. Initially, this Bill was introduced in Rajya Sabha in February, 2025. It is in order to align Indian framework in accordance with the Cape Town Convention. In order to achieve a cheaper price and a safer flight, we need more good aircraft.

Initially, I was thinking all the airlines which were operating had their own aircraft. But now I realized that somebody is leasing them out. The airlines which are operating in India, 90 per cent of them are leased or rented aircraft. Most of the rental hubs are in Singapore and one other country, but after this Bill is passed, I think, Gujarat will be having a big swing, the GIFT, that is the Gujarat International Finance Tec-City will be a major aviation leasing hub. I welcome it.

This Bill was introduced in the Rajya Sabha. The Cape Town Convention was signed by India in July 2001, but I think that the Minister mentioned it as 2008. Okay, I stand corrected. It was signed in 2008. Why was it signed? This Bill will ensure that the lessor, that is whoever is giving the aircraft, in case there is any default of payment by the operators, then they can immediately call back the aircrafts.

This was the major problem with these airline operators. It was always under litigation. Whenever there is any problem or whenever there is bankruptcy in the airlines like it happened in Kingfisher or Jet Airways or Go Air -- these airline operators had a problem financially -- if these operators default, these aircraft cannot be taken back. But this Cape Town Convention was a breakthrough. It was signed in 2008, but till now it has been dragged. This

Government was very slack. They did not have a proper vision in that direction. Now, in a hurry they want to pass this Bill.

In the meantime, many investors and creditors who had rented these aircraft had a lot of problems. They wanted to get back the aircraft, but they could not get them in time.

So, they had to approach the court. This was the saddest part. In 2019, Jet Airways went to the court. When Kingfisher Airlines had bankruptcy in 2012, it had a problem. In 2015, SpiceJet had to deregister six Boeing 737s, only by going to the court. This delay echoed globally, creating a very bad atmosphere about India. Everyone is afraid to operate in India, to give the aircraft for rent in India. That is the reason there was a premium leasing cost, and financing cost. Even after the Bill is passed, we are going to observe if the Bill ensures that the airfares are coming down. Due to the leasing cost, the burden has been unnecessarily shifted to the innocent and poor citizens of India. They have to bleed to pay the airfares, to travel in the flights. That is the reason why this Bill is important. If the bill is passed today, the airfares should definitely come down. It is the pressure from global creditors and industry players because of which this Government is rushing to revive the Bill, not a commitment to fixing this Indian bankruptcy and insolvency system.

Now, I would go into the salient features of the Bill. DGCA will have the absolute authority in having the record of who has the license and they have the absolute power to register and deregister, which is, of course, important. Most importantly, there are the creditor remedies. If there is any default in the payment,

the creditor can call back the aircraft; he can either sell the aircraft, he can again lease the aircraft to somebody else or he can take back the money earned out of this aircraft.

Lastly, regarding priority over domestic insolvency, this supersedes IBC. But where is the area of concern, where is the ambiguity? We have to see that. This Bill is being brought in very urgently indicating a reactionary response. Then there is conflict with the domestic insolvency framework. This Bill will have financial instability because the court will intervene on and off which will be a major problem because it is superseding IBC. The court will intervene definitely. Most importantly, there is non-compliance with DGCA. Despite our obligation under the Cape Town Convention, DGCA has refused to deregister aircraft. This has forced creditors to seek court intervention as in the 'Go First' case.

HON. CHAIRPERSON: Please conclude.

DR. M. K. VISHNU PRASAD: Sir, in my constituency, there is a place called Neyveli which had a small airport. It was running very well. But a few years back, it stopped functioning. Now, I have requested our hon. Minister to revive this airport, and he has graciously accepted the request and the revival of the airport is already under process. So, I humbly request our hon. Minister to revive that.

Lastly, I am coming to a burning issue. We have 190 million people traveling every year. This is a huge sector. But the prices are exorbitant. And the hon. Minister in his reply during the Starred Question said that the pricing is based on dynamics. When there is a demand, obviously the prices will go up. When the number of visitors on the website is high, the price fluctuates

depending on the demand. In this country, agricultural production is a basic necessity for everybody. The farmer cannot even decide the price for the produce. The sugarcane price is fixed by the Government. Rice, bajra, and cotton, all the prices are fixed by the Government. But the pricing in two major sectors, the oil sector and airfares, is not fixed by the Government. They are free. The corporations decide the price. Here, the Government has to take cognizance of this case. The Government should regulate the prices. I once again support the Bill. If this Bill is passed, the world is watching, the airfares have to come down because the premium leasing rate is going to come down.

Thank you.

श्री राजीव प्रताप रूडी (सारण) : सभापति महोदय, धन्यवाद ।

महोदय, बाकी यात्रा, बाकी विज्ञान बहुत पुराने हैं । अभी हम जलमार्ग मंत्री जी की बात सुन रहे थे । समुद्र से यात्रा करना, नदियों में यात्रा करना, नाव से यात्रा करना, ये सब दस हजार साल पुरानी बात है, लेकिन हम आज जिस विषय पर चर्चा कर रहे हैं, यह जो साइंस है, यह मात्र 125 साल पुराना है । It is not very long ago when in 1903 Wright Brothers flew for the first time. पहला विमान, जिसने यात्रा की, वह मात्र 120 फीट की दूरी तय कर पाया । उसके बाद पहली कॉमर्शियल फ्लाइट वर्ष 1914 में आई और वह मात्र 27 मील और 24 मिनट के लिए आसमान में रही।

महोदय, विमान क्या होता है? विमान वह होता है, जिसमें हम यात्रा करते हैं, समय की बचत करते हैं । उसमें नींद भी ले लेते हैं, किताब भी पढ़ लेते हैं, आई-पैड भी देख लेते हैं । अगर लम्बी यात्रा हो तो उसमें सो भी लेते हैं । उसमें फ्लैट बेड भी होता है, शौचालय भी होता है, खाने की भी व्यवस्था होती है । ऐसी यात्रा की तो शायद कभी किसी ने कल्पना नहीं की थी । आज उसी विषय पर चर्चा करने के लिए हम यहां खड़े हैं ।

महोदय, विश्व युद्ध हुआ और उसके बाद कई सारे पैसेंजर प्लेन्स की शुरुआत हुई। प्रथम विश्व युद्ध और द्वितीय विश्व युद्ध के बीच पैसेंजर विमान उड़ने लगे। कई बार लोग पूछते हैं - why do we sign these Conventions? इसे समझाने के लिए मैं एक छोटा-सा उदाहरण देना चाहूंगा। हम सभी लोग यात्रा करते हैं। कोई लंदन जाता है, कोई वाशिंगटन डी.सी. जाता है। हम कहते हैं कि विश्व में सॉवरेन स्टेट्स हैं, सबकी अपनी सॉवरेंटी है, तो मैं एक छोटा-सा उदाहरण देना चाहूंगा। हम दिल्ली हवाई अड्डे पर सो जाते हैं और उसके बाद हीथ्रो एयरपोर्ट, लंदन में उतर जाते हैं, लेकिन यात्रा के समय हम पाकिस्तान के ऊपर से जाते हैं, तुर्कमेनिस्तान के ऊपर से जाते हैं, कैस्पियन सी के ऊपर से जाते हैं, अज़रबैजान के ऊपर से जाते हैं, जॉर्जिया के ऊपर से जाते हैं, ब्लैक सी के ऊपर से जाते हैं, रोमानिया जाते हैं, हंगरी जाते हैं, ऑस्ट्रिया जाते हैं, जर्मनी जाते हैं और फिर जाकर हम लंदन पहुंचते हैं। अगर उससे आगे अमेरिका के लिए निकल गए तो जे.एफ.के. एयरपोर्ट जाने के लिए हम बैरेंट्स सी को क्रॉस करते हैं, ग्रीनलैंड जाते हैं, कनाडा जाते हैं। यही कारण है कि आप जब विमान से यात्रा करते हैं तो आप अनेक देशों के ऊपर से जाते हैं। यह बात सुनकर अजीब लगेगा कि हमारे ऊपर से होकर अगर कोई जहाज लंदन से जापान जा रहा है, तो जितनी देर वह हमारे आसमान में होता है, उतनी देर वह हमारे अधिकार क्षेत्र में है और इस दूरी में वह जो यात्रा करता है, इस यात्रा में एयर ट्रैफिक कंट्रोल का पैसा वह भारत को देता है। And this is our sovereign right. यही कारण है कि हम इंटरनेशनल कन्वेंशन्स बनाते हैं, जिससे पूरी दुनिया इस पर एक सहमति दे कि हम इससे पूरी दुनिया के मानकों को लेकर चलेंगे। And the reason for these Conventions is that very reason. Just to take further, we had the Warsaw Convention; then we had the Hague Convention.

जब विमान यात्रा होने लगी, तो लोगों को चोट लगी, किसी का सामान खो गया, किसी को तकलीफ हुई, तो उस पर पेनेल्टीज़ लगने लगे और उसके कानून बदलते-बदलते हेग कंवेन्शन हुआ, जिसमें पैसेंजर्स की लायबिलिटीज़ बढ़ी। फिर मॉन्ट्रियल कंवेन्शन की ओर हम बढ़ गए। फिर यात्रियों के अधिकार की तरफ बात आई। आज भी हम भारत में कहते हैं कि हम यात्रियों के क्या अधिकार हैं,

लेकिन ये अधिकार सिर्फ भारतीयों के लिए नहीं हैं, बल्कि यहां अगर विदेश से भी कोई आता है और अगर भारत में उसका सामान गुम हो जाता है, तो उसका भी एक अधिकार है। And this is not governed by a sovereign law. Sovereign law is substituted by an international treaty and that happened in the Montreal Convention.

लेकिन सभी कन्वेंशंस में सबसे ज्यादा अगर किसी विषय पर आया है तो वह शिकागो कन्वेंशन में आया है। The Chicago Convention is the bible for all the regulations which we see today, and that is where the ICAO came into existence. And that handles so many things like legal and regulatory framework, fair and equal opportunities. sovereignty of airspace, which is very important, aviation safety, the freedom to land and take off, take passengers called the freedom of rights and traffic, aircraft registration, unlawful interference, एक और एक्सपेक्ट आ गया है, पर्यावरण और एनवार्यमेंटल क्लियरेंस का आ गया है।

Sir, it resulted in the ICAO in 1944 and India is a signatory to it. There are many more things to it. I will not mention it as the hon. Minister has said, 'Mr. Rudy, please make it brief.'

Now, we have come back to the Cape Town Convention. What is this Cape Town Convention, the CTC? It was signed in 2001 in South Africa, as mentioned by the hon. Minister, and it has basic ingredients like financial interest, mobile assets etc. This was not only done for that. It was done for the Railways also. It was done for the aircraft also. It was done for the space crafts also. But now we are confining ourselves to the aircraft only. Why? It is because any international action requires legal framework and financial transactions also as we have for international banking, as we have for foreign exchange. This was done basically

to establish a legal framework for aircraft financing. Now why aircraft financing? There are many reasons. Mr. Vishnu Prasad Ji just mentioned it.

The other day when I was speaking about prices in this country, I know some of my friends did not like it, but I tried to analyse and say that the prices which you see today are not actually the prices which the passengers pay. It is not actually what the airlines is talking. I will come back to it if I have the time.

Now, coming to point to reduce the cost of financing, and as I am very happy that Mr. Vishnu Prasad mentioned it that Government is not taking one action. As the Minister has always said, we had to deregulate it. We do not have control. We do not have a Government airline today. There are no Government airlines. When Government airlines existed in this country, with a distortion of Rs. 75,000 crore, we had the right to take that. But we had the right to cushion it by saying: "Okay, the benchmark is fixed by Indian Airlines and the rest you have to match." मुझे याद है, मैं जब 26-27 की उम्र में एमएलए बना, तो कभी-कभी पटना से दिल्ली हवाई जहाज़ से आता था। तब भी टिकट हमारा छह हजार रुपये का हुआ करता था, जो बोइंग विमान है, आज भी मैं छह हजार रुपये में आता हूँ। लेकिन पिछले 70 वर्षों में क्यों हमें ऐसा लगा कि दाम अधिक है, क्योंकि एक फैक्टर डिस्टॉर्टिंग था और देश के टैक्सपेयर्स का 70 हजार करोड़ रुपये हम लोगों ने इस सब्सिडी के रूप में एक मॉडल बना कर दिया। मैं उसके किसी विवाद में नहीं जाना चाहूंगा। मैंने पिछली बार बताया था कि किस तरह से दुनिया भर की एयरलाइंस बंद हुईं। अब यह संकट उत्पन्न कहां से हुआ? यह समझना बड़ा ज़रूरी है कि गो एयरलाइंस बंद हुई। ठीक है, यह बात सही है कि पूरी दुनिया के युद्ध में और जब यूक्रेन का युद्ध शुरू हुआ, उसके पहले कोविड, उसके पहले जेट एयरलाइंस बंद हुई, उसके पहले किंगफिशर एयरलाइंस बंद हुई, लेकिन महोदय, गो एयरलाइंस का क्या हुआ? Go Air has triggered off what we are discussing today. How has it

happened? Go Air was doing well. We thought there were 57 planes. But COVID-19 did have an effect. Aircraft usually have two kinds of engines. One is the LEAP engine and one is the Pratt & Whitney. Unfortunately, the Pratt & Whitney engines which are manufactured across the world, have a majority of the spares coming from Russia and Ukraine. As a result, that airline went broke. That could not fly. And even many more airlines which had Pratt & Whitney engines could not operate and most of the airlines came down. Fortunately, some of the airlines had LEAP engine and they survived the market. But still in Delhi airport, you can find 40 aircraft which had Pratt & Whitney engine because the spares which were to be manufactured on the titanium made in Ukraine or Russia, could not be provided to these companies. ... (*Interruptions*) LEAP engine is a model of an aircraft engine. I will not get into that.

Then what did Go Airline do. It filed for liquidation saying that they are bankrupt. They are not going. But the only aspect which had happened that the lessors which were five companies across the world which were financing Go Air said, "We have filed a recovery petition earlier.' Now Go Air went to NCLT. NCLT gave an order and said, "You cannot take away the planes." When DGCA intervened, NCLT and other agencies took actions. Ultimately it took them one and a half years because they were the planes which were in the international market.

18.00 hrs

They were supposed to return them or lease them back. The courts intervened. The courts categorically said that we cannot allow this.

माननीय सभापति : अगर सभा की अनुमति हो तो सभा की कार्यवाही एक घंटे तक के लिए बढ़ा दी जाए?

अनेक माननीय सदस्य : जी हाँ ।

श्री राजीव प्रताप रूडी : सिर्फ एक ही एक्शन से उसमें क्या हुआ? गो एयरलाइन तो बंद हो गई । उस समय बैंक्स ने कहा कि मेरे पैसे लौटाओ । वेंडर्स में कहा कि मेरे पैसे लौटाओ । कर्मचारियों ने कहा कि मुझे पैसे दो । लीजर्स को कहा गया कि हम जहाज नहीं देंगे, जहाज को रोक कर रखेंगे । इसका परिणाम क्या हुआ? 6500 करोड़ रुपये उससे बैंक्स मांग रहे थे, 2600 करोड़ रुपये लीजिंग कंपनी मांग रही थीं, 1200 करोड़ रुपये वेंडर्स मांग रहे थे । आपको अंदाजा नहीं होगा, मात्र गो एयरलाइन के कारण पूरी दुनिया में लीजिंग रेंटल भारत के इस गतिविधि से बढ़ा कि भारत में 2.7 बिलियन डॉलर्स का इम्पैक्ट हुआ । That was calculated. The impact of Go airlines shutting down – the international investors who had come for leasing – was 2.1 billion dollars. Who takes this brunt? The airlines do not take this brunt. It is passed on to the passengers. As a result, Rs.24,000 crore was the impact of just not returning the aircraft to the lessors because the Aviation Working Group (AWG) downgraded India from 3 to 2 resulting in a loss of thousands of crores of rupees to all those people who were operating. I will not go into that. That is why I think that the Government of India thought that it is pertinent to do this because this loss was actually passed on to the passengers.

I would just like to tell my friends that we have to remember certain things. I am happy that the Government, the Prime Minister and the Minister have realised it. I am not always very happy when I hear certain things. वायुदूत वर्ष 1997 में बंद हुआ । मोदीलुफ्ट चला और वर्ष 1996 में बंद हुआ । दमानिया एयरलाइंस वर्ष 1997 में बंद हुआ । ईस्ट-वेस्ट एयरलाइंस वर्ष 1997 में बंद हुआ । एनईपीसी वर्ष 1996 में बंद हुआ । एयर सहारा

वर्ष 2007 में बंद हुआ। जेट एयरलाइंस वर्ष 2019 में बंद हुआ। डेक्कन एयरलाइंस वर्ष 2007 में बंद हुआ। पैरामाउंट एयरवेज वर्ष 2010 में बंद हुआ। एयर क्रोस्टा वर्ष 2017 में बंद हुआ। गो एयरवेज वर्ष 2023 में बंद हुआ। भारत में जो एयरलाइंस बंद हुई हैं, उनकी संख्या बहुत ज्यादा है, बशर्ते कि जो एयरलाइंस भारत में चल रही हैं, अब सरकार की भी यह जिम्मेदारी है कि उसे सरकार किस तरह से देखे। हमारे लिए चुनौती है।

महोदय, हम लोग अपनी ताकत तो देखें। इसी संसद में बैठे हुए लोग जब हस्ताक्षर करेंगे तो दुनिया के उस ट्रीटी पर हमारी और आपकी सहमति बन रही है। इंटरनेशनल लीजिंग कंपनीज को हम लोग कह रहे हैं कि अगर तुम्हारा विमान है, तुम्हें पैसा नहीं दिया जाता है तो अपना विमान ले जाइए। जैसे ही दुनिया को यह संवाद मिलेगा कि भारत के सांसदों ने तय कर लिया है कि हम अंतर्राष्ट्रीय कानून का पालन करेंगे, 15 से 20 परसेंट आपकी लीजिंग कॉस्ट कम हो जाएगी। यह हमारे सांसद की ताकत का कमाल है। इसी विषय को मैं यहां रखना चाह रहा था। This is how international financing makes a difference.

I will come back to some other points. महोदय, किस प्रकार के लीजेज होते हैं? लीजेज भी कई प्रकार के होते हैं? एक वेट लीज है, जो जहाज विदेश से आता है, उसके आप कप्तान, एयर होस्टेज और सबके साथ लेकर उड़ाते हैं तथा उसको रेंटल दे देते हैं। दूसरा, आपके सामने ड्राई लीज होता है, जिसमें विमान ले आते हैं, लेकिन कप्तान और एयर होस्टेस वगैरह आपका होता है और एक डैम्प लीज होता है, जिसमें कुछ कर्मचारी आपके होते हैं एवं बाकी सब हमारे होते हैं। आज इसी तरह से दुनिया में एयरक्राफ्ट लीजिंग का जो बिजनेस है, वह लगभग 210 बिलियन यूएस डॉलर्स का है। यह लगभग 14 लाख करोड़ रुपये हैं। हमारे भारत का बजट लगभग 45 लाख करोड़ रुपये हैं, लेकिन आज पूरे दुनिया में हवाई जहाज का खरीद और This is what we have to keep in mind.

इनकी बहुत बड़ी संख्या नहीं है। दुनिया में 28 हजार के आसपास विमान हैं, जिनमें से 23 हजार विमान अभी उड़ रहे हैं। अभी हमने थोड़ा सा कटाक्ष में सुना कि गुजरात में गिफ्ट सिटी बनेगी।

यह महत्वपूर्ण नहीं है। महत्वपूर्ण यह है कि आप एक देश की तरफ देखिए। हमारे मित्र ने कहा कि सिंगापुर से लीजिंग होती है। साहब, सिंगापुर बहुत छोटा है। एक देश है, जहां से पूरी दुनिया की 52 प्रतिशत एयरलाइंस की लीजिंग होती है। ... (व्यवधान)

आयरलैंड एक देश है। आप आयरलैंड के बारे में देखिए, उस छोटे से देश को देखिए, उसकी 15 लाख की आबादी है। ... (व्यवधान) आयरलैंड एक देश है, जो यूरोपियन यूनियन का पार्ट है। उसका ज्योग्राफिकल एरिया 84 हजार वर्ग किलोमीटर है, जबकि भारत का एरिया 33 लाख वर्ग किलोमीटर है, उसकी आबादी 53 लाख है। उसकी आबादी मेरे जिले के बराबर है। छपरा जिले की जितनी आबादी है, अकेले उसकी आबादी है। मैं एक बात बता दूँ कि 80 प्रतिशत जहाज जिन पर हम उड़ते हैं, वे सब लीज पर हैं, रेंटल पर हैं। किसी जहाज का मालिक आज भारत में नहीं है। अगर किसी को लगता है कि मैं इस जहाज का मालिक हूँ, I am the owner of this aircraft, तो वह एयरक्राफ्ट उसका नहीं है। 20 पर्सेंट जो भारत में हैं, वह तो एयर इंडिया में अपने जमाने में खरीदे थे, वही ऑनरशिप है जो आज विस्तारा और एयरइंडिया को सौंप दिया गया है। Dublin is the capital, which, of course, is the financial headquarters. Google is there. Facebook is there. That is a small city town and it controls the world's financial business. I must congratulate the Prime Minister and the team today. Though late, but the Finance Minister announced this in the Budget of 2019. Ireland had a National Civil Aviation Policy, which came in 2015. We announced that policy in 2016. But we do not think about it. It was only the Prime Minister who said later that in 2019, we will have a policy, and that is where it started. But we are talking about international financing and that aspect has to be kept in mind. Going further, 60 per cent of the global market of aviation is in Ireland. I will jump most of the figures.

When we talk about the GIFT City, that is a beautiful concept and business

convention coming into place and ratifying it. Once the ratification takes place, I can see India becoming a hub of leasing by the next 20 years, and that is the capacity which should have been generated 20 years ago. But we did not have it. That is fine.

India has a financial hub, a tax-free zone which was created to facilitate foreign transition, and 80 per cent of Indian aircraft are on lease. IndiGo has 262 aircraft on lease. Air India has 127 aircraft on lease. Spice Jet has 113 aircraft on lease. Go Air is shut down. Same is the story with Vistara. Every aircraft runs on a model what we are talking today.

Now, there is one aspect which I would like to bring to the notice of the House. What is the number of planes which you are going to buy in the next ten years? जितने जहाज हम आने वाले दिनों में खरीदने वाले हैं, मात्र एशिया पैसेफिक में, जिसमें भारत, साउथ ईस्ट एशिया और चाइना है, 17 हजार विमान खरीदे जाएंगे, नार्थ अमेरिका में 9 हजार विमान, यूरोप में 8 हजार विमान खरीदे जाएंगे। दुनिया में तीसरा स्थान प्राप्त करने की दिशा में भारत पहुंच चुका है। आने वाले दिनों में दुनिया में सबसे ज्यादा विमान खरीदे जाएंगे तो भारत में खरीदे जाएंगे।

मैं एक बार माननीय मंत्री जी चेम्बर के बाहर गया, तो सबसे ज्यादा सांसदों का आगमन अगर कहीं होता है तो इनके दरवाजे पर होता है, क्योंकि हर किसी की यह आकांक्षा है। मैं जब वहां बैठा था, तो सभी सांसदों, चाहे वह मन्ना लाल रावत उदयपुर के हों, चाहे श्रीमती भारती पारधी महाराष्ट्र की हों, विजय बघेल हों, एंटो एंटोनी हों, महुआ मोइत्रा हों, सुशील कुमार शिंदे हों, वीरेन्द्र सिंह हों, हर कोई चाह रहा है कि हमारे यहां विमान कंपनीज जहाज लेकर आए।

एक और चुनौती है कि आने वाले दिनों में 30 हजार पायलट्स की जरूरत है। मुझे पता नहीं है कि माननीय मंत्री जी ने इस पर विचार किया है या नहीं।

लेकिन ऐसे दो क्षेत्र हैं, फ्लाइटिंग ट्रेनिंग आर्गेनाइजेशन, माननीय मंत्री जी आप हवाई जहाज बाद

में उतारिएगा। लेकिन जितनी भी भारत में हवाई पट्टियां हैं, अगर छोटे भी हैं तो आज की तारीख में वहां फ्लाईंग ट्रेनिंग आर्गेनाइजेशन शुरू कराइए। आज एक बच्चे को कप्तान बनने के लिए ट्रेनिंग लेनी है तो पचास लाख रुपये से लेकर सवा करोड़ रुपये तक लगते हैं। हम भी कप्तान हैं, हम जानते हैं कि कितनी पीड़ा है। हर घर में हमारी बेटियां, हमारा बेटा, हमारे छोटे बच्चे, अनुसूचित जनजाति के लोग और पिछड़ी जाति के लोगों में एक ऐसी ही भावना है, जिसे लोग प्राप्त करना चाहते हैं। हरेक की इच्छा है, मैं बिहार से हूं। मुझे इस बात का गर्व है कि मेरे हस्ताक्षर से भारत की उस नीति में मेरी भूमिका थी जब अटल बिहारी वाजपेयी जी की सरकार में मैं मंत्री था। चन्द्रबाबू नायडू जी उस समय भी हमारी सरकार के सदस्य थे, उस समय मेरी जितनी समझ थी, उस समय मेरी एविएशन के बारे में समझ नहीं थी, फिर भी मुझे दो व्यक्तियों के बारे में याद है। एक नारायण मूर्ति जी, जिन्होंने बेंगलोर एयरपोर्ट के लिए प्रत्येक दिन आग्रह किया। अंत में एक पत्र लिखकर आग्रह किया और राजीव प्रताप रुड्डी को और वाजपेयी सरकार को धन्यवाद दिया कि आपने देवनाली का एयरपोर्ट स्वीकार किया।

उस समय चन्द्रबाबू नायडू जी का एक बड़ा सपना था कि हैदराबाद को हवाई अड्डा मिले, देवनाली एयरपोर्ट का कन्सेशन एग्रीमेंट हमने किया। आज 22 सालों के बाद माननीय मंत्री जी से मैं आग्रह कर रहा हूं, बिहार के चौदह करोड़ लोग जो देश की नीति को समझता है, मैं पिछले दस सालों से संघर्ष कर रहा हूं कि बिहार के लोगों को एक ऐसा हवाई अड्डा दें, हमारे बच्चे मुंबई जाकर दुबई जाएंगे, हमारे बच्चे बेंगलुरु जाकर दुबई जाएंगे, हमारे बच्चे सैन फ्रांसिस्को कोलकाता होकर जाएंगे।

अगर बिहार को सबसे बड़ा रिफार्म देना है, जिस प्रकार से हम लोगों ने अपने समय में शम्साबाद को दिया है, हैदराबाद को दिया, बेंगलुरु को दिया, दिल्ली के जीएमआर को दिया, जिस प्रकार से मुंबई के हवाई अड्डे को दिया, बिहार की 14 करोड़ की आबादी को भी मिलना चाहिए। झारखंड भी हमारा पार्ट था। अंतर्राष्ट्रीय हवाई अड्डा घोषणा करने से नहीं होता है, पटना में जयप्रकाश नारायण अंतर्राष्ट्रीय हवाई अड्डा पिछले तीस सालों से लिखा हुआ है। कई बार हम लोग समझते हैं कि सरकार अगर अंतर्राष्ट्रीय हवाई अड्डे की घोषणा कर देगी तो अंतर्राष्ट्रीय हवाई जहाज उड़ने लगेंगी, ऐसा नहीं होता है। ऐसा इसलिए नहीं होता है, डिमांड, इन्फ्रास्ट्रक्चर, एयरस्पेस

मैनेजमेंट, लेंथ ऑफ द रनवे, कैपिसिटी, डिमांड, all has to be generated. बिहार एक ऐसा स्थान है, जहां इसकी अपार संभावनाएं हैं।

मंत्री जी ने कहा कि आपको नहीं बोलना है, मैंने कहा कि मैं आपको तब तक बोलता रहूंगा जब तक बिहार का ये हवाई अड्डा जो पटना के निकट है, का निर्माण कार्य शुरू नहीं करेंगे, मैं तरह-तरह से आपके समय को लेता रहूंगा। अगर एक ग्लास में पानी रखा हो तो कोई आकर कहे कि यह पेप्सी है, चार लोग कहें कि पेप्सी है तो आप मजबूर हो जाते हैं, पानी को भी पेप्सी कहना होता है। उसके बाद अधिकारी के पास चले जाओ, अगर उनसे पूछो कि यह क्या है, पानी है या पेप्सी है, लेकिन यह पक्का है कि लिक्विड है, उस स्थिति में राजीव प्रताप रुड़डी पिछले दस साल से घूम रहा है। बहुत-बहुत धन्यवाद।

श्रीमती रुचि वीरा (मुरादाबाद) : सभापति महोदय, मैं उत्तर प्रदेश के मुरादाबाद संसदीय क्षेत्र का प्रतिनिधित्व करती हूं। इस महत्वपूर्ण वायुयान वस्तुओं में हित संरक्षण विधेयक, 2025 पर अपने विचार व्यक्त करने के लिए खड़ी हुई हूं। यह विधेयक हमारे देश के विमानन को अधिक सुरक्षित, आधुनिक और कुशल बनाने की दिशा में महत्वपूर्ण कदम है। इसमें कुछ खामियां हैं, जिन्हें सुधार किए बिना अपने उद्देश्यों को पूरी तरह सफल नहीं बना पाएगा।

मुरादाबाद, जिसे पीतल नगरी के नाम से जाना जाता है। भारत ही नहीं पूरी दुनिया में अपनी धातु कला और निर्यात के लिए प्रसिद्ध है। हमारे यहां निर्मित धातु उत्पाद विशेषकर पीतल एवं कांस्य की वस्तुएं दुनिया भर में निर्यात की जाती हैं। विमान निर्माण व एयर स्पेस उद्योग में धातु कास्टिंग, फिटिंग तथा डेकोरेटिव मेटल वर्क की अत्यधिक आवश्यकता होती है।

महोदय, उसमें मुरादाबाद का उद्योग अपनी महत्वपूर्ण भूमिका निभा सकता है। मुरादाबाद दिल्ली-एनसीआर से सटा हुआ क्षेत्र है और उत्तर प्रदेश की राजधानी लखनऊ से काफी दूरी पर स्थित है। मुरादाबाद बिजनौर, रामपुर, उत्तराखंड, कुमाऊं मंडल का केंद्र है। वर्तमान में हमारे जनपद को सीधा हवाई संपर्क उपलब्ध नहीं है, जिससे हमारे निर्यातकों, कारोबारियों और आम नागरिकों को असुविधा का सामना करना पड़ता है। अगर हम वास्तव में भारत को 'विकसित भारत' बनाना चाहते

हैं, तो हमें मुरादाबाद जैसे औद्योगिक और व्यावसायिक केंद्रों को बेहतर हवाई संपर्क देना होगा।

यह विधेयक भारतीय विमानन क्षेत्र में सुरक्षा और मानकों को बढ़ाने की बात करता है, लेकिन इसमें स्थानीय उद्योगों को शामिल करने का कोई स्पष्ट प्रावधान नहीं है। 'मेक इन इंडिया' और 'आत्मनिर्भर भारत' के तहत विमान निर्माण और उसके पुर्जों के लिए भारतीय निर्माताओं को प्राथमिकता दी जानी चाहिए। मुरादाबाद जैसे औद्योगिक क्षेत्रों में धातु कास्टिंग और एयरोस्पेस ग्रेड धातुओं का उत्पादन बढ़ाने के लिए विशेष योजनाएं बनाई जाएं।

इसके अलावा, देश के बड़े शहरों में ही विमानन सुविधाओं का विस्तार हो रहा है, जबकि औद्योगिक और व्यापारिक केंद्रों को उचित हवाई संपर्क नहीं मिल पा रहा है। इस विधेयक में टियर-2 और टियर-3 शहरों के लिए विशेष प्रावधान किए जाने चाहिए, जिससे छोटे एवं मध्यम व्यापारियों को फायदा हो। इस विधेयक में सुरक्षा मानकों को सख्त करने की बात तो है, लेकिन भारत में विमानन अनुसंधान को बढ़ावा देने का कोई ठोस प्रावधान नहीं है। आईआईटी, एनआईटी और अन्य तकनीकी संस्थानों में एयरोस्पेस टेक्नोलॉजी और सुरक्षा अनुसंधान के लिए फंडिंग बढ़ाई जानी चाहिए, ताकि हम आधुनिकतम विमानन तकनीक विकसित कर सकें।

महोदय, इसके साथ ही भारत में एयरोस्पेस और विमानन के पुर्जों का उत्पादन तो हो रहा है, लेकिन इस विधेयक में इनके निर्यात को प्रोत्साहित करने के लिए कोई स्पष्ट नीति नहीं है। सरकार 'मेक फॉर वर्ल्ड' की तर्ज पर भारतीय निर्माताओं को वैश्विक स्तर पर प्रतिस्पर्धी बनाने के लिए टैक्स में रियायत और निर्यात सब्सिडी प्रदान करे।

विमानन उद्योग में काम करने वाले श्रमिकों और टेक्निशियन्स की स्किल डेवलपमेंट का कोई जिक्र नहीं है। सरकार को राष्ट्रीय विमानन कौशल विकास योजना लानी चाहिए, जिससे युवाओं को इस क्षेत्र में रोजगार के अवसर मिल सकें। मुरादाबाद और अन्य औद्योगिक शहरों में एयरोस्पेस टेक्नोलॉजी ट्रेनिंग सेंटर खोले जाएं।

महोदय, अगर सरकार इस विधेयक में स्थानीय उद्योगों को शामिल करने का प्रावधान जोड़ती है, तो मुरादाबाद एयरोस्पेस उद्योग के लिए एक महत्वपूर्ण केंद्र बन सकता है। मुरादाबाद जैसे

औद्योगिक केंद्रों को हवाई यातायात से जोड़ने के लिए सरकार 'उड़ान योजना' का विस्तार करे। क्षेत्रीय कनेक्टिविटी स्कीम, जिसका जिक्र माननीय वित्त मंत्री जी ने बजट में किया है, सरकार का लक्ष्य छोटे-छोटे शहरों को हवाई यात्रा से जोड़ना है। मेरे लोक सभा क्षेत्र मुरादाबाद में एक हवाई पट्टी मुण्डा पाण्डे है, जिससे कुछ दिन पर एक फ्लाइट साप्ताहिक मुरादाबाद से लखनऊ के लिए शुरू की गई थी, लेकिन 5 दिसम्बर, 2024 को बंद कर दी गई। उसका कारण हमें मालूम नहीं है।

महोदय, मेरा आपके माध्यम से निवेदन है कि मुरादाबाद हवाई पट्टी का अपग्रेडेशन किया जाए और देश के सभी मेट्रो पोलिटन शहरों से जोड़ा जाए, ताकि आर्थिक और औद्योगिक विकास को गति मिल सकें और उससे व्यापारियों और निर्यातकों को सीधा लाभ मिल सके। साथ ही, धातु उद्योग को एयरोस्पेस मैनुफैक्चरिंग से जोड़ा जाए और विशेष औद्योगिक क्लस्टर बनाए जाएं।

महोदय, मैं आपसे प्रार्थना करना चाहती हूँ कि मुरादाबाद हवाई पट्टी का अपग्रेडेशन किया जाए। विमानन उद्योग में काम करने वाले श्रमिकों और टेक्निशियन्स को डेवलपमेंट स्कीम्स से जोड़ा जाए।

महोदय, मुझे आपसे रिक्वेस्ट करनी है कि मुरादाबाद को कनेक्टिविटी स्कीम्स से जोड़ा जाए और मुरादाबाद की मुण्डा पाण्डे हवाई पट्टी है, उसका अपग्रेडेशन किया जाए। उसको देश के जो अन्य मेट्रो पोलिटन सिटीज से जोड़ा जाए, ताकि हमारे यहां काम करने वाले लोगों को मदद मिले।

अतः मैं सरकार से अनुरोध करना चाहती हूँ कि इस विधेयक में जरूरी संशोधन किए जाएं, ताकि यह केवल एक सुरक्षा विधेयक न रहकर विमानन उद्योग के व्यापक विकास का मार्ग प्रशस्त कर सके। अगर हम स्थानीय उद्योगों, अनुसंधान, कौशल विकास और हवाई संपर्क को प्राथमिकता देंगे, तो यह विधेयक भारत को एक वैश्विक विमानन महाशक्ति बनाने में सफल होगा। आपने मुझे बोलने का समय दिया, आपका बहुत-बहुत धन्यवाद।

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Sir, on behalf of the All India Trinamool Congress, I rise to speak on the Protection of Interests in Aircraft Objects Bill 2025.

Sir, just three to four days ago, we were discussing the exorbitant aircraft air price, and the hon. Minister has failed to give any satisfactory reply regarding the airfare. हमारे माननीय प्रधानमंत्री जी ने एक बार कहा था कि अब हवाई चप्पल पहनने वाले भी हवाई जहाज में बैठने का सपना देखते हैं। So, my question to the Government is this. Does the Government still believe in this promise? I would like to know from the hon. Aviation Minister whether there is any mechanism to handle this exorbitant airfare.

Sir, India is a big country and, right now, we do not have any national carrier. All the airports are being operated by the private players. This Bill is designed to protect international creditors and aircraft lessors, not the Indian people. It prioritizes the financial security of foreign investors over the stability of our airlines, the livelihood of our aviation workers, and the rights of Indian passengers. This Bill gives immense power to creditors, allowing them to quickly repossess aircraft if an airline defaults on payments. So, many Indian airlines, including major players have faced financial turbulence in the past. If this Bill had been in place during the crisis faced by airlines like Jet Airways or Go First, the creditors would have swooped in immediately, repossessing aircraft without giving these airlines a fighting chance to recover.

Instead of helping the industry stabilise, this Bill could accelerate airline bankruptcies, reduce competition, and ultimately lead to higher ticket prices for ordinary citizens. What happens when airlines suddenly lose aircraft? Flights are cancelled, passengers are stranded, and disruptions become normal. Instead of ensuring safety, affordable, safe, reliable air travel for Indian citizens, this Bill

threatens to create instability in the very industry it claims to strengthen.

Sir, let us not forget the hard-working people who keep our airlines running – pilots, cabin crew, engineers, ground staff, and countless others. If airlines collapse under the pressure of aggressive aircraft repossession, thousands of jobs will be at risk. Do we really want a law that puts foreign investors' interests above Indian workers' livelihood? What about our national economy? Supporters of this Bill claim, it will bring more foreign investment into our aviation sector. But, what will be the cost? If airlines are constantly at risk of losing their planes, they will struggle to expand, innovate or even survive. This could discourage new entrants into the market, and hand over control of our aviation industry to foreign leasing companies and financiers.

What is most troubling is the lack of balance in this Bill. Yes, we must honour our international commitments. But, we must also protect our domestic interests. The Bill fails to provide airlines with sufficient time or legal records to renegotiate leases during financial distress. It disregards the fact that the aviation industry is cyclical. Ups and downs are part of the business. Instead of helping airlines recover, this Bill seems designated to push them into insolvency faster.

Moreover, the Bill overrides the existing Indian laws, including aspects of the Insolvency and Bankruptcy Code. This could lead to legal confusion, prolonged court battles, and an overburdened judiciary rather than the streamlined process.

I would like make a request to the hon. Minister. The Government of West Bengal has already provided a piece of land for construction of the second

airport, very close to the Netaji International Airport. I would like to know the current status of this project.

Sir, I would also like to request the hon. Minister to introduce at least two flights at 15-day intervals from London to Kolkata and from France to Kolkata. If the hon. Minister initiates this process, I would be very happy. Thank you, Sir.

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you very much, Mr. Chairman, Sir. I rise to support this Bill. I would take this opportunity to congratulate the hon. dynamic Minister for bringing such legislation because this legislation is on the basis of the International Convention and Protocol of 2001. Even after 24 years, we are not able to ratify that Convention and Protocol. But better late than never, the hon. Minister has now come up with a clear-cut legislation by which this Convention and the Protocol will be ratified.

Sir, the Convention on International Interests in Mobile Equipment is also known as the Cape Town Convention (CTC). The Protocol on Matters Specific to Aircraft Equipment is known as the Aircraft Protocol. In the above Protocol, the thrust was given to the Aircraft Equipment. Both the International Convention and the Protocol were signed in the year 2001. As I have pointed out, though it was signed in the year 2001, though India was a signatory to the Convention, unfortunately, we were not able to implement it through a legislation or through the statutory backing.

Sir, the Indian aviation sector is growing like anything, with exponential growth. The aviation market is also expanding rapidly. At the same time, as rightly mentioned by our hon. friend, Mr. Rajiv Pratap Rudy — well, I am not going into

all these details — aircraft are highly essential. We all know it.

As far as India is concerned, we are not purchasing aircraft but are depending on leasing them. When aircraft companies become bankrupt and are liquidated, as we have seen in the cases of Kingfisher, Jet Airways, and Go First, the creditors or lessors are in trouble while recovering the equipment, aircraft, or credit that they have provided. To rectify this issue, this legislation has been brought in. That is why, I am fully supporting it.

In this case, I would like to make only two observations. Through this statutory backing, the lessor can take back the aircraft, the equipment or the credit in a speedier way. That is the significance of this legislation. So, once again, I would like to support and welcome this move.

Sir, I would congratulate the hon. Minister for this wonderful move but I have some apprehensions. My apprehensions are regarding Clause 6 and Clause 9. Clause 6 is about remedies on insolvency. That means, Insolvency and Bankruptcy Code is there. We all know it is one of the important legislations in respect of liquidation. What would be the impact of Insolvency and Bankruptcy Code when compared to these remedies on insolvency by virtue of Clause 6 of the new Bill? That is the first observation or clarification I am seeking from the hon. Minister.

The second apprehension is about the provisions of the Act to have overriding effect given in Clause 9. In case of any inconsistency between the provisions of this Act and any other law for the time being in force, the provisions of this Act shall prevail to the extent of such inconsistency. There also, I would

like to know this. What about the Insolvency and Bankruptcy Code when such an inconsistency comes? This is having the overriding effect means it will be creating a lot of legal problems. These two issues have to be clarified by the hon. Minister.

With this observation, once again I welcome and support the Bill with due congratulations to the hon. Minister. Thank you.

SHRI C. N. ANNADURAI (TIRUVANNAMALAI): I rise today to discuss the Protection of Interests in Aircraft Objects Bill, 2025, which is a piece of legislation that has significant implications for our aviation sector. While the Bill aims to align our aviation industry with global standards by implementing the Cape Town Convention and its Aircraft Protocol, it is crucial that we scrutinize its potential impact on domestic stakeholders and ensure that it does not compromise our national interests.

The aviation industry is a cornerstone of any modern economy. It facilitates global trade, connects businesses, enhances tourism, and plays a vital role in national security. Given the strategic importance of this sector, any legislation affecting it must be carefully crafted, ensuring that it provides tangible benefits without exposing the country to undue risks. This Bill, however, raises several critical concerns that must be addressed before it is enacted into law.

The Aviation Working Group (AWG), a global watchdog in the aviation sector downgraded India's compliance rating from 3.5 to 2 with international leasing laws, citing the inability of lessors to repossess aircraft. This impacted the country's credibility in the aircraft leasing market and also issued a warning that further delays could worsen the country's standing. And just because of this, the

Government remembered to introduce the Bill. Otherwise, this Government would not bother to introduce the Bill.

While the Delhi High Court's April 2024 judgment in the Go First insolvency case has provided some relief to lessors and reaffirmed the importance of the Cape Town Convention, it is concerning that India's legal system, rather than its legislature, had to take the first step in enforcing an international treaty ratified in 2008. Courts should not be the primary drivers of policy implementation. This responsibility lies with the Government and the Parliament.

The Government should adopt a proactive legislative strategy that ensures India remains a stable and reliable player in global aviation finance. One of the primary objectives of this Bill is to safeguard the interests of stakeholders involved in aircraft objects, including financiers, lessors, and operators. However, the Bill lacks clarity on how it will balance these protections with national priorities. Many countries that have adopted the Cape Town Convention have put in place safeguards to ensure that their national courts retain jurisdiction over crucial aviation-related disputes. India must do the same to protect its domestic stakeholders from potential biases in international arbitration forums.

While the Government is taking steps to improve aircraft leasing in India, there was a 43 per cent surge in India's domestic aircraft in the first half of 2024. As reported by a study conducted by the Airport Council International in collaboration with Flare Aviation Consulting, it highlights the Government's failure to regulate the aviation sector effectively and protect consumers from excessive pricing.

Sir, Chennai to Thoothukudi, normally, a domestic flight costs around Rs. 5000, and during the peak season, it goes beyond Rs. 10,000 whereas a flight from Chennai to Colombo costs only around Rs. 5500. How does the Government justify this? How can a domestic flight in Tamil Nadu cost as much as an international flight? Instead of ensuring affordability, the Government has allowed unchecked price hikes, turning air travel into luxury, accessible only to the wealthy. Even for seat and food also, we have to pay an unusual cost. Even after paying a huge cost of flight ticket, sometimes, the private airlines charge fees for seats also.

Tiruvannamalai is a major pilgrim hotspot, especially for the people of Andhra Pradesh, and a lot of devotees visit it. Tiruvannamalai is one of the largest temples. It is a tourist spot, and therefore, has a heavy footfall. For that, we need an airport in my constituency of Tiruvannamalai so that the people can travel easily.

HON. CHAIRPERSON: No, please sit down. आपकी डिमांड आ चुकी है, आप बैठ जाइये।

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Sir, first of all, I want to thank the hon. Minister for starting Udaan Yatri Cafe. This is a great initiative. Last time, I heard some hon. Members say that they were not even provided water at the airport. Now, water is being provided for free. More than water, subsidized food is also provided at this Udaan Yatri Cafe. That is a good initiative taken by the Minister.

In the last 10 years, because of the Udaan Scheme that the hon. Prime Minister launched, our domestic aviation has grown to the third largest in the

world. Also, the number of airports has grown from 74 to 157; almost double. The aviation sector is growing in such a way for which this Bill is very much needed. This Bill aligns with the Cape Town Convention and now, they can reclaim the aircraft, which gets stuck in case of default or insolvency. The prime example is Go Air. So many aircraft that had been leased by Go Air got stuck, and they could not be taken out and given to the other companies. To bridge that gap, this Bill is very much necessary. This Bill is also necessary because it will help India achieve a better position in the global aviation finance market. It will also help the development of domestic aircraft leasing hubs, which we are doing in Gift City in Gujarat. So, we welcome this Bill.

Sir, I want the hon. Minister as well as his co-pilot, the Minister of State, to pay some attention to two important points. There is a false narrative that is being built in this country.

Everyone says that aviation industry is in loss and airlines are in loss. It is a completely false narrative. Airlines are in loss in the sense that when they are expanding themselves, they are in losses. ... (*Interruptions*) I will give you the details with regard to that. If you look at what is happening in the last three years from 2022 to 2024, and if you look at one company, that is, Indigo Airlines, they have divested their funds. I do not find any fault when someone makes money and they divested to the tune of almost 15.8 per cent from September 2022 to August 2024, in different tranches, 2.5 per cent, 3 per cent, 4 per cent. When they divested this 15.8 per cent in total, they raised almost Rs.22,400 crore. This is what has happened in one company. So, the airline's valuation is going up. When

they are divesting their funds, they are getting the money and whoever are the investors, they are not sitting in India, they are sitting in US. I do not find any fault when they make the money, but this is a false narrative that airlines are in losses. There is another Member also who spoke in the last debate that airlines are in losses. No, they are not in losses. They are very much in profits and their company's valuations are also going up. The only way they are in losses is when there are operational losses. If you open a shop, in the first two to three years, obviously there will be operational losses. If you try to expand those shops, obviously the operational losses will be there. When they consolidate, obviously they will be in profits. This is a business which is growing at a good pace, and obviously that is why they are expanding every year. So, the operational losses will be there. That does not mean the aviation sector is in losses. They are doing very well. So, I want the hon. Minister, and also the bureaucrats who are sitting here, to get this false narrative out of their head. The reason we want this false narrative to be out of it is that by creating this false narrative, they are saying that is the reason why the prices of the tickets are going up.

This is completely not necessary, because if you look at the consolidation that has happened in the aviation industry in the last five to six years, 63 per cent is occupied by Indigo and 23 per cent is occupied by Air India. That means 90 per cent of it is occupied by two companies in this country. There is an absolute necessity for regulation to happen. If there are more players and the stake is distributed between more players, obviously there is no regulation that is needed. There will be competition. The fares will be lowered. But here the whole company,

the whole sector is controlled by two players only. When the duopoly is happening, only two companies are selecting it. So, there is an absolute necessity for regulation because now the Government is not running any airlines. The only thing the Government can do is regulate them. We request the Aviation Minister to regulate these prices, to put a cap on the maximum prices. That can be possible because they are not losing money.

Secondly, I want to attract the attention of the Ministry to the sustainable aviation fuel. Almost 100 per cent of the aviation fuel used in the country is imported from outside the country. Nothing is manufactured here. Most of it is not processed here. But when we go to the State, when we say we are going to establish solar panels, solar rooftop panels, and when SECI also comes up with new plans of establishing huge solar parks across the country and across the State, who is paying for that, Sir? It is normal people who are paying it. Obviously, when they do not get hit by renewable energies coming up, why can the airlines not take this sustainable aviation fuel? I have seen it in the answer given by the hon. Minister in the morning. As I said, one per cent sustainable aviation fuel will be done in 2027. In the next two years, he is going to do only one per cent.

If you see, in the morning also, when we were working here, 26 per cent of tariff was levied on India. Who is going to bear that? When they are taking care of their farmers, we need to take care of our farmers. How can we take care of our farmers unless we make sure that the sustainable aviation fuel is produced in our country? Our sugarcane farmers should be benefited because of the sustainable aviation fuel that is being produced here. I request the hon. Minister to look into

these two issues.

We are a democratic alliance, so we all have our observations that can be taken up in the House. So, everyone will listen to it and everyone will act on it.

Sir, I want to give just three suggestions with regard to this Bill. One is with regard to the strengthening of the dispute resolution mechanism. Under Section 8, it grants jurisdiction, but I request the hon. Minister, the way forward is to either push them towards arbitration or to the tribunal. Again, if you put to the courts, the whole process gets delayed. So, I request the hon. Minister to look into that.

The second suggestion is with regard to timeline for making rules. In the rule making under Section 10, it is left open. When you leave it open, the hon. Minister has that courage and the Minister has that push to make everything happen, but down the line, the bureaucracy has to make it possible. When you do not define the timeline, they use it in a different way. So, I request the timeline to be mentioned.

The last suggestion is with regard to the domestic insolvency law. I think Shri Premachandran Ji also has asked to bring it very close to the Insolvency and Bankruptcy Code. This whole law should be brought very close to that, so that it will be much more aligned.

With these three observations and with an assurance of making sure that the false narrative is taken out of the whole sector, on behalf of my Telugu Desam Party, we wholeheartedly support this Bill.

श्री रामप्रीत मंडल (झंझारपुर) : महोदय, आपने मुझे वायुयान वस्तुओं में हित संरक्षण विधेयक, 2025 की हो रही चर्चा में भाग लेने की अनुमति दी है, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता

हूँ।

माननीय सभापति महोदय, बिल के पक्ष में बोलने से पहले मैं माननीय प्रधानमंत्री जी, माननीय वायुयान मंत्री और हमारे क्षेत्र के माननीय सांसद श्री गोपाल जी ठाकुर, श्री अशोक यादव जी और श्री संजय झा जी, इन सबके प्रति आभार व्यक्त करता हूँ। मैं माननीय नीतीश कुमार जी के प्रति भी आभार व्यक्त करता हूँ और मैं निशिकान्त दुबे जी के प्रति भी आभार व्यक्त करता हूँ। बिहार में देवघर और दरभंगा में हवाई जहाज चला कर वहां के गरीब लोगों को, जो हवाई चप्पल पहनते थे, उनको हवाई जहाज से मुंबई और दिल्ली जाने की सुविधा प्रदान की, मैं उनके प्रति दिल से आभार व्यक्त करता हूँ।

माननीय विमानन मंत्री जी श्री नायडू जी कुछ अंतरराष्ट्रीय समझौते जो विमान क्षेत्र में हो रहे हैं उनको कानूनी प्रारूप देने के लिए यह प्रस्ताव लाए हैं, जो स्वागत योग्य कदम है। हमारा देश विमानन क्षेत्र में काफी प्रगति कर रहा है। पट्टेदारों और पट्टेधारकों को समुचित सुरक्षा देने के लिए इस कानून को स्पष्ट और सरल बनाया जा रहा है।

महोदय, डीजीसीए के अधिकारों को भी सुरक्षित और प्रभावी बनाया जा रहा है। डीजीसीए के अधिकारों को भी सुरक्षित और प्रभारी बनाया जा रहा है। यह कानून भारतीय विमानन क्षेत्र को और आगे बढ़ाने में काफी सहायक सिद्ध होगा, ऐसा मेरा मानना है।

महोदय, भारतीय विमानन क्षेत्र पिछले 10 वर्षों से लगातार 6.9 प्रतिशत की दर से वृद्धि कर रहा है। आज भारत, अमेरिका और चीन के बाद तीसरा सबसे बड़ा विमानन क्षेत्र बन गया है। भारतीय विमानन ने क्षेत्र यात्रियों में भी वार्षिक वृद्धि दर के साथ वर्ष 2024 में करीब 37 करोड़ 60 लाख यात्रियों को हवाई सेवा प्रदान की है और देश में आज 197 हवाई अड्डे परिचालन में हैं। सरकार इसे वर्ष 2047 तक 350 से 400 करने के लिए संकल्पित है।

महोदय, भारतीय विमानन क्षेत्र में उल्लेखनीय वृद्धि दर कर काफी मजबूत बन सकता है। आज भारत में 100 प्रतिशत एफ.डी.आई के लिए सरकार निर्णय ले चुकी है। देश में यह क्षेत्र पूर्णरूपेण प्राइवेटाइज हो चुका है। इसका परिणाम है कि इनवेस्टर्स भारतीय विमानन क्षेत्र में काफी रूचि दिखा

रहे हैं। यह देश को वर्ष 2047 तक पूर्ण विकसित भारत बनने में अहम भूमिका अदा करेगा।

आदरणीय अध्यक्ष महोदय, जिस प्रकार भारतीय विमानन सेवा वृद्धि और विकास कर रहा है, उसी प्रकार कुछ चुनौतियां भी उत्पन्न हुई हैं, इस पर भी ध्यान देने की आवश्यकता है। विमान के लिए ईंधन और कम कीमतों पर उपलब्धता महत्वपूर्ण विषय है। हवाई अड्डे की क्षमता पर भी विकास का असर पड़ रहा है, इस पर भी ध्यान देने की आवश्यकता है। एयरलाइंस पर लोन का बोझ भी एक विषय है। सरकार इनवेस्टर्स के साथ मिल-बैठकर इसका रास्ता निकाल सकती है। एयरलाइन समाप्ति की ओर भी जा रही है जो एक चिंता का विषय है। विमानन क्षेत्र जिस अनुपात में बढ़ोत्तरी कर रहा है, उस अनुपात में कौशल की भी कमी महसूस हो रही है। यह हमारे यात्रियों के लिए चिन्ता का विषय है। इस पर भी सरकार को ध्यान देने की आवश्यकता है।

सभापति महोदय, अब मैं अपने राज्य बिहार की विमानन संबंधी कुछ समस्याओं की ओर माननीय मंत्री जी का ध्यान आकृष्ट कराना चाहूंगा। वरिष्ठ सांसद रुडी जी ने बिहार की समस्याएं सदन के सामने रखी हैं, मैं उनका आभार व्यक्त करता हूं। पटना को उच्चस्तरीय हवाई अड्डा बनाकर उस पर जल्द से जल्द उड़ान सेवा शुरू किए जाने की आवश्यकता है। इसी प्रकार दरभंगा हवाई अड्डा घरेलू उड़ानों के लिए पिछले वर्ष से चालू हुआ है, किन्तु यहां अभी यह व्यवस्था आंशिक है। यहां कुछ ही उड़ानें चल रही हैं। दरभंगा हवाई अड्डे को पूर्णरूपेण जल्द से जल्द विकसित करना अति आवश्यक है, क्योंकि उत्तरी बिहार का यह एक मात्र हवाई अड्डा है। नेपाल के लिए भी यह हवाई अड्डा महत्वपूर्ण है। इस हवाई अड्डे से दरभंगा सहित बिहार के कोसी क्षेत्र को भी सुविधा मिल रही है।

महोदय, अभी तक पूर्णिया का हवाई अड्डा चालू नहीं हो पाया है। यह बहुत महत्वपूर्ण हवाई अड्डा है, जो कोसी और भागलपुर के लिए भी लाभदायक साबित होगा। केंद्र सरकार की महत्वाकांक्षी योजना उड़ान 5.2 के तहत बिहार के 10 शहरों से हवाई यात्रा की शुरुआत होने जा रही है। इस योजना के तहत शहरों में छोटे विमानों का परिचालन शुरू किया जाएगा। इनमें सुपौल का तीरपुर, भागलपुर का सुल्तानगंज, मुंगेर, गोपालगंज, मुजफ्फरपुर, चंपारण का वाल्मीकि नगर और

रक्सौल, नालंदा का राजगीर, मधुबनी और सारण के छपरा क्षेत्र शामिल हैं। मैं इस सदन के माध्यम से इन सभी हवाई अड्डों का निर्माण कराने का आग्रह करता हूँ, क्योंकि ये सब योजनाएं आपके पास लंबित है। मेरी मांग है कि इसे जल्द से जल्द पूरा किया जाए।

मैं एक और बात माननीय मंत्री जी से कहना चाहता हूँ कि माननीय प्रधानमंत्री जी की सोच है कि एक चप्पल पहनने वाला व्यक्ति भी देश में हवाई यात्रा करे। यह विचारणीय प्रश्न है कि आज प्राइवेटाइजेशन होने से हवाई सेवा का किराया काफी बढ़ गया है। विशेषकर पर्व और त्योहारों के समय एयरलाइंस यात्रियों के किराये में शोषण करती है। अतः इस पर भी ध्यान देने की जरूरत है ताकि हवाई सेवा आम लोगों की पहुंच का क्षेत्र बन सके। देश के सुदूर ग्रामीण क्षेत्रों को हवाई सेवा से जोड़ने के बाद ही माननीय प्रधानमंत्री जी का सपना पूरा होगा।

मैं इस बिल के समर्थन में एक शायरी कहकर अपनी बात समाप्त करूंगा।

जिंदगी की असली उड़ान अभी बाकी है,

जिंदगी के कई इम्तिहान अभी बाकी हैं।

अभी तो नापी है मुट्ठी भर जमीन हमने

अभी तो सारा आसमान बाकी है।

महोदय, मैं इन्हीं शब्दों के साथ इस बिल का समर्थन करता हूँ। जय हिंद, जय किसान, जय जवान।

SHRI ANIL YESHWANT DESAI (MUMBAI SOUTH-CENTRAL): Thank you, Chairperson Sir. I rise to speak on the Protection of Interests in Aircraft Objects Bill, 2025. This Bill seeks to implement the international conventions on leasing of aviation equipment. The Bill aims to implement international agreements, particularly the Convention on International Interests in Mobile Equipment. Commonly, we call it Cape Town Convention, that is CTC. It is a protocol on aircraft equipment. We became a signatory to this agreement in the year 2008.

The Bill is designed to bring the international agreements into India's legal framework ensuring that creditors and stakeholders in the aviation leasing space are protected under these guidelines.

The Bill empowers the Central Government to make rules and implement the provisions of the Convention and the Protocol. This legislation designates the Director General of Civil Aviation (DGCA) as the registry authority for the purposes of the Convention. The registry authority, DGCA is responsible for the registration and deregistration too. The main provisions of the Bill include the requirement of the creditors to notify the DGCA before initiating any kind of remedies in the event of a default.

In cases where defaults occur, creditors are entitled to recover their assets such as aircraft, or engines, or helicopters, within sixty days, that is, two months, or any timeframe agreed mutually upon.

This legislation also intends to provide much-needed clarity and security, particularly in the leasing industry. These are all necessitated because of the way the NCLT came into play in case of GoAir, that is, Go First airline. Now, when the NCLT comes into play, naturally, in Insolvency and Bankruptcy Code, 2016, under Section 10, it started operating. And that stopped the rights of the CTC to operate because it is important that unless the CTC, the Cape Town Convention, is ratified by the Parliament, it does not come into operation. And that is the reason why we are discussing this Bill and the legislation.

The Aviation Working Group monitors and assesses the implementation and application of the Cape Town Convention. With the impact of that very event

of GoAir, that is, Go First -- as mentioned by Rudy ji -- the ranking, which we had and the score that we had, we came down from 69 to 63. The lessors withdrew the investment which was due to come to the country. It stopped for a while.

India has a tremendous potential as far as aviation sector is concerned. The hon. Members -- who spoke before me -- explained and discussed about the growing traffic. Yes, we do have that potential and we need to do that. Every region and every State have the potential and ambition also to have a proper infrastructure in the aviation sector.

Sir, I would like to ask one or two points to the hon. Minister. The non-obstante clause is there. I would like to ask the hon. Minister one question. The provisions may need further consideration. In Section 19(4), the Bill provides that creditors shall indemnify the insolvency administrator for cost incurred in the preservation and maintenance of the aircraft. This provision does not find any reference in the Cape Town Convention or the Aircraft Protocol. So, what could be the clarification and what is your say on this? I would like to know about it.

Similarly, in this case, it is the duty and it is the responsibility of the debtor also. When it is under moratorium, indemnity is given and indulgence is given. We now need to remove this by this legislation that during that period preservation, expenses, and maintenance, which are incurred on the flight or an aircraft, is not profit; that is on the contrary where the cost would go. Whether it will be cost taken up, or it will pass on to the lessor, or the debtor needs to be explained. I think the hon. Minister should explain this because this is a grey area where this legislation needs to put some light, and it should be corrected before it

becomes a law.

Naturally, our country has the potential to grow, which would add to our economy and bolster the aviation industry also.

Thank you very much, Sir.

माननीय सभापति : अगर सभा की अनुमति हो तो विधेयक के पारित होने तक समय बढ़ा दिया जाए?

अनेक माननीय सदस्य : हाँ, जी।

माननीय सभापति : मेरे पास काफी वक्ताओं की लिस्ट है।

... (व्यवधान)

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Sir, the House was adjourned today at three in the morning, and again, the House is going to extend. Why do you not take it up tomorrow? ... (*Interruptions*)

माननीय सभापति : मेरा सभी सदस्यों से अनुरोध है कि आप तीन-तीन मिनट में अपने विचार रखिये।

19.00 hrs

SHRIMATI SUPRIYA SULE (BARAMATI): Sir, I stand on behalf of the Nationalist Congress Party Sharad Pawar in support of this Bill, 'The Protection of Interests in Aircraft Objects Bill'. I would take this opportunity to congratulate the young Ministers Mr. Naidu and Mr. Mohol. It is a coincidence that Mr. Mohol first time got elected and he comes from the same city. We share our border in my Constituency. He comes from Pune city and I come from Baramati. What is nice about this entire Bill is when Rudi Ji talked about opening the sky, I remember those days in India when you had to endlessly wait beyond waiting lists, and then

it was the visionary leader Shri Manmohan Singh Ji who unfortunately we lost, who truly opened up these skies for this country. And that is when, the airports opened up. I remember going to these airports which are really little. That has now completely changed the face and the economy of this entire aviation field as well as many services.

It was an indigenous programme Atma Nirbhar Bharat which was started under the leadership of late Shri Manmohan Singh Ji. That was the time we had the most wonderful, that was actually the time India really knew what service was there in the aviation industry. We even had global players. We had Jet airways flying to London, to New York; we had Kingfisher flying globally. There are many such big success stories. And about the Go Airways airlines, many people were going to Phuket, and going to Maldives. Truly, we were a global failure. But clearly, there was something between the lip and the cup, in the policy actually which should have been intervened at that time. This is a good Bill but it is a delayed Bill. Actually, justice delayed is justice denied. I wish this Government had stepped in when actually the Go Airways needed the help, when all the other airlines needed the help, the Kingfisher needed the help, in whatever way. Now, who did it, what the promoter did, that is not what I am getting into. What I am simply saying is, they should have stepped in to save these three airlines – be it Jet Airways or be it Kingfisher or Go Airlines. These were all wonderful international brands which the Indian people had and thousands of people benefitted, the people who were actually international players by getting jobs – be it the pilots, be it the air hostesses and the support staff. But it is unfortunate what

happened. But, better late than never. I congratulate both Mr. Mohol and Mr. Naidu for bringing in this Bill.

There were just three or four very small points which I would like to highlight which most of my colleagues have mentioned but I would like to reiterate. One is the strengthening of the dispute resolution mechanism. I think this is most critical in this Bill. My colleague even Krishna Ji said about the timelines of the rule making. The reason why those three airlines collapsed was, there was no strong dispute mechanism, nor with the rules ready. Clause 6, which Mr. Premachandran has mentioned, is related to the insolvency. The word in that is the remedy. I think this is most critical. How is this insolvency clause 6 going to really expand into a reality? This is something on which we need a clarification. The DGCA needs to be more interactive. There is a mention of this as well. If you are really going to be so interactive and engaging with every stakeholder, where even the airlines need to have more easy access to DGCA because they are both on the same tab; they are on the same side. The DGCA is not competing with airlines. So, if there are more, better, friendlier, warmer relationship of trust, I am sure the airlines will be far more efficient.

There is one small point. Actually, it is just a coincidence that today, Shri Hardeep Puri talked about all the fuels. We welcome that step but the whole point on fuels is this. What are the targets? If we are saying we want greener, even the sustainable emission fuel, the prices should go down, which all my colleagues are talking about. This Government keeps talking about innovation but the innovation is worth it, not just for them to clap for each other, but when the consumer gets

the benefit of it because the prices vary from State to State. So, unless the taxes on the fuel prices go down, be it what Hardeep Puri Ji was saying this morning or what challenge Mr. Naidu faces in the aviation. Unless the taxes go down and the good green fuels do not come in, this problem is never going to get solved. So, I take this opportunity to tell them that try and innovate, globally, a lot of changes in this airline industry. It is a volatile industry. I disagree with Mr. Krishna Ji with full humility when he says that there are people who are talking in.

I do not think so. An aspirational Indian today, whether it is railways or airlines, is travelling because there are times when the railway fares and airline fares are similar. So, I think it is not fair to say that everybody is talking ill about airlines; all we expect from the airline industry is to be punctual and ensure that all tickets are affordable. There is a lot of mismanagement in this sector.

If punctuality is improved, airline fares are better, and good fuel management is implemented, I am sure India will become a big global player in aviation, like Emirates and other major players. Therefore, I support this Bill and congratulate both these young Ministers who are truly trying to make a difference in the Aviation Ministry. Thank you.

श्री नरेश गणपत म्हस्के (ठाणे) : सभापति महोदय, मैं सबसे पहले शिवसेना पार्टी, महाराष्ट्र के उप-मुख्यमंत्री माननीय श्री एकनाथ शिंदे जी और लोक सभा में हमारे गट नेता श्री श्रीकांत शिंदे जी का आभार व्यक्त करता हूँ कि उन्होंने मुझे इस महत्वपूर्ण बिल पर बोलने का अवसर दिया।

आज हम the Protection of Interests in Aircraft Objects Bill, 2025 पर चर्चा कर रहे हैं। लेकिन, पहले यह भी याद दिलाना जरूरी है कि यूपीए के समय देश की अर्थव्यवस्था एक विमान की तरह थी, जो उड़ नहीं पा रही थी, क्योंकि उसका पायलट ही फिक्स नहीं था। अभी-अभी डॉ.

मनमोहन सिंह जी का उल्लेख यहां हुआ। डॉ. मनमोहन सिंह जी जैसे सम्मानित व्यक्ति पायलट जरूर थे, लेकिन कंट्रोल कोई दूसरा आदमी ले रहा था। वह बच्चे जैसी हरकतें कर रहा था, जिसे खुद प्लेन उड़ाना था। इसीलिए, उसने डॉ. मनमोहन सिंह जी का अपमान किया और खुद पायलट बन गया।

उन्होंने यूपीए नाम की फ्लाइट को ऐसा क्रैश किया कि वह फ्लाइट आज तक दोबारा उड़ान नहीं भर पाई। हमारे महाराष्ट्र में भी श्री उद्धव ठाकरे जी को पायलट बनाने की कोशिश की, लेकिन वे टेक-ऑफ नहीं ले पाए। आज हमारे पास एक ऐसा कैप्टन है, जो न केवल वायुयान, बल्कि पूरे देश को फाइटर जेट की स्पीड से आगे बढ़ा रहा है, वे हैं माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी। मैं बधाई देता हूं हमारे युवा मंत्री श्री किंजरापु राममोहन नायडू जी और हमारे महाराष्ट्र के श्री मुरलीधर मोहोल जी को, जिन्हें इस अत्यंत महत्वपूर्ण मंत्रालय की जिम्मेदारी मिली है।

मुझे विश्वास है कि आपके नेतृत्व में यह क्षेत्र और तेजी से ऊंचाइयां छुएगा और प्रधानमंत्री जी के उस विजन को साकार करेगा कि हवाई चप्पल पहनने वाला हवाई जहाज में यात्रा करे। वर्ष 2014 में 74 हवाई अड्डे थे, वहीं वर्ष 2024 तक यह संख्या बढ़कर 157 हो गई। सरकार का लक्ष्य वर्ष 2047 तक 350 से 400 हवाई अड्डों तक पहुंचने का है। उड़ान योजना के तहत 600 एयर-रूट्स चालू किए गए, जिनमें लगभग 28 परसेंट दुरुस्त और पिछड़े क्षेत्रों को जोड़ा गया है। अब तक सरकार ने 21 ग्रीनफील्ड हवाई अड्डों को मंजूरी दी है, जिनमें 12 पहले से ही चालू हो चुके हैं।

यह विधेयक सिर्फ तकनीकी और कानूनी दस्तावेज नहीं है, बल्कि यह भारत के एविएशन सैक्टर को अंतर्राष्ट्रीय मानकों पर स्थापित करने की दिशा में एक विजनरी कदम है। इस अंतर्राष्ट्रीय संधि का उद्देश्य है कि एयरक्राफ्ट, हेलिकॉप्टर्स, इंजन्स जैसे हाई वैल्यू मोबाइल इक्यूपमेंट्स पर मालिकाना हक और वित्तीय हितों की सुरक्षा के लिए यूनिफॉर्म इंटरनैशनल लीगल फ्रेमवर्क तैयार किया जाएगा। अब तक भारत में इस कन्वेंशन को लागू करने के लिए कोई प्रभावी कानून नहीं था।

इसलिए, यह the Protection of Interests in Aircraft Objects Bill, 2025 लाया गया है, जो इन अंतर्राष्ट्रीय संधियों को भारत में कानून का दर्जा देता है। इस विधेयक के प्रमुख प्रावधानों की बात करें, तो सबसे पहले यह डीजीसीए (डायरेक्ट्रेट जनरल ऑफ सिविल एविएशन) को एक

रजिस्टरीय अथॉरिटी के रूप में नियुक्त करता है। डीजीसीए को एयरक्राफ्ट के रजिस्ट्रेशन और डीरजिस्ट्रेशन का अधिकार दिया गया है। साथ ही, उसे यह शक्ति दी गई है कि उन संधियों को लागू करने के लिए निर्देश जारी हो सके।

इस विधेयक में यह भी स्पष्ट किया गया है कि अगर एयरक्राफ्ट से जुड़ी कोई सेवा जैसे एयरपोर्ट सर्विसेज़, एटीसी चार्जेज़ आदि की पेमेंट बकाया है, तो भारत सरकार किसी भी पब्लिक सर्विस एंटीटी या किसी अंतर-सरकारी संस्था को उस एयरक्राफ्ट को डिटेन करने का अधिकार रहेगा।

माननीय सभापति : अब आप अपनी बात समाप्त कीजिए।

... (व्यवधान)

श्री नरेश गणपत म्हस्के : सर, मेरा लास्ट पॉइंट है। ... (व्यवधान) भारत का नागरिक उड्डयन क्षेत्र केवल ऊंचाई नहीं छू रहा है, यह देश की आर्थिक, सामाजिक और वैश्विक छवि को नई दिशा दे रहा है। यह क्षेत्र भारत के लिए नया आत्मविश्वास और आत्मनिर्भरता का प्रतीक है। इसीलिए, पिछले वक्ता ने जो शायरी की थी, वही मैं भी वापस कर रहा हूँ : –

“ज़िंदगी की असली उड़ान बाकी है,
जिंदगी के कई इम्तेहान अभी बाकी हैं,
अभी तो नापी है मुट्ठी भर ज़मीन हमने,
अभी तो सारा आसमान बाकी है।”

धन्यवाद।

SHRI RADHAKRISHNA (GULBARGA): Hon. Chairperson, Sir, I am grateful to you for the opportunity given to me to speak on the Protection of Interests and Aircraft Objects Bill 2025.

First of all, I would like to express my gratitude to the hon. Minister Shri Naiduji. Whenever I had requested him for the development of our area, a quick response is being received by him.

Sir, my constituency Kalaburagi, formerly known as Gulbarga, is a home to a world-class airport, boasting the second-largest land strip in Karnataka after Bengaluru. However, despite this infrastructure, the region continues to face significant challenges in terms of flight connectivity and pending development projects.

Sir, Kalaburagi has been accorded special status under Article 371(J) of the Constitution of India due to its historical inequalities and socio-economic backwardness. To ensure the much-needed development and economic growth of the region, it is imperative to establish regular flight connectivity between Kalaburagi and other major cities such as Bengaluru and Delhi.

Therefore, I urge the Government to facilitate daily flights on the following routes – Bengaluru-Kalaburagi-Delhi, and Delhi-Kalaburagi-Bengaluru. In addition, several long-pending development projects in Kalaburagi Airport require immediate attention. The DGCA granted permission for all weather operations, including night operations, on May 17, 2023. However, infrastructure upgrades are essential to fully operationalize these permissions. Currently, Kalaburagi has only two parking bays. Once the night landing simulator trial is completed, at least, two additional parking bays will be required.

Therefore, I urge the Government to expedite the following critical pending projects of Kalaburagi Airport. First one is the resumption of flights to Delhi. Next one is related to increased flight frequency between Bengaluru and Kalaburagi. Next is the establishment of Maintenance, Repair, and Overhaul (MRO) facilities. There is a need of introduction of IndiGo flights and expansion of routes along

with expansion of parking bays.

Here, I would like to mention that hon. Leader of the Opposition, Rajya Sabha, Shri Mallikarjun Kharge, and I have relentlessly pursued this matter, but to no avail. I strongly urge the hon. Minister, through you, to ensure daily flight operations between Kalaburagi and Bengaluru as well as Kalaburagi and Delhi. Additionally, I request the Ministry to issue immediate instructions to expedite the completion of these long-pending infrastructure projects.

I would end my intervention with a sincere hope that the Government will take swift action in this regard. Thank you, Sir.

माननीय सभापति : श्री दर्शन सिंह चौधरी जी ।

माननीय सदस्य, आप तीन मिनट में अपना भाषण पूरा कीजिएगा ।

श्री दर्शन सिंह चौधरी (होशंगाबाद) : महोदय, ठीक है ।

महोदय, आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद । मैं आपके माध्यम से भारत के यशस्वी प्रधानमंत्री जी और हमारे युवा केन्द्रीय मंत्री जी को धन्यवाद देना चाहता हूँ ।

महोदय, मैं आपके माध्यम से यह कहना चाहता हूँ कि अब हमारी हवाई सेवाएँ, जो बार-बार हमारे विपक्षी मित्र बोल रहे हैं, हवाई चप्पल से हवाई जहाज तक की यात्रा और यह वास्तविकता में बदल चुकी है । यह वर्ष 2025 का भारत है । चूँकि हमारे भारत की परम्परा महान रही है । हमारे आदिकाल से, हमारी तो रामायण में गोस्वामी जी लिखकर गए हैं कि 'चलत विमान कोलाहल होई, जय रघुवीर कहत सब कोई' और वहीं से इस परम्परा को मन की गति से चलने वाले विमान हमारे भारत में हुआ करते थे ।

हम भले ही आधुनिकता में वर्ष 1913 से या वर्ष 1953 के इतिहास से इसको पढ़ते आ रहे हैं, लेकिन उत्तरोत्तर में जो इस क्षेत्र में वृद्धि हुई है, उसमें हमारे भारत ने बहुत प्रगति की है । उस प्रगति में

यह जो हमारी सरकार का दस वर्षों का कार्यकाल रहा है, इसमें अगर हम कांग्रेस-नीत सरकार और हमारी सरकार की तुलना करें तो इसमें हमें बहुत अन्तर समझ में आता है। उनकी सरकारों में उड़्डयन विभाग के लिए लगभग नगण्य बजट हुआ करता था। उनके 70 वर्षों के शासन काल में, जिसमें हमारी पार्टी के 5 साल की सरकार को अगर छोड़ दें तो उनकी सरकार के समय में 74 हवाई अड्डे हुआ करते थे, उनको बढ़ाकर हमारी सरकार ने 157 कर दिए, जिनमें 83 नए हवाई अड्डे बनाकर इस क्षेत्र का विकास किया है। जहां तक बेड़ों की संख्या की बात करें तो कांग्रेस के कार्यकाल में वर्ष 2014 तक कुल विमानन बेड़ा 400 विमानों का था, जो अभी यह 750 विमानों तक पहुंच गया है और इसमें लगभग 100 प्रतिशत की वृद्धि हुई है। इसके लिए मैं माननीय मंत्री जी को धन्यवाद देता हूँ।

महोदय, आज जो वायुयान वस्तुओं में हित संरक्षण विधेयक आया है, तो इस विधेयक से उन कंपनियों को, जिनको लॉस हुआ था, उन समस्त कंपनियों की सहायता करते हुए उनको जिंदा करने का काम किया जाएगा।

महोदय, यह बात मैं नहीं कह रहा, बल्कि जो अन्तर्राष्ट्रीय आंकड़े हैं, वे यह बता रहे हैं कि वर्ष 2030 तक विमानन विस्तार के लिए 170 बिलियन डॉलर से अधिक निवेश करने की आवश्यकता होगी, जिसमें 150 बिलियन डॉलर विमान आदेशों के लिए, 24 बिलियन डॉलर हवाई अड्डों के विकास के लिए होंगे। स्वदेशी इंजन का विकास किया जाएगा।

महोदय, मैं आपके माध्यम से कहना चाहता हूँ कि उड़ान योजना में छोटे-छोटे एयरपोर्ट्स को लिया गया है, क्योंकि अगर हम देश की दृष्टि से देखें, प्रदेश की दृष्टि से देखें तो यहां पर हमें विकास की अलग-अलग दृष्टि दिखाई देती है। आज वर्ष 2023 में हमारे यहां 32 अन्तर्राष्ट्रीय हवाई अड्डे, 9 सीमित अन्तर्राष्ट्रीय हवाई अड्डे और 100 से अधिक घरेलू हवाई अड्डे हैं। उसमें हमारा मध्य प्रदेश राज्य भी अग्रणी हो गया है, इसके लिए मैं आपको धन्यवाद देता हूँ। लेकिन मैं आपसे एक और मांग करता हूँ कि हमारे मध्य प्रदेश में एकमात्र हिल स्टेशन पंचमढ़ी है। पंचमढ़ी में हवाई पट्टी भी बनी हुई है। मैंने पहले भी मंत्री जी से निवेदन किया है कि वहां पर हवाई सेवा दी जाए और इसके लिए जो भी

अर्हताएं हैं, चाहे फॉरेस्ट की वजह से दिक्कत हो, उन सबको दूर करते हुए इसे किया जाए, क्योंकि हमारे क्षेत्र की लाखों-लाख जनसंख्या और विदेशी तक हमारे पंचमढ़ी में आ सकते हैं। यदि वहां कोई दिक्कत आ रही है तो उससे लगा हुआ क्षेत्र मटकुली है। यहां पर जितनी जमीन चाहिए, वह मध्य प्रदेश सरकार दे देगी। मध्य प्रदेश सरकार से बात हो गयी है। मैं माननीय मंत्री जी से निवेदन करता हूं कि वहां जरूर से एक हवाई अड्डा दें, नहीं तो फिर हेलिकॉप्टर सेवा दें, जिससे हम 'हवाई चप्पल' पहनने वालों को भी कम से कम हेलिकॉप्टर में बिठाने का काम करें।

“मंजिल उन्हीं को मिलती है, जिनके सपनों में जान होती है,

पंखों से कुछ नहीं होता, हौसलों से उड़ान होती है।”

“फानूस बनकर जिसकी हिफाजत हवा करे,

वह शमा क्या बुझे जिसे रोशन खुदा करे।”

महोदय, यह मोदी जी का भारत है। मैं पुनः आपके माध्यम से धन्यवाद देता हूं।

SHRI E. T. MOHAMMED BASHEER (MALAPPURAM): Sir, kindly give me at least three minutes. Thank you very much, Sir, for giving me the opportunity.

Sir, this piece of legislation is vital and significant. The legislation is inevitable now, and we are committed to do it because India is a signatory to the Cape Town Convention, 2001. It is learned that 80 countries have ratified the Convention and its Protocol.

Sir, as far as India is concerned, we are committed to do it. Even though it is late, as it was adopted in 2001. Maybe, because of the hon. dynamic Minister, this Bill has come to the Parliament. Anyhow, better late than never.

I congratulate the Minister for taking up the matter at this stage.

The Indian aviation sector is one of the world's largest growing aviation markets. India's air travel sector has experienced a rapid growth with an

estimated market size of \$13.89 billion in 2024 that is expected to reach \$26.8 billion by 2030. This growth is really very good, and we hope that we will have better performance in the future.

There are challenges before us. First is the growth rate and scope of aviation sector. Are we equipped with the finances? This is a problem that is to be discussed in detail. Secondly, budgetary support and other kind of resource-making efforts should be streamlined. Until and unless these kinds of things are done, we will have a block in our fast-moving activities.

India is a fast-growing country and we have to modernize it using modern technologies. We always have had a good name in it. There may be some limitations for the Minister in doing the things, but things have now started moving in that way. I hope that he will take swift action on all these issues.

Towards the end, I would like to say one more thing. The hon. Minister may be knowing about the issue as it is by heart to him. It is with regard to the Calicut airport. I had gone to him several times to discuss this issue with him. There is inconsistency in the charge of airfares. It still remains as it is. We had high expectations. People were saying that we will get some relief and the exorbitant charges will be controlled, and the Haj pilgrims will have better things.

In addition, I would like to mention one more issue. The Gulf Air has withdrawn as it is not there in the summer season schedule. It was a relief for the passengers. You know about it very well. It was the best international flight charge-wise and convenience-wise. It was a relief for the passengers. Now, they have withdrawn it.

I would humbly request the hon. Minister to have a talk with them and try to find out a way to bring it back. With these few words, I thank you very much.

डॉ. राजकुमार सांगवान (बागपत) : सभापति महोदय, विमानन वस्तुओं की सुरक्षा विधेयक, 2025 पर चर्चा करने के लिए आपने मुझे बोलने का अवसर प्रदान किया है, इसके लिए मैं आपको धन्यवाद करता हूँ। यह विधेयक भारतीय विमानन क्षेत्र के लिए एक महत्वपूर्ण कदम साबित होने जा रहा है और मैं इस विधेयक का समर्थन करता हूँ। यह विधेयक विमानों और उनसे संबंधित उपकरणों की सुरक्षा और सुरक्षा संबंधी अधिकारों की रक्षा करने के लिए लाया गया है। विमानन उद्योग आज विश्व के सबसे तेज़ी से बढ़ते क्षेत्रों में से एक है और इसे और अधिक सुरक्षित व्यवस्थित और स्थिर बनाने के लिए हमें ऐसे कानूनी ढांचे की आवश्यकता है जो विमानों और उनसे संबंधित उपकरणों की सुरक्षा सुनिश्चित कर सकें। हम देख रहे हैं कि भारतीय विमानन उद्योग पिछले कुछ वर्षों से तेज़ी से बढ़ा है। जहां वर्ष 2013 में हवाई यात्रा करने वालों की संख्या 8.5 करोड़ थी, वहीं आज वर्ष 2024 में यह आंकड़ा 16 करोड़ से अधिक पहुंच गया है। भारतीय विमानन क्षेत्र में तेज़ी से विस्तार करने के साथ ही विमानों के खरीदने, रखने और संचालन से जुड़ी विभिन्न जटिलताएं भी उत्पन्न हो रही हैं।

राजीव प्रताप रूड़ी भी बैठे हैं, जब ये इस विधेयक पर चर्चा कर रहे थे, मैं उनको सुन रहा था। क्योंकि जितना अनुभव इनको हवाई जहाज़ उड़ाने का है, उतना ही अनुभव मंत्री के रूप में इस विभाग को चलाने का इनको रहा है। इन्होंने बहुत सारी बातें रखी हैं कि कैसे हम हवाई क्षेत्र में अपने को और सशक्त और मज़बूत बनाएं। कैसे जो आदरणीय नरेंद्र मोदी जी का सपना है, जो उनकी सोच है, जो उनके विचार हैं कि हवाई चप्पल वाला भी हवाई जहाज़ से यात्रा करे, उसको साकार करें। उस पर उन्होंने चर्चा की, लेकिन बात करते-करते अंत में पटना पहुंच गए कि पटना का जो हवाई अड्डा है, बस वह बड़ा मज़बूत हो जाए। जब कि हमारे देश में अन्य बड़े-बड़े शहर हैं, जो उद्योग नगरी भी हैं और क्रांति धरा भी हैं, जो हवाई यात्रा से नहीं जुड़े हैं, हवाई सेवा से नहीं जुड़े हैं, उनकी चर्चा बहुत जरूरी थी। इसलिए मैं आपके माध्यम से माननीय मंत्री जी का ध्यान मेरठ, जो क्रांति की धरा है, क्रांति की भूमि है, सन् 1857 का प्रथम स्वतंत्रता संग्राम हुआ, अंग्रेजी हुकूमत को चुनौती देने का काम मेरठ से

हुआ। भारत रत्न पूर्व प्रधान मंत्री स्वर्गीय चौधरी चरण सिंह जी, जो भारत के प्रधान मंत्री रहे और अभी भारत सरकार ने उनको भारत रत्न से सम्मानित किया है।

अभी भारत सरकार ने उनको भारत रत्न से सम्मानित किया। मेरठ उनकी जन्मभूमि और कर्मभूमि है। मेरठ में हवाई पट्टी तो है, लेकिन वहां से अभी कोई वायुयान चलाने का काम नहीं हो रहा है। मेरठ एक महत्वपूर्ण स्थान है। यह उद्योग नगरी है। यह खेल उद्योग नगरी है। अंतर्राष्ट्रीय स्तर पर क्रिकेट के जो खिलाड़ी हैं, चाहे पूरी दुनिया में कहीं के भी खिलाड़ी हो, देश और दुनिया में कहीं भी अंतर्राष्ट्रीय मैच होता है तो मेरठ के बने बैट से हमारे खिलाड़ी क्रिकेट खेलने का काम करते हैं।

माननीय सभापति : माननीय सदस्य, अब आप अपनी बात समाप्त कीजिए।

डॉ. राजकुमार सांगवान : सभापति महोदय, मैं दो मिनट में अपनी बात खत्म कर दूंगा।

माननीय सभापति: मैंने आपको दो मिनट ही दिया था।

... (व्यवधान)

माननीय सभापति: आपका तीन मिनट समय पूरा हो गया।

... (व्यवधान)

डॉ. राजकुमार सांगवान : मेरठ में बैंड बाजा उद्योग है। पूरी दुनिया में वहां के वाद्य उपकरण जाते हैं। वहां हवाई पट्टी नहीं है। मेरठ में रैपिड रेल है, मेट्रो रेल है। मेरा बागपत लोक सभा क्षेत्र है। यहां हवाई पट्टी नहीं है। वहां हेलिकॉप्टर नहीं जाता, हवाई जहाज नहीं जाता। बागपत में मेट्रो रेल नहीं है, रैपिड रेल नहीं है। लेकिन, मेरठ में रैपिड रेल भी है। वहां हवाई पट्टी का विस्तार करने के लिए मैं आग्रह करता हूं। आदरणीय मंत्री जी यहां बैठे हैं। मुझे उन पर पूरा भरोसा है। वह ऊर्जावान मंत्री है। वह जब से मंत्री बने हैं, यह विभाग बहुत मजबूती के साथ सशक्त बनते जा रहा है। मुझे भरोसा है कि मेरठ की हवाई पट्टी से हवाई जहाज उड़ेंगे। मेरठ में अंतर्राष्ट्रीय खिलाड़ी भी आएंगे और उनको हवाई सुविधा का लाभ मिलेगा।

मान्यवर, मैं इस विधेयक का समर्थन करता हूं।... (व्यवधान)

***DR. D. RAVI KUMAR (VILUPPURAM):** Hon. Chairman Sir, Vanakkam. This Bill has been brought in this House to legally validate the signing of our country in the Capetown Convention of 2001 and the Protocol of 2008 in this regard. We can understand how progressive we are in this field while we are validating legally by bringing this Bill after so many years of delay. Aircrafts, helicopters, engines are categorised as Aircraft Objects in this Bill. Sir, through you, I want a clarification from the Hon Union Minister of Civil Aviation that Drones are included in the term “Aircraft” under this Bill. Because, this Bill provides powers to the Central Government and the other entities to arrest or detain such an aircraft object. Drones are nowadays in used various ways especially for commercial as well as for war purposes. Therefore, I want to know whether drones are included in this Bill under the term Aircraft Objects. When this Bill was passed in Rajya Sabha, Hon Minister for Civil Aviation gave an assurance there that the Government is taking strong measures to reduce the airfare. Many MPs also have been urging here in this House, time and again, that the air fare should be reasonably reduced. With the use of advanced technologies like Artificial Intelligence (AI), Airlines are free to fix the air fare and when you search for booking an air ticket in a particular route, immediately the ticket fare is increased from Rs. 35,000 to Rs. 72,000. This is a big exploitation being made by the airlines and air operators, I therefore urge that a system should be devised for having a nominal and justified air fare. There is a demand pertaining to my constituency. On the border of my Viluppuram parliamentary constituency and Puducherry parliamentary

* English translation of the speech originally delivered in Tamil.

constituency, there is an airport on the Puducherry side. Land acquisition should be made for expansion of this airport. Major portion of such a land is in the territory of Tamil Nadu. Government of UT of Puducherry does not have such a large amount of funds to procure that part of land in Tamil Nadu for airport expansion. Therefore, The UT Government of Puducherry has been requesting the Union Government to allocate funds for acquiring lands for airport expansion. If those lands are acquired and this airport is expanded, there will be industrial development, besides developing opportunities and facilities relating to tourism in this area. This will be beneficial to both Viluppuram district and Puducherry Union Territory. I urge the Union Minister for Civil Aviation to kindly consider this demand and help to early fulfilment of this demand.

Thank you.

SHRI TANGELLA UDAY SRINIVAS (KAKINADA): Sir, I would like to start by congratulating the youngest Cabinet Minister, Shri Ram Mohan Naidu ji who is ensuring the passage of two Bills within one year of his tenure. He has shown great leadership and taken commendable initiatives to drive the growth of the aviation industry.

The Protection of Interests in Aircraft Objects Bill, 2025, is one such landmark reform. This Bill will strengthen India's aviation sector and encourage investment in aircraft leasing.

India is one of the fastest growing aviation markets in the world and nearly 80 per cent of commercial aircraft is leased from foreign lessors. This is significantly higher than the global average of 53 per cent. Leasing allows airlines

to operate modern fleets without the heavy burden of buying aircraft. But until now, India's legal framework has failed to provide adequate protection to aircraft lessors and financiers. This gap in our laws has made leasing more expensive for Indian airlines and has discouraged global leasing companies from investing in India. A glaring example is the Jet Airways bankruptcy where the foreign lessors struggled to reclaim their aircraft due to legal and procedural delays. This has led to a lack of confidence in India's leasing market.

The Bill before us today is a much-needed step in the right direction. It gives statutory backing to the Cape Town Convention and its Aircraft Protocol which India acceded to in 2008 but did not fully implement. This Bill will ensure that aircraft lessors can reclaim their aircraft within two months in case of payment defaults, reducing prolonged legal battles; make the DGCA the designated authority for managing aircraft ownership records and ensuring compliances; encourage aircraft leasing companies to set up facilities in India, particularly in GIFT City in Gujarat where India is developing its own aircraft leasing hub; lower the leasing cost of airlines, reducing operational expenses and ultimately benefiting passengers through competitive ticket price.

Hon. Chairperson, this Bill will help Indian airlines secure better leasing terms, improving their financial health and allowing them to expand their fleet more efficiently. The Government's vision of making India a global aviation hub cannot be realized without a strong and reliable leasing ecosystem. This Bill is a crucial step towards the goal. However, while this Bill tackles the leasing issues, we must also address a broader concern, the lack of competition in our aviation

sector. Today, India's skies are dominated by just two major airlines, creating a duopoly that limits consumer choice. That hinders new entrants from establishing themselves. To foster a more competitive aviation market, we must ensure ease of access to capital for the aviation industry. The aviation sector is capital-intensive and Indian banks are often reluctant to lend to new airlines due to high-risk perception. This forces new entrants to lease aircraft from foreign lessors at higher costs or seek expensive aircraft funding. To change this, the RBI should create a special aviation credit guarantee scheme that protects banks against defaults on aircraft financing. This will encourage financial institutions to lend new airlines at competitive interest rates, reducing dependence on foreign financiers.

I have one more request for the hon. Aviation Minister. There are 35 per cent less jobs than actually required in the civil aviation industry. Kindly fill them and recruit people immediately to be future ready. Hon. Chairperson, this Bill is a step in the right direction to ensure growth in the aviation industry in India. On behalf of Jan Sena Party, I extend full support to the Bill.

ADV. FRANCIS GEORGE (KOTTAYAM): Hon. Chairperson, Sir, I rise to engage in a critical discussion on the Protection of Interests in Aircraft Objects Bill, 2025. While this legislation aims to align India's aviation laws with international standards, particularly the Cape Town Convention, it is imperative to scrutinize its implications within the broader context of our nation's aviation challenges.

At the outset, I acknowledge the Government's intent to provide legal clarity in aircraft leasing and financing by implementing the Cape Town Convention and its Protocol. This move is anticipated to bolster the aircraft leasing industry in

India, potentially reducing operational cost for airlines and ideally leading to more affordable travel for our citizens.

As a representative from Kerala, I must highlight the pressing issues that continue to plague our State's air connectivity. Recently, direct flights such as the Kochi-London route have been terminated by Air India. I had discussed the matter with the hon. Minister. This has severed essential links for our expatriate community and students abroad. This decision, despite high demand, disrupts lives and livelihoods. Then there is cancellation of key domestic and international routes. The suspension of services on routes like Bahrain-Thiruvananthapuram and Kochi-Delhi by Air India Express exacerbates the challenges faced by travellers, especially during peak festive seasons. Many passengers complain that in international flights via Delhi or Mumbai to Kerala, through booking of luggage to the final destination is not allowed. The cumulative effect of reduced connectivity is the surge in ticket prices, making air travel prohibitively expensive for the average citizens. This trend not only affects personal travel but also hampers business and tourism, vital components of Kerala's economy.

While the protection of interest in aircraft objects will address certain aspects of the aviation sector, it remains silent on the regulation of airfares. The absence of a regulatory mechanism allows airlines to set prices that may not reflect fair market practices, leading to exploitation of passengers, especially in regions with limited alternatives. So, to truly revitalise India's aviation sector and to ensure equitable benefits for all regions, I propose measures like establishment of an Airfare Regulatory Authority. ... (*Interruptions*)

A dedicated body to oversee and regulate ticket pricing, ensuring transparency and fairness is essential. This will prevent arbitrary pricing and protect consumers from exorbitant fares.

Another suggestion is with regard to restoration and expansion of flight routes. The Government must actively engage with airlines to reinstate discontinued routes and introduce new ones, particularly connecting underserved regions like Kerala to major domestic and international destinations. There has been a long-standing request from Kerala to give Kannur Airport the point of call status for more international airlines to operate to and from that airport. ... *(Interruptions)* What is the point? ... *(Interruptions)* After sinking so much money, very few flights are being operated from Kannur. If point of call status is given, there will be more international flights. ... *(Interruptions)*

श्री हनुमान बेनीवाल (नागौर) : सभापति महोदय, आज वायुयान वस्तुओं में हित संरक्षण, विधेयक, 2025 पर चर्चा हो रही है। यह विधेयक अंतर्राष्ट्रीय समझौतों को कानूनी प्रभाव देने का प्रयास करता है जिसमें मोबाइल उपस्कर में अंतर्राष्ट्रीय हितों पर कन्वेन्शन, एयरक्राफ्ट उपस्कर से संबंधित मामलों पर मोबाइल उपस्कर में अंतर्राष्ट्रीय हितों का प्रोटोकॉल, जब मैंने इस विधेयक को पढ़ा तो इसका मकसद एयरलाइन की लीजिंग लागत को कम करना और विमान पट्टेदारों के हितों की रक्षा करना है। मैं मंत्री जी का एक स्टेटमेंट पढ़ रहा था। मंत्री जी ने कहा कि बेंगलुरु, चेन्नई और कोलकाता में अतिरिक्त हवाई अड्डे की जरूरत है, यह सही बात है।

मैं कुछ आंकड़े सदन के सामने पेश करना चाहूंगा। पिछले कुछ वर्षों में भारत में विमानन क्षेत्र में आश्चर्यजनक उछाल देखा गया। वर्ष 2014 में घरेलू यात्रियों की संख्या 60.7 मिलियन से बढ़कर 2024 में 161.3 मिलियन हो गई जबकि इन अवधियों के दौरान अंतर्राष्ट्रीय यात्रियों की संख्या 43 मिलियन से बढ़कर 66.8 मिलियन हो गई। भारत के विमानों का बेड़ा 2014 में 329 से बढ़कर 2024

में 840 हो गया। जिस जिले में संभावनाएं हैं, वहां हवाई पट्टियों के विकास के स्वरूप को तलाशते हुए वहां घरेलू उड़ान शुरू करनी चाहिए।

आज क्षेत्रीय संपर्क योजना के माध्यम से देश का आम नागरिक जाए, जैसी बातें आप कर रहे हैं, लेकिन दूसरी तरफ कुंभ के समय का आप देख लें कि कैसे एयरलाइन कंपनियों ने लूट मचा रखी थी और सरकार का कोई नियंत्रण एयरलाइन कंपनियों पर नहीं था। लंदन जाना कुंभ जाने से सस्ता था। मेरे संसदीय क्षेत्र नागौर, जिला मुख्यालय से हवाई सेवाएं शुरू करने की मांग मैंने आपसे कई बार की है। 6 फरवरी, 2025 को इसी सदन में आपने कहा कि पांच दौर की बोली लगने के बावजूद किसी भी एयरलाइन कंपनी ने नागौर में आरसीएस उड़ान का प्रस्ताव प्रस्तुत नहीं किया।

मंत्री जी नागौर के सार्वजनिक निर्माण विभाग ने पूरी वस्तु स्थिति की रिपोर्ट नागरिक उड्डयन विभाग, राजस्थान सरकार को भेज दी है। मेरी मांग है कि यहां व्याप्त कमियों को दूर करते हुए आवश्यकताओं की पूर्ति करते हुए नागौर में हवाई सेवाएं शुरू की जाए। मेरे लोक सभा क्षेत्र के दूसरे जिले डीडवाना-कुमामन में नई हवाई पट्टी विकसित की जाए।

19.39 hrs

(Shri Jagdambika Pal in the Chair)

यह विधेयक एयरलाइन और लीज पर पट्टा देने वाली कंपनियों के लिए सुरक्षा बढ़ाने की बात करता है। सरकार ने स्पष्ट नहीं किया कि सुरक्षा किस स्तर पर लागू होगी, क्या यह केवल कॉर्पोरेट कंपनियों के लिए लाभकारी होगा या आम नागरिकों के लिए हवाई यात्रा से जुड़ी समस्याओं को भी हल करेगा? जब माननीय मंत्री जी जवाब दें तो इन बातों का भी ध्यान रखें। घरेलू उद्योगों की अनदेखी, भारत सरकार इस विधेयक के माध्यम से विदेशी कंपनियों के हितों को प्रथमिकता दे रही है। यह विधेयक घरेलू विमानन उद्योग और भारत में निर्मित विमानन उपकरणों को बढ़ावा देने की बजाए विदेशी समझौतों की अनुपालना में अधिक रुचि दिखा रहा है। जबकि एयर इंडिया की स्थिति देखो, आपने एयर इंडिया को बेच दिया, फिर भी हालत नहीं सुधरी। हमारे कृषि मंत्री जी शिवराज सिंह जी को टूटी हुई सीट मिली।

उन्होंने उसके बारे में ट्वीट भी किया था। आपने उस पर कार्रवाई निश्चित रूप से की होगी।

आप और भी कड़ी कार्रवाई कीजिए। हम तो चाहते हैं आप सांसदों के प्रोटोकॉल का भी पूरा ध्यान रखिए।

माननीय सभापति : हनुमान बेनिवाल जी, आप अपने क्षेत्र राजस्थान के बारे में बात कीजिए।

श्री हनुमान बेनीवाल : सर, मैं वही कर रहा हूँ। अब आप आ गए हैं, आप मुझे एक-डेढ़ मिनट एक्स्ट्रा दे दीजिएगा।

सर, क्या यह बिल 'आत्मनिर्भर भारत' अभियान के खिलाफ है? मैं मंत्री जी से यह जानना चाहता हूँ कि सरकार "मेक इन इंडिया" की बात करती है, लेकिन यह विधेयक भारतीय कंपनियों को विदेशी लीजिंग कंपनियों पर अधिक निर्भर बना देगा। क्या सरकार ने भारतीय विमान निर्माण उद्योग को मजबूत करने के लिए कोई योजना बनाई है? आज आप अंतरराष्ट्रीय संधियों को लागू करने के उद्देश्य से यह बिल रहे हैं, लेकिन मैं पूछना चाहता हूँ कि क्या ऐसे विधेयक के आने के बाद भारतीय कानूनों और न्यायपालिका का महत्व कम होगा या नहीं? माननीय मंत्री जी आप इसके बारे में अपने जवाब में जरूर बताइएगा।

यदि एयरलाइंस पर वित्तीय दबाव बढ़ेगा, तो वे टिकट की कीमतें बढ़ा सकती हैं। सरकार इस संभावित प्रभाव का कोई अध्ययन किए बिना यह बिल लेकर आई है। मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि क्या आप विदेशी कंपनियों के हितों के संरक्षण के लिए यह बिल ला रहे हैं? काश आप घरेलू कंपनियों के हितों का ध्यान भी रखते। अगर आप एयर इंडिया को नहीं बेचते तो शायद देश में अच्छा संदेश जाता।

सर, मैं आधे मिनट में अपने इलाके के बारे में सुझाव देना चाहता हूँ। एक गंभीर विषय यह है कि एयरपोर्ट्स पर जो वस्तुएं उपलब्ध होती हैं, आप देख सकते हैं कि उसके लिए आम आदमी से किस तरह से पैसा वसूला जाता है। विद्यार्थी, कर्मचारी और मजदूर भी अब उड़ानों के माध्यम से एक स्थान से दूसरे स्थान पर जाना चाहते हैं, उसके लिए सरकार को टिकटों के रेट पर नियंत्रण रखना चाहिए।

कुछ विशेष सुविधाएं छात्रों, मजदूरों और हर व्यक्ति को मिले। समान रूप से, आप जिस तरह

से रेल सेवा में करते हैं, उसी तरह से विमान सेवा में भी आम आदमी कैसे सुरक्षित रहे, उस तरफ भी आपको ध्यान देना चाहिए।

सर, मैं एक और मांग करना चाहता हूँ। मैं एक बार विमान के अंदर जा रहा था, उसमें किसी की तबीयत खराब हो गई थी। विमान के अंदर भी, जहां इमरजेंसी हो, वहां कैसी व्यवस्था हो, उस बारे में भी आपको ध्यान रखना चाहिए। आपका बहुत-बहुत धन्यवाद।

श्री रवीन्द्र शुक्ला उर्फ रवि किशन (गोरखपुर) : सभापति महोदय, आपने मुझे महत्वपूर्ण बिल पर बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

सर, भारत एक गौरवशाली क्षण से गुजर रहा है। यहां पर यशस्वी प्रधानमंत्री मोदी जी द्वारा और 'उड़ान स्कीम' के द्वारा जनता, जो चप्पल पहनती है, वह भी जहाज में जा रही है। मैं उस जगह से आता हूँ, जहां पर डबल इंजन की सरकार ने सबसे ज्यादा एयरपोर्ट्स बनाए हैं। इंटरनेशनल एयरपोर्ट में उत्तर प्रदेश आज नम्बर वन है। इसके लिए मैं यशस्वी प्रधानमंत्री मोदी जी और पूज्य योगी महाराज जी को दिल से धन्यवाद देना चाहता हूँ।

महोदय, मेरा क्षेत्र गोरखपुर है, जहां आप भी आते हैं। मैं आपसे अक्सर वहां पर मिलता हूँ। आप भी वहां से चलते हैं। मैं माननीय मंत्री जी से यह कहना चाहता हूँ, पहले तो माननीय मंत्री जी आपको दिल से धन्यवाद देता हूँ कि आपने मुझे तीन नये हवाई जहाज दिए हैं। तीन नये हवाई जहाज से अब गोरखपुर में हवाई जहाज की फ्लाइटिंग की मात्रा बढ़ गई है। वहां से 26 एयरक्राफ्ट्स टेक-ऑफ करते हैं। उनमें चार दिल्ली की ओर और तीन मुंबई की ओर टेक-ऑफ करते हैं। इसके अलावा हैदराबाद और बंगलुरु की ओर भी टेक-ऑफ करते हैं।

माननीय सभापति : माननीय मंत्री जी उदार हैं। आप इनसे जो भी मांगेंगे, ये आपको दे देंगे।

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : महोदय, मैं उसी बात पर आ रहा हूँ।... (व्यवधान) हनुमान जी, हमारे यहां ढाई से तीन हजार लोग रोज ट्रेवल करते हैं। हमारे यहां 'गिडा' इंडस्ट्रियल एरिया है। प्रधानमंत्री जी द्वारा एम्स है। हमारा क्षेत्र नेपाल और बिहार से जुड़ा हुआ है। कुशीनगर से भी जुड़ा हुआ है। वहां बौद्धिक पर्यटन स्थल भी है। हमारे माननीय सांसद विजय दुबे जी यहां बैठे हुए हैं। ...

(व्यवधान) यह देश जग गया है। वक्फ बिल के पारित होने के बाद यह देश ऐसा जगा हुआ है कि सभी लोग आनंदित हैं। हनुमान जी भी जग गए हैं। मैं इसके लिए धन्यवाद देना चाहता हूँ।

मैं माननीय मंत्री जी के ध्यान में एक चीज लाना चाहता हूँ कि हम गोरखपुर में डिफेंस एयरपोर्ट का इस्तेमाल करते हैं। चूंकि गोरखपुर अब 24x7 की कैपेसिटी वाला हो चुका है, वहां पर राज्य सरकार ने नए एयरपोर्ट के लिए एक हजार करोड़ रुपये आवंटित किए हैं।

मंत्री जी, उसको बनने में तीन साल लग जाएंगे। आप 24x7 की सुविधा दे दीजिए। इंडिगो हो या कोई भी अन्य एयरलाइन हो, मैं आपके समक्ष लिखित रूप से मांग पत्र भेज दूंगा। मैं बताना चाहूंगा कि वहां पर डिफेंस एयरपोर्ट बनकर तैयार है। अब चार नए एप्रन भी बन गए हैं, where four big aircraft can be parked at the same time. We were suffering earlier since only one aircraft could be parked.

माननीय सभापति : अभी तो केवल एक ही हवाई जहाज खड़ा हो पाता है। दूसरे हवाई जहाज को इंतजार करना पड़ता है। अभी नहीं हो रहा है, मई माह में होगा।

... (व्यवधान)

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : सभापति महोदय, मई माह में चार बड़े हवाई जहाज एक साथ खड़े होने शुरू हो जाएंगे, जिसका काम डिफेंस वाले ही कर रहे हैं। यह बहुत अच्छी बात है। चूंकि आप मेरी बातों और उन सारी रोजमर्रा की तकलीफों से वाकिफ हैं, इसलिए उसकी सख्त जरूरत है।

माननीय सभापति : आप मंत्री जी से कमिट करवा लीजिए कि गोरखपुर में जल्द ही एक सिविल एयरपोर्ट बन सके।

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : सभापति महोदय, आप चाहते हैं कि गोरखपुर में एक सिविल एयरपोर्ट बने और मैं भी वही चाहता हूँ।... (व्यवधान)

माननीय सभापति : ठीक है।

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : महोदय, अभी तो मैंने बोलना शुरू किया है।... (व्यवधान) मंत्री जी, वहां पर फिल्मों की शूटिंग होती है। मैं एक कलाकार और सांसद के रूप में वहां की जनता की

सेवा भी करता हूँ। वहां पर्यटन का स्थान है। इसकी बहुत जरूरत है कि आप वहां पर एक सिविल एयरपोर्ट बनाएं।

SHRI VISHALDADA PRAKASHBAPU PATIL (SANGLI): Hon. Chairperson, Sir, thank you for giving me the opportunity to speak.

I rise to support the Bill because I believe that it is a well-intentioned Bill brought in by the young Minister. Yes, there is so much more that they could have done. But, I believe, it is a step in the right direction.

The protocols of the Cape Town Convention of 2001 were brought in 2008. It has been 17 years. After 17 years, they are implementing these protocols primarily by this Bill and it is a good idea to bring them now.

The World Bank has shown the protocols. Since they have been brought in, they have reduced the delays in enforcement from ten months to two months. पहले उसमें 10 महीने लगते थे, now, it is down to two months internationally. So, yes, it is going to help us.

हम सब प्राइसिंग की बात करते हैं, किराये की बात करते हैं, आप कितनी ब्याज दर पर प्लेन ले रहे हैं और लीजिंग रेट्स क्या हैं, यह उस पर निर्भर करता है। अगर यह बिल पास हो जाता है, मैं यह अपेक्षा करूंगा कि लीजिंग का रेट कम हो, ब्याज दर कम हो, ताकि नए-नए लोग एयरलाइंस खोल सकें और एयरलाइंस वाले नए-नए प्लेन्स खरीद सकें। मेरे छोटे से संसदीय क्षेत्र सांगली में भी कोई एयरलाइंस खोल सके। वहां से कोई विमान सेवा हुई है, कॉमर्शियल और फ्रेट वाले विमान सेवा की भी शुरुआत हो सके।

महोदय, मैं दो-तीन चीजें रेकमेंड करना चाहता हूँ। One is about the IBC Act. Our Act will override the IBC provisions. But Section 238 of the IBC Act also mentions that it will have overriding effects. So, I think, some clarity is required in that

department. Clause 9(3) allows for aircraft detention by the Government. शायद इससे जो लेंडर है, जो लीजिंग वाले हैं, वे कहीं डर न जाएं, क्योंकि अगर सरकार प्लेन ले जा रही है, तो हमारी वसूली कैसे होगी। ऐसी बहुत-सी छोटी-छोटी बातें हैं। But primarily, I think, it is a good Bill, and therefore, I am supporting it.

Thank you so much.

SHRI D. M. KATHIR ANAND (VELLORE): *Thank you, hon. Chairperson, Sir. I am starting my speech by wearing black dress as a matter of protest to the Waqf Bill passed in this House yesterday.*

Hon. Chairperson, Sir, and respected colleagues, I stand before you today not just as an MP from Vellore but as a voice of Tamil Nadu and India. This is no law for progress; it is a shackle forged for foreign creditors, a dagger aimed at the heart of aviation sector and a slap on the dreams of my people.

Sir, this Bill hands foreign lessors a golden ticket to snatch their aircraft in just two months of default with no mercy for our struggling airlines. If an airline collapses under a creditor's tyranny, who pays the price? I say to this House that this Bill has to be rewritten to shield our airlines, not deliver them to foreign creditors. And what about the DGCA? They are called a registry authority, but it is a toothless tiger; a clerk scribbling dues while foreign financiers run riot.

Sir, we need a DGCA that fights for us and not one that bows to the global profiteers. I demand a real power for the DGCA to protect the aviation industry. There is an insult to insolvency also -- 60 days to keep an aircraft, tied to payments. No distressed airline can afford it.

..... English translation of this part of speech originally delivered in Tamil.

It is a death sentence. If an airline falls, India's connectivity crumbles.

This House must be very strong to re-write this Bill because the Government says that the prices will be cheaper by 8-10 per cent. Where is the proof? Mark my words. Creditors will tighten the grip. Airlines will bleed for the high rising fares.

Sir, I have my humble request to the hon. Minister. Though I do not believe in the Government, I still believe in the Minister. I have been asking this Government for the inauguration of Vellore Airport. The deepest wound is Vellore airport. For years, we have begged and waited with hope. Vellore is a hub for education and healthcare. Tamil Nadu deserves better. I stand here to demand a Vellore Airport within six months of time. Through this Bill, I do not find any promise for my people.

Finally, Sir, I have an important thing but it is a common issue. When we book a ticket in any of the airlines, we have to pay the upfront money but when we cancel the ticket or downgrade the class, the airlines refund the money after a long time, provided we had to go and stand in the queue and ask for the refund which is not good. It has to happen automatically. When the airlines take our money at the time of booking, they do not return the money when the cancellation or downgrade happens in the ticket. So, the Minister has to intervene and protect the consumer rights.

Again, I tell this hon. House we do not believe in this Government but we believe in the Minister. So, the Minister has to take a good action.

श्री विजय कुमार दूबे (कुशीनगर) : माननीय सभापति जी, धन्यवाद कि आपने मुझे वायुयान वस्तुओं में हित संरक्षण विधेयक के समर्थन में बोलने का अवसर दिया। हम वास्तव में अपने यशस्वी प्रधानमंत्री माननीय नरेन्द्र मोदी जी का अभिनंदन करते हैं कि उनके कार्यकाल में पूरे देश के एयरपोर्ट्स की संख्या ने जिस तरह से वृद्धि की है, वह आज आम लोगों के सफर का एक बहुत बड़ा माध्यम बना है। माननीय उड़्डयन मंत्री जी यहां बैठे हुए हैं। मैं एक सुझाव के तौर पर कह सकता हूं कि एयरपोर्ट्स की संख्या में वृद्धि हो, यह तो देश के लिए बहुत आवश्यक है, लेकिन इससे अधिक आवश्यक यह है कि जहां एयरपोर्ट्स का निर्माण हो चुका है, वहां व्यवस्थित रूप से उड़ानें भी होती रहें, क्योंकि आज सबसे ज्यादा दंश कोई झेल रहा है तो वह हमारा कुशीनगर जनपद है।

19.53 hrs

(Shri Krishna Prasad Tenneti in the Chair)

महोदय, बौद्ध सर्किट एरिया के पर्यटन विकास को अंतर्राष्ट्रीय पटल पर ले जाने का लक्ष्य लेकर यशस्वी प्रधानमंत्री माननीय नरेन्द्र मोदी जी ने वर्ष 2021 में कुशीनगर अंतर्राष्ट्रीय हवाई अड्डे का उद्घाटन किया था। उद्घाटन के बाद स्पाइस जेट से कुशीनगर से दिल्ली, दिल्ली से कुशीनगर चार महीने नियमित उड़ानें हुईं, लेकिन चार महीने अनियमित उड़ानों के बाद खराब मौसम का बहाना देकर उन्हें बंद कर दिया। आज डेढ़ साल से ऊपर हो गया, बल्कि मैं कह सकता हूं कि दो साल हो गए हैं, वह कुशीनगर अंतर्राष्ट्रीय हवाई अड्डा, जिसका रन वे पूरे उत्तर प्रदेश के किसी भी हवाई अड्डे से बड़ा है, पूरी तरह से बंद कर दिया गया है। वहां पर करोड़ों रुपये प्रति माह राजस्व की क्षति, चाहे सुरक्षाकर्मी के रूप में, चाहे स्टाफ के रूप में सरकार उठा रही है।

आज मैं माननीय मंत्री जी से कहना चाहता हूं कि वर्तमान समय में कुशीनगर अंतर्राष्ट्रीय हवाई अड्डे पर डीवीओआर का भी निर्माण पूर्ण हो चुका है। क्या ऐसे समय कुशीनगर की उड़ानों को इंडिगो द्वारा प्रारम्भ कराकर, जिसे माननीय यशस्वी प्रधानमंत्री नरेन्द्र मोदी जी ने बौद्ध सर्किट एरिया के पर्यटन विकास को आगे ले जाने का लक्ष्य बनाया था, उस लक्ष्य को सार्थक रूप देने का कार्य करेंगे? इसके साथ ही रोजगार के अवसर या कार्गो हब का निर्माण भी कुशीनगर के हवाई अड्डे से प्रारम्भ किया जा सकता है। आज पश्चिम चम्पारण, बिहार के यात्री हों या कुशीनगर के अगल-बगल के दर्जनों

जिलों के यात्री हों, वे मजबूरन गोरखपुर हवाई अड्डे की सुविधा ले रहे हैं। यदि आप कुशीनगर का अंतर्राष्ट्रीय हवाई अड्डा प्रारम्भ करेंगे तो निःसंदेह उनको और भी सुविधा मिलेगी। इसके साथ ही कार्गो हब का निर्माण हो, जिससे गल्फ कंट्री जाने वाले लोग जो दिल्ली और मुंबई एयरपोर्ट की सुविधा लेते हैं, वे कुशीनगर अंतर्राष्ट्रीय हवाई अड्डे पर प्राप्त हो। मैं आज इस अवसर पर माननीय सभापति जी को धन्यवाद देता हूँ।

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Sir, I rise today to share my views on the Protection of Interests in Aircraft Objects Bill, which aims to reform and modernize the regulatory and operational framework of civil aviation in India.

While the Bill reflects the Government's ambition to align India's aviation industry with global standards, I would like to draw attention to some critical administrative and technical challenges that must be addressed for its successful implementation.

Sir, today, multiple agencies, including the Directorate General of Civil Aviation (DGCA), Airports Authority of India (AAI), and the Ministry of Civil Aviation, operate in silos, leading to overall inefficiency. There is a pressing need to establish a single-window clearance system to streamline coordination and eliminate bottlenecks. Our aviation policies often lag behind global standards. For instance, regulations governing drone operations and airspace management have been evolving in isolation, creating uncertainty for investors and innovators. Regular policy reviews and updates are crucial.

Sir, acquiring land for new airports or expanding existing ones continues to be a major hurdle due to inconsistent state-level policies and opposition from local stakeholders. A centralised and uniform land acquisition framework with

adequate compensation and rehabilitation is needed. Despite a growing aviation market, we face an acute shortage of skilled professionals. From air traffic controllers to maintenance engineers, we must invest in world-class training institutes and partnerships with global aviation academies.

Sir, unregulated constructions around airports, such as telecom towers and high-rise buildings, often violate safety norm and obstruct flight paths. Local authorities must enforce Obstacle Limitation Surface and strictly implement zoning laws. Many regional and remote airports continue to rely on obsolete air navigation systems. We must expedite the deployment of modern satellite-based navigation systems like GAGAN and upgrade surveillance technologies to ensure safe and efficient air traffic management.

As our aviation system becomes increasingly digitalized, cybersecurity must become a priority. Critical systems such as air traffic control, passenger data, and airport operations must be protected from cyber threats, with regular audits and contingency plans in place. There is a lack of consistency in environmental clearance, noise pollution norms, and carbon emission controls. The Bill must incorporate mechanisms for sustainable aviation growth through regular environmental assessments and the adoption of green technologies.

Sir, India is poised to become one of the world's largest aviation markets. However, to truly realise this potential, we must address the administrative inefficiencies and technical shortcomings that have long plagued the sector. I urge this House to consider amendments to the Bill to promote regulatory clarity, technological modernization, skilled workforce development, and strong inter-

agency collaboration. With the right implementation, India can not only ensure safer skies but also emerge as a global aviation leader.

20.00 hrs

Sir, now, I am coming to the demands of my State. The hon. Minister is very much aware of the proposal to develop the Sabarimala Airport. This is a proposal which is yet to be materialised. Thousands of Ayyappa devotees are coming to Shabrimala from Andhra Pradesh. We need an airport to cater to this need. I request the hon. Civil Aviation Minister to take up this matter.

Sir, a number of flights have been started from Trivandrum, Cochin, Kozhikode, and Kannur in Kerala. But, the only remedy for the poor Gulf passengers is the budget airlines. Then only these passengers can get a cheap ticket. Air India is one of the budget airlines. The Government has to start more budget airlines from Kerala to Gulf countries. Then only, our NRI passengers can get a cheap ticket.

There is another proposal for setting up of Air Kerala. I hope, the hon. Minister is very much aware of it. Some Middle-East people approached the Civil Aviation Minister to set up the Air Kerala. I do not know whether the Civil Aviation Minister has given approval to this.

As far as the connectivity is concerned, it is very less between Trivandrum-Chennai-, Bengaluru-Hyderabad. An Air India flight between Male- Trivandrum – Delhi has not yet been started after suspension during COVID-19. Same is the case with the flight between Trivandrum – Cochin – Delhi. It has also not started. There is a need to strengthen the air connectivity between Trivandrum-Madurai,

Trivandrum-Coimbatore, Trivandrum-Mangaluru, and Trivandrum-Goa.

I also request the Government that Madurai Airport is a very important airport. We need more flights from Madurai to Singapore. That is also an important demand of the passengers from Kerala. Thank you.

श्री जगदम्बिका पाल (डुमरियागंज) : सभापति महोदय, आज आपने एक ऐसे महत्वपूर्ण विधेयक पर, जो विमान वस्तुओं में हितों की सुरक्षा से संबंधित है, बोलने का अवसर दिया है, उसका मैं समर्थन करता हूँ। निश्चित तौर पर भारत के विमानन क्षेत्र के बारे में रूडी साहब बैठे हैं और बोल चुके हैं, इसे मजबूत करने की दिशा में ऐतिहासिक कानून है। जिस विधेयक से केपटाउन कन्वेंशन हो, एयर क्रैप प्रोटोकॉल हो, इस विधेयक के बाद ये लागू होंगे और हमारे देश के कानून ग्लोबल स्तर के अनुरूप हो जाएंगे। अतः इस निश्चित रूप से इस ऐतिहासिक बिल के लिए मैं माननीय मंत्री जी को बधाई देता हूँ।

महोदय, मैं माननीय मंत्री जी से कहना चाहता हूँ कि जब हमारी सरकार इसे विश्वस्तरीय नई ऊंचाइयों पर लेकर जा रही है, इस अंतर्राष्ट्रीय विमान क्षेत्र में, वित्तीय क्षेत्र में अगर हम कॉम्पिटिशन करने जा रहे हैं, तो यात्रियों को कैसे कम लागत से बेहतर सेवाएं मिलेंगी। इस संबंध में आप जो प्रयास कर रहे हैं, वह सराहनीय है। वर्तमान में एयरलाइन्स के परिचालन का जो खर्च है, ईंधन और तेल का 45.7 परसेंट, रखरखाव और मरम्मत के लिए 13.5 परसेंट, हवाई अड्डा उपयोग शुल्क 7.5 परसेंट, विमान चालक दल का वेतन 4.9 परसेंट, अन्य परिचालन खर्च 4.1 परसेंट, टिकट बिक्री और प्रचार खर्च 3.8 परसेंट, यह विधेयक विमान पट्टे जो लीज पर लिए जाते हैं, उनकी फाइनेंसिंग लागत को कम करेगा। अभी पीएसी की बैठक में निशिकांत दुबे जी, रूडी जी और हम लोग इंटरनेशनल एयरपोर्ट पर गए थे। काफी एक्सरसाइज की गई। सारा पैसा यानी एक्सपेंडिचर पैसेंजर पर आ रहा है। अतः अगर इस विधेयक को हम पास करेंगे, तो निश्चित रूप से इससे जो लीज पर हैं, उनकी फाइनेंसिंग लागत भी कम होगी, एयरलाइंस का परिचालन खर्च भी कम होगा, यात्रियों को हवाई यात्रा सस्ती मिलेगी। अगर यह होगा, तो इसका परिणाम भी तो दिखना चाहिए। अभी जिस तरह से रवि किशन जी ने गोरखपुर की बात की, अभी विजय दुबे जी ने बात की। आज पूरे देश में जहां 22 परसेंट ट्रैफिक हर साल बढ़

रहा है, दुनिया आज अगर भारत से प्रभावित है, तो हमारे इस बुद्ध सर्किट से आज दुनिया के तमाम देश जो गौतम बुद्ध जी के बौद्ध धर्म को मानने वाले हैं, क्योंकि प्रधान मंत्री जी कहते हैं कि पूरी दुनिया ने युद्ध दिया।

हमारे इस बुद्धिस्ट सर्किट से आज दुनिया भारत से प्रभावित है। आज दुनिया के देशों में बौद्ध धर्म को मानने वाले जो तमाम लोग हैं, चूँकि हमारे प्रधान मंत्री जी कहते हैं कि पूरी दुनिया ने युद्ध दिया, चाहे यूक्रेन हो, रूस हो, हमास हो या फिलिस्तीन हो तो दुनिया ने युद्ध दिया है, लेकिन भारत ने गौतम बुद्ध दिया है और वही गौतम बुद्ध पूरी दुनिया में करुणा, ममता, शांति और अहिंसा का संदेश दे रहे हैं। उस संदेश के बाद अगर आप इस विधेयक को पास करने जा रहे हैं तो यह भारत को ग्लोबल स्तर पर फाइनेंशियली मजबूत करेगा। इससे एयरलाइन्स कंपनियों को कम लागत पर विमान मिलेगा। रूडी जी ने बताया भी होगा, क्योंकि इनको जानकारी है और ये पायलट भी हैं। इस बिल के पास होने से हवाई यात्रा सस्ती होगी। विजय जी के यहां पर सिर्फ एक एयरपोर्ट नहीं है, जो वे कुशीनगर, कुशीनगर कह रहे हैं। कुशीनगर सिर्फ एक एयरपोर्ट नहीं है। कुशीनगर गौतम बुद्ध की निर्वाण स्थली है। जगदम्बिका पाल के सिद्धार्थ नगर में गौतम बुद्ध पैदा हुए थे। गौतम बुद्ध ने श्रावस्ती में 19 बसंत ऋतुएं बिताई थीं। सारनाथ में उन्होंने पहली दीक्षा दी थी। आप इन चारों स्थानों को जोड़िए। उसके बाद पूरी दुनिया में बौद्ध धर्म को मानने वाले लोग यहां पर आएंगे।

मंत्री जी, अभी आप यंग है और आप इस विभाग को ऊंचाइयों पर ले जाना चाहते हैं इसीलिए मैं आपसे कहना चाहता हूँ कि जब आप इसे वैश्विक स्तर पर ले जा रहे हैं तो आखिर आपको इस विधेयक से यह लाभ तो होने ही जा रहा है। इस विधेयक को हम सब लोग पारित करेंगे। यहां पर बृजमोहन जी भी बैठे हैं और वे कह रहे थे कि आपको आज इसके लिए वादा करना होगा। या तो आप यह कहें कि इस विधेयक से कुछ लाभ नहीं होगा, लेकिन हम आपको इस विधेयक से लाभ बता रहे हैं कि जो पट्टेदार होंगे, उन पट्टेदारों और वित्तीय संस्थानों को सुरक्षा मिलेगी। विमान किराए पर देने वाली कंपनियों को भारत में लगेगा कि अब हमारा निवेश करना सुरक्षित रहेगा और उनको एक तरह से कानूनी सुरक्षा मिलेगी। यह सिर्फ एक विधेयक नहीं है। जब वर्ल्ड की कंपनियां आपको एयरक्राफ्ट

लीज पर देती हैं या बेचती हैं और उनको जब लगेगा कि हमारी पूंजी यहां पर सुरक्षित है, हमारा किराया मिलेगा और कानूनी सुरक्षा भी है तो उससे निश्चित तौर से एयरलाइन्स को सस्ते ऋण मिलेंगे। उनको लीज सुविधा मिलेगी। आखिर इस विधेयक का यही तो फायदा है कि इससे निवेशकों को अधिक सुरक्षा मिलने जा रही है।

सभापति जी, आप भी सुन लीजिए। आपके यहां भी इस विधेयक का फायदा होगा। भारत को विमानन क्षेत्र में सस्ते ब्याज पर लोन मिलेगा, लीज भी मिलेगी और एयरलाइन्स भी बढ़ेंगी। आज से पहले उडान स्कीम नहीं थी, क्योंकि वह वायबल नहीं थी। आज अमेरिका के हर जिले में एयरपोर्ट है। आज आप यूएसए में चले जाइए, लास एंजिल्स से लेकर लास वेगास तक हर जगह एयरपोर्ट है। आज मैं सिद्धार्थ नगर और गौतम बुद्ध सर्किट की बात कर रहा हूँ। भारत में 22 प्रतिशत की दर से हर साल एयर ट्रैफिक बढ़ रहा है। आने वाले दिनों में भारत एयरपोर्ट्स में या सिविल एविएशन में दुनिया का अग्रणी देश होगा।

सभापति महोदय, मैं एक बात कहकर अपनी बात खत्म कर रहा हूँ। एयरलाइन्स जब कम लागत में विमान खरीदेंगी तो इससे कम्पटीशन भी बढ़ेगा। इसलिए आज आप वादा कर दीजिए कि बुद्धिस्ट सर्किट को आप एयरपोर्ट से जोड़ेंगे। यह कन्सर्न सिर्फ जगदम्बिका पाल का नहीं है, बल्कि वित्त राज्य मंत्री पंकज चौधरी जी का भी है, योगी आदित्यनाथ जी का भी है, रवि किशन जी का भी है और शशांक जी का भी है।

माननीय सभापति : माननीय सदस्य, आपका समय पूरा हो चुका है। माननीय मंत्री जी बोलने के लिए खड़े हैं। आप अपनी बात पूरी कीजिए।

श्री जगदम्बिका पाल : सभापति जी, आज निश्चित तौर माननीय मंत्री जी इस चीज का वादा करेंगे। आपने मुझे बोलने का मौका दिया, उसके लिए बहुत-बहुत धन्यवाद।

SHRI KINJARAPU RAMMOHAN NAIDU : Thank you, Sir, I would like to thank all the hon. Members who have spoken during the discussion on the Protection of Interests in Aircraft Objects Bill, 2025, starting with Dr. M.K. Vishnu Prasad ji,

Rajiv Pratap Rudy ji, whose knowledge and expertise, especially in the Civil Aviation subject is of no competition in this House, and definitely he always plays a co-pilot role to the Ministry in trying to guide us in a better way forward, then, Smt. Ruchi Vira ji, Smt. Pratima Mondal ji, Shri N.K. Premachandran ji, Shri C.N. Annadurai ji, Shri Lavu Srikrishna Devarayalu ji, Shri Ramprit Mandal ji, Shri Anil Yashwant Desai ji, Smt. Supriya Sule ji, Shri Naresh Ganpat Mhaske Ji, Shri Radhakrishna ji, Shri Darshan Singh Chaudhary ji, Shri E.T. Mohammed Basheer ji, Dr. Rajkumar Sangwan ji, Dr. D. Ravi Kumar ji, Shri T. Uday Srinivas ji, Dr. George Francis ji, Shri Hanuman Beniwal ji, Shri Ravi Kishan ji, Shri Vishaldada Prakashbapu Patil ji, Shri D.M. Kathir Anand ji, Shri Vijay Kumar Dubey ji, Shri K. Suresh ji and Shri Jagadambika Pal ji. चर्चा की शुरुआत में तो ऐसा लग रहा था कि पांच से छः लोग बोलेंगे और एक घंटे के अंदर ही चर्चा खत्म हो जाएगी, लेकिन अभी ढाई घंटे तक यह चर्चा चली है।

For two and a half hours we have been continuously discussing and about 25 hon. Members have spoken on this Bill with a great passion, with great involvement because that is the kind of passion civil aviation is invoking today in India, in the Parliament and also in general with the citizens also.

सभी की तरफ से सिविल एविएशन में इस तरह का उत्साह देखना, यह काफी स्वाभाविक है और यह आसान बात नहीं है। मैं कुछ आंकड़ों के बारे में बताना चाहता हूं कि सिविल एविएशन की बढ़ोतरी के बारे में हनुमान बेनिवाल जी ने कहा है कि इसने जिस तरह से आश्चर्यजनक उछाल लिया है और यह उछाल ऐसे ही नहीं हुआ है। इस उछाल के पीछे एक विजन था। भारत के सिविल एविएशन के संबंध में एक विजन था और विजन को पूरा करने के लिए एक मिशन था एवं उस मिशन को मुमकिन करने के लिए आदरणीय प्रधान मंत्री मोदी जी का मार्गदर्शन था। इसी की वजह से आज जिस

तरह की बढ़ोतरी हम देख रहे हैं, हम वे सब हासिल कर पाए। For almost 65 years, from Independence to 2014, obviously there was civil aviation in the country, flights were going around, and there were a lot of people still traveling through the air. But the numbers will say that till 2014, the total passenger traffic in the country was 10,38,00,000. वर्ष 2014 तक 10 करोड़, 40 लाख यात्री हवाई यात्रा करते थे। and by 2024, ten years difference, it grew from 10,38,00,000 to almost 22,81,00,000. यह पूरा डबल हो गया। काफी लोग कह रहे थे कि यहां सिविल एविएशन का बीज डाल दिया गया था, लेकिन अगर फल देखना है, तो केवल बीज डालने से काम नहीं होगा। हमें उसे पानी देना है। हमें उसकी देखभाल करनी है। बदलते हुए सीजन्स में भी हमें उस पेड़ को देखना पड़ेगा कि वह पेड़ किस हालात से गुजर रहा है। यह काम हमारे प्रधान मंत्री, नरेन्द्र मोदी जी ने सिविल एविएशन के तहत किया है, तभी हम आज इस देश में इस तरह की ग्रोथ देख पा रहे हैं। पैसेंजर्स की ग्रोथ डबल हुई। जिस तरह से हमारे एयरपोर्ट्स थे, again, up to 2014, we had 74 airports in the country. अगर हम वर्ष 2024 में देखेंगे, तो 159 एयरपोर्ट्स, जब मैं बोल रहा हूं तो दो एयरपोर्ट्स अभी खुलने के लिए तैयार हैं। हमें जैसे ही प्रधान मंत्री जी की तरफ से डेट मिल जाएगा तो हम वे भी खोल देंगे। हम 159 एयरपोर्ट्स को 161 एयरपोर्ट्स कर देंगे। पिछले 10 सालों में एयरपोर्ट्स की संख्या भी डबल हो गई है। Airports have doubled in the last 10 years, passengers traveling through air have doubled in the last 10 years, and most importantly as regards the number of aircraft also, which was around 340 in 2014, now if you come to 2024, there are 840 aircraft in the country. This is giving an indication of how much demand civil aviation is creating in the country also.

Now, with all this demand, I keep saying these numbers again and again because it is not an easy thing to do. That is the kind of growth we have seen in civil aviation in the country. You check with any other country. There are so many

countries across the world. No other country has seen this kind of progress or this kind of growth. कोई और देश इतने सारे एयरपोर्ट्स नहीं बना पाया। यहां जिस तरह से पैसेजर्स की संख्या में ग्रोथ हुई है, वह कोई और देश नहीं दिखा पाया है। यह सिर्फ भारत में हुआ है और भारत के यशस्वी प्रधान मंत्री नरेन्द्र मोदी जी के विजन के कारण हो पाया है। पिछले दस सालों में सिविल एविएशन के जो हालात थे, वे इतने आसान हालात भी नहीं थे। There were a lot of challenges in the country. To start with, in 2019, the Jet Airways जेट एयरवेज इतने लंबे अर्से से हमारे देश में चल रही थी और काफी प्रीमियम एयरलाइन थी एवं लोगों से काफी जुड़ा हुआ एयरलाइन था। वह काफी सिटीज को कनेक्ट कर रहा था, लेकिन जेट एयरवेज की बैंकक्रप्सी हो गई। The Jet Airways went out of picture. In 2023, another airline, Go Air also went out of picture. Now, within 10 years, two major airlines having a great capacity and great aircraft fleet have gone out of functioning. More importantly, in these ten years itself, the biggest hit any industry can see, especially civil aviation was COVID. कोविड भी इन्हीं दस सालों में हुआ है। For two years, the whole travel industry, let it be air, rail, sea, the service industry, everything in it was just suddenly stopped and it led to a lot of financial distress in all the overall economics of all the countries also.

Now, even with these challenges, I am telling you that we have grown with a CAGR of more than 12 per cent in the country, and this is the civil aviation growth that we are seeing today.

It is very important that the growth we are seeing till today needs that continuous push because as far as the Government and as far as the Ministry are concerned, this is just the beginning. The growth that you are seeing in the country is just the beginning. अभी तो यह शुरूआत है, हमें और काम करने पड़ेंगे। इसी केस में

हम यह बिल लेकर आए हैं ताकि सिविल एविएशन को जिस तरह से माननीय नरेन्द्र मोदी जी ने पिछले दस साल में आगे बढ़ाया है, सही स्पीड और वही मोमेंटम आगे भी बढ़ाते रहें।

हम आज यहां सिविल एविएशन बिल लेकर आए हैं, केपटाउन कन्वेंशन इसकी शॉर्ट फॉर्म है। हम प्रोटेक्शन ऑफ इंटरस्ट्स इन एयरक्राफ्ट ऑब्जेक्ट्स बिल लेकर आ रहे हैं, यह केपटाउन कन्वेंशन से संबंधित है। साउथ अफ्रीका के केपटाउन में वर्ष 2001 में मीटिंग हुई और वहां दुनिया के सारे देश मौजूद थे। इसका कारण था कि एयरलाइंस के एयरक्राफ्ट लेने के बिजनेस का मॉडल थोड़ा बदल रहा था। पहले वे एयरक्राफ्ट खुद ही परचेज कर रहे थे, इसमें कोई दिक्कत नहीं क्योंकि अपने पैसे लगाकर खरीद रहे थे, लेकिन इससे कॉस्ट बर्डन बहुत ज्यादा बढ़ रहा था। The burden of buying planes on your own and having them in your inventory was putting a lot of pressure on the financials of the airlines. So, one innovative model came out, which was the leasing model. एयरलाइंस बोल रही हैं कि हम खरीदेंगे नहीं, कोई और खरीदेगा और मैं लीज पर हम लेंगे। लीज लेने के लिए बीच में बैंकर्स और क्रेडिटर्स भी रहते हैं, पैसे कहीं से आ रहे हैं, प्लेन किसी के पास है और चला कोई और रहा है।

महोदय, लीजिंग में जो तीन-चार स्टैकहोल्डर्स हैं और सारे अलग देशों में बैठे हैं। हर देश का अपनी ज्यूरिस्डिक्शन्स रहती हैं, लीगल प्रोवीजन्स होते हैं, लॉज होते हैं। जब कोई इंटरनेशनल ज्यूरिस्डिक्शन्स से डील करता है तो लीजिंग इंडस्ट्रीज को स्ट्रीमलाइन करने के लिए कई समस्याएं आती हैं। वर्ष 2001 में इसी को देखते हुए उन्होंने सोचा कि सिविल एविएशन किसी एक देश का सब्जेक्ट नहीं है, ग्लोबल सब्जेक्ट है और ग्लोबली सिविल एविएशन को ग्रो करना है तो कोई कॉमन ज्यूरिसडिक्शन लेकर आनी होगी, जिसे सब एग्री करें। इस तरह से सबको लीजिंग करने का मौका मिलेगा और सब अपने देशों में सिविल एविएशन को इम्प्रूव करेंगे।

महोदय, वर्ष 2001 में जब केपटाउन कन्वेंशन आया तब तीन अलग-अलग प्रोटोकाल बनाए गए थे। एक प्रोटोकाल तो एयरक्राफ्ट का ही था, दूसरा स्पेस टेक्नोलॉजी के बारे में था और तीसरा रेलवेज के बारे में था। आज हम जो डिसकस कर रहे हैं, केपटाउन कन्वेंशन के एयरक्राफ्ट प्रोटोकाल

के संबंध में कर रहे हैं और बिल में भी यही लिखा हुआ है। आज जो विधेयक अधिनियम बनने वाला है, यह जिस एयरक्राफ्ट प्रोटोकाल से रिलेट करेगा, वह केपटाउन कन्वेंशन से निकलता है।

महोदय, इसका मूल कारण भी यही है कि हम लीजिंग इंडस्ट्री को बढ़ावा दें और लीजिंग इंडस्ट्री में इंटरनेशनल कन्वेंशन से एग्री करें। वर्ष 2001 में केपटाउन कन्वेंशन हो गया लेकिन इंडिया ने उस समय एग्री नहीं किया। वर्ष 2002, 2003, 2004, 2005 आ गया, फिर कहीं से प्रेशर आया कि कन्वेंशन भारत में भी लागू होना चाहिए। वर्ष 2005 के बाद प्रेशर बढ़ता गया और वर्ष 2007 में उस समय की सरकार ने तय किया कि इसे यहां भी लागू करना चाहिए। उस समय लॉ मिनिस्ट्री से ओपिनियन लिया गया कि क्या करना चाहिए क्योंकि कन्वेंशन तो केपटाउन में बना हुआ है, अगर इसे लागू करना है तो किस तरह से इसे आगे बढ़ाएं।

The Law Ministry suggested at that time that India can accede to this Convention by giving a Cabinet approval. This was in 2007. All the discussion happened and the Cabinet approval was also given. By 2008, we had formed a Declaration based on the Convention and the Protocol, and we have submitted it to the International Civil Aviation Organization and we have become a signatory to the Cape Town Convention, but only by Cabinet approval. Things were again going well. After 2008 Cabinet approval, things were also going well. Aviation was still growing, but then some challenges came in the industry.

महोदय, वर्ष 2015 में लीजिंग बिजनेस चल रहा था। स्पाइसजेट के पास दो-तीन लेसॉर्स के प्लेन्स आए थे और स्पाइसजेट वापस उनको पे नहीं कर पा रहा था। लेसॉर्स ने सोचा कि अगर पे नहीं कर पाएंगे तो प्लेन वापस लेना चाहिए। इन दोनों के बीच इडेरा एग्रीमेंट था, जिसके तहत पांच दिन में प्लेन वापस लेकर जा सकते थे। रजिस्ट्रेशन और डिरजिस्ट्रेशन एयरक्राफ्ट का जो बिजनेस रहता है, वह सरकार के अंदर डीजीसीए करता है।

लेसॉर्स डीजीसीए के पास गए और उन्होंने बोला कि ये तो पैसे नहीं दे रहे, तो हमें वापस लेना

चाहिए। उस समय डीजीसीए बोलता है कि अभी जो लॉ है, कोई लॉ ऐसा नहीं है कि जो मुझे प्रावधान देता है कि मैं आपको एग्रीमेंट के तहत डी-रजिस्टर करूँ तो एक समस्या वहाँ उत्पन्न हुई। फिर उसके बाद हमने रूल्स बदला। डीजीसीए को पावर दी कि आप डी-रजिस्टर करो। But we all should realise that the rules are just the subordinate legislation. Law is the primary legislation. लॉ के साथ, अधिनियम के साथ जो शक्ति मिलती है, वह रूल्स के साथ नहीं मिलती है। उस समय यह एक हालात निकला तो उसने सोचा कि इसका कुछ जुगाड़ निकालते हैं। इसलिए वर्ष 2015 में रूल्स में चेंज कर दिया और उस समस्या का कुछ समाधान निकल गया। फिर वर्ष 2016 में हमारी सरकार ने सोचा कि इनसॉल्वेंसी एंड बैंकरप्सी कोड भी लेकर आएंगे। जब कोई कंपनी बैंकरप्टसी हो जाती है तो उसको प्रोटेक्ट करने के लिए, उनके इंट्रेस्ट को प्रोटेक्ट करने के लिए एक कोड होना चाहिए तो इनसॉल्वेंसी एंड बैंकरप्सी कोड आया। उस कोड में एयरक्राफ्ट भी था। उस सेंस में एयरक्राफ्ट को कैसे डील करेंगे? अभी लेसॉर का प्लेन है। हमें अभी एक चीज समझनी है कि अगर एयरलाइन बैंक को पैसे वापस नहीं करती है और डिफॉल्ट हो जाती है तो बैंक अगर प्लेन रखेगा, जबकि प्लेन इनका है ही नहीं। प्लेन तो किसी और के साथ लीज पर आया है। अब वह लीज जिसने दी है, वह दुःखी होता होगा कि मेरा प्लेन उनके पास रुक गया। ऐसी बहुत सारी छोटी-छोटी समस्याएं उत्पन्न हुईं, जिनका समाधान निकालने की जरूरत बहुत बड़ी थी।

एयरलाइन लीजिंग इंडस्ट्री में आईबीसी इस तरह के चैलेंजेज बीच में डाल रही थी। फिर 2019 में, जैसे मैंने बोला कि जेट एयरवेज की प्रॉब्लम आई। फिर जेट एयरवेज निकल गया। जेट एयरवेज के समय, जो लेसॉर्स ने प्लेन दिए थे, काफी उत्सुकता के साथ पहले ही उनको पता चला कि इस तरह के हालात हो सकते हैं तो इनसॉल्वेंसी एंड बैंकरप्सी कोड के इम्प्लिमेंट होने से पहले जब एनसीएलटी को मोरेटोरियम देना था, तो उससे पहले ही वह डी-रजिस्टर करके प्लेन लेकर चले गए। फिर वर्ष 2023 में गोएयर आया। ... (व्यवधान)

श्री मनोज तिवारी (उत्तर-पूर्व दिल्ली) : क्या लेसॉर कंपनी है? ... (व्यवधान)

श्री किंजरापु राममोहन नायडू : लेसॉर इंडिविजुअल भी हो सकता है और कंपनी भी हो सकती है।

जिसके पास प्लेन की ऑनरशिप है, उसको मैं लेसॉर बोल रहा हूँ। वर्ष 2023 में गोएयर का एग्जाम्पल आया। जब गोएयर का मामला आया, तो गोएयर के समय एनसीएलटी ने थोड़ा सा और आगे आते हुए बोला कि अब कोई प्लेन कहीं डी-रजिस्टर नहीं होगा, कोई कहीं नहीं जाएगा और उसको इधर ही रखा। मोरेटोरियम के साथ उनको इधर ही रखा। लेसॉर ने प्लेन को लीज पर दिया है, उनकी कोई गलती नहीं थी, लेकिन उनको प्लेन नहीं मिल रहा था। मैं यह सब क्यों कह रहा हूँ? हमारे लिए लेसॉर्स क्यों इम्पोर्टेंट है? अगर लेसॉर किसी को प्लेन देने के लिए इस तरह के हार्डशिप फेस करेगा, तो इसलिए कैप्टाउन कंवेन्शन का एविएशन वर्किंग ग्रुप पूरे विश्व में बना हुआ है। इसमें लगभग 400 एयरलाइन हैं, ओईएमएस हैं, जिसमें एयरक्राफ्ट को बनाते हैं और एविएशन से रिलेटेड बहुत सारी बड़ी-बड़ी कंपनीज़ हैं। उन सब मिलकर एक एविएशन वर्किंग ग्रुप बनाया हुआ है। वह हर क्वार्टर में कैप्टाउन कंवेन्शन का कंपलायंस इंडेक्स निकालते हैं, स्कोर निकालते हैं कि किस तरह से देश में क्या स्कोर है? ये सारे इंसिडेंस होने के बाद उन्होंने देखा कि यहां पर तो लीजिंग करना बहुत मुश्किल है। अगर कोई पे नहीं कर पाया तो यहां के लोकल लॉज की वजह से हमारे एयरक्राफ्ट फंस जायेंगे। हम यहां पर बिजनैस क्यों करें? यहां की एयरलाइन के लिए एयरक्राफ्ट तो हमें भी चाहिए। यह कंपलायंस का स्कोर कम हो गया और वह नीचे 50 तक आ गया। And to compare this score with other countries, Singapore has around 92, the US has around 90, New Zealand has around 90 and Ireland has around 89.

अगर यह स्कोर कम हो जाता है तो प्लेन लीज करने में हमारा जो प्रीमियम रहेगा, वह बहुत बढ़ जाएगा। वह 8 से 10 परसेंट तक बढ़ जाएगा? इसके बारे में काफी लोगों ने जिक्र किया था कि 8 से 10 परसेंट तक इसकी लीजिंग की कॉस्ट बढ़ेगी। उस समय हमने एयर इंडिया, अकासा, इंडिगो – हमारे यहां पर बड़ी-बड़ी एयरलाइन यही है। हमने उनसे भी पूछा कि लीजिंग इंडस्ट्री में क्या दिक्कत हो रही है? एयर इंडिया ने बोला – Upon the enactment of legislation, the improvement in India's compliance score in AWG's outlook, making Indian airlines eligible for CTC discount, will significantly reduce the leasing cost by approximately eight to

ten per cent.

एयर इंडिया कह रहा है कि अगर यह अधिनियम आ जाएगा, तो लीज़ लेने में हमारा जो स्कोर बढ़ेगा, तो यह 8 से 10 परसेंट कम हो जाएगा। हो सकता है कि इंडिगो में 15 परसेंट तक कम हो जाए। आकासा कहता है कि अगर यह नहीं है, तो 15 हजार डॉलर लीज़ के रेट बढ़ जाएंगे और ये डॉलर के रेट हैं। एडिशनल 15 करोड़ यूएस डॉलर प्रति एयरक्राफ्ट भी आगे देने की नौबत आएगी।

इसलिए अगर लीजिंग का स्कोर कम हो गया, तो इस तरह के हालात पैदा हो जाएंगे, जिससे लीजिंग करने में बहुत-सी दिक्कतें होंगी। इंडिया का ऐसा मार्केट है, अभी डिस्कशन भी चल रहा था, कुछ तो बिल के संबंध में सीमित है और बाकी बातें दो चीजों के बारे में थीं।

एक बात तो यह है कि जहाँ पर एयरपोर्ट है, वहाँ पर कनेक्टिविटी चाहिए। जितनी अच्छी कनेक्टिविटी होगी, वहाँ उतने ही अच्छे एयरपोर्ट्स हैं। इसलिए कनेक्टिविटी चाहिए। दूसरा मुद्दा है कि एयर फेयर्स बढ़ते जा रहे हैं। इन दोनों मुद्दों के बारे में मूल समस्या यह है कि आज भारत में जितना डिमांड है, उतने प्लेन्स नहीं हैं। इसीलिए एयर इंडिया, इंडिगो, आकासा या कोई अन्य एयरलाइंस हों, अभी 1700 प्लेन्स ऑर्डर में हैं तथा अभी और भी आने के लिए बाकी हैं। अगर अभी डिमांड नहीं है, तो इतने सारे प्लेन्स क्यों ऑर्डर करेंगे? India has that kind of demand. They have ordered up to 1700 planes today and the rates at which the planes are coming into the country are up to five or 10 only. कोविड के बाद उसके सप्लाय चैन के इश्यूज हैं। इसलिए प्लेन्स बनकर आने में बहुत समय लगता है। अगर हम कहें कि 5 से 10 प्लेन्स हर महीने में आएंगे, तो 1700 प्लेन्स कब तक आएंगे? लेकिन एयरलाइंस ऑनर्स के मन में यह बात है कि इतना बड़ा डिमांड है, तो हमें इतने प्लेन्स चाहिए। अगर हमें तुरन्त प्लेन्स लाने पड़ेंगे, तो लीजिंग ही एक विकल्प है, जिसके माध्यम से ये तुरन्त लाये जा सकते हैं। लीजिंग का प्रीमियम इतना बढ़ा दिया जाएगा, क्योंकि यहाँ पर संविधान उसके हिसाब से नहीं है, उसके लॉसेज उतने प्रोटेक्टिव नहीं हैं, तो उसकी लीजिंग कॉस्ट बढ़ जाएगी। कोई प्लेन्स देने के लिए भी तैयार नहीं रहेगा, तो जितने प्लेन्स चाहिए, उतने आएंगे नहीं और जो आएंगे, वे भी बढ़े हुए दाम पर आएंगे। आपको तो पता है कि

एयरलाइंस तो बिज़नेस चाहती है। जैसे ही उसका लीजिंग कॉस्ट बढ़ेगा, तो फ्लोट होकर उसका बोझ पैसेंजर्स पर ही पड़ेगा। उसके बाद एयर फेयर्स का वही डिस्कशन चलता रहेगा।

चूँकि हमें एयर फेयर्स भी रिजनेबल रखना है और एयरक्राफ्ट के फ्लीट भी हमारे देश के अन्दर बढ़ाना है, तो उसके सेंस में हम यह बिल लेकर आए हैं।

मैं समझता हूँ कि आप इसके स्टोरी को समझ गये होंगे। इस बिल को लाने का मुख्य कारण यह है कि हमें AWG ग्रुप में जो स्कोर है, हमें उसको बढ़ाना था। अभी यह 50 से 61 तक आया है। जैसा कि इसके लिए विपक्ष के लोग भी काफी साथ दे रहे हैं, तो आप भी इसे पारित कीजिए, तो हम पूरे विश्व में बहुत अच्छी तरह से स्कोर बना पाएंगे और हम भी तुरन्त अधिक से अधिक प्लेन्स लेकर आ पाएंगे।

इसकी बहुत सारी अच्छी बातें हैं। जैसा कि मैंने कॉस्ट एफिसिएंसी के बारे में कहा, आप कम कॉस्ट में अधिक प्लेन्स लेकर आ सकते हैं। इससे जो बर्डेन एयरलाइंस पर होगा, वह कम होगा। आप फ्लीट एक्सपेंशन तुरन्त कर सकते हैं। इतने फ्लीट मैनुफैक्चर करके जल्दी लाने में बहुत दिक्कत होगी, लेकिन आप लीजिंग करते रहें, तो आप अपने फ्लीट को जल्दी एक्सपैंड कर सकते हैं।

मैंने एयर फेयर्स के बारे में जो बताया, ऊपर से हम केपटाउन कंवेन्शन में तो पहले से ही सिग्नेटरी बन चुके हैं। अगर आप ऑलरेडी केपटाउन कंवेन्शन में हैं, तो यह अच्छा है, उसको और सशक्त करके एक अधिनियम भी बनाएं और हम इसके तहत आगे बढ़ें।

इसलिए इस केस में, मैं चाहूंगा कि यहाँ पर जो भी उपस्थित हैं, पूरा हाउस इसके अनुरूप समर्थन करे। ये सारे विषय बिल के बारे में थे, इसलिए इस बिल को हमें जरूर पारित करना चाहिए। हमें इंडस्ट्री को सपोर्ट करना चाहिए क्योंकि अल्टिमेटली इसका पूरा बेनिफिट हमारे आम नागरिकों और पैसेंजर्स को भी मिलने वाला है। हवाई चप्पल से हवाई जहाज के सफर की बात बिल्कुल हवा-हवाई वाली बात नहीं है। इस बात को सच करके हमने पिछले 10 वर्षों में दिखाया है।

माननीय प्रतिमा मंडल जी हों या अन्य माननीय सदस्य हों, ये सारे लोग एयरपोर्ट की मांग करते हैं और एयरपोर्ट की कनेक्टिविटी की बात करते हैं। अगर आज भी ऐसा होता, एविएशन इंडस्ट्री

या एयरलाइंस की यात्रा अगर केवल बड़े-बड़े लोगों की ही होती और बड़े-बड़े लोग उस शहर में होते, तो शायद कहते कि यहाँ पर फाइव स्टार होटल बनाएं, लेकिन वह नहीं मांग रहे हैं। सब लोगों की मांग होती है कि एयर कनेक्टिविटी चाहिए, एयरपोर्ट चाहिए क्योंकि ये सब कहते हैं कि आप तो यहाँ पर आम नागरिकों के लिए ही बात करते हैं।

आप सब लोग चाहते हैं कि हम यहां पर कॉमन-मैन की बात करें, इसलिए हमने आपकी बात सुनी। आपने बोला कि एयरपोर्ट चाहिए, कनेक्टिविटी चाहिए, नया एयरपोर्ट भी चाहिए। इसलिए, जरूर, यहां सदन में जो भी उत्सुकता से बोलते हैं, आम नागरिक की बात होती है और सिविल एविएशन आज सबके मुंह से निकल रहा है, सबके मन और दिल से निकल रहा है, तो जरूर, आम नागरिक चाहता है कि आज सिविल एविएशन और एविएशन को आगे बढ़ाया जाए। ... (व्यवधान)

यह दस सालों में हुआ है। ... (व्यवधान) मैं आपके विषय पर भी आऊंगा। ... (व्यवधान) हमने अलग-अलग एयरपोर्ट्स पर काम किया है। नेयवेली एयरपोर्ट की मांग की गई थी। नेयवेली लिग्नाइट कॉरपोरेशन लिमिटेड का अपना एयरपोर्ट है। मैं 'उड़ान' स्कीम के बारे में बोलूंगा। हमारे देश में 'उड़ान' स्कीम ऐसी रेवोल्यूशनरी स्कीम है, हमने एक एशिया पेसिफिक कॉन्फ्रेंस भी की थी, जिसमें लगभग 40 देशों के लोग भी यहां आए थे। उस समय हमने उनको समझाया कि किस तरह से हमारे यहां ग्रोथ हुई है और उसका कारण 'उड़ान' योजना थी। सभी ने एप्रिशीएट किया कि इस तरह की स्कीम कोई भी देश, कहीं भी नहीं चला पाया और इतनी अच्छी कनेक्टिविटी आप दे पाए। ... (व्यवधान)

यहां दरभंगा से माननीय सदस्य श्री गोपाल जी उपस्थित हैं। दरभंगा में वर्ष 2020 से पहले कभी किसी का सपना नहीं था कि वहां एयरपोर्ट बनेगा। हमने 'उड़ान' स्कीम के तहत दरभंगा में इतना बढ़िया एयरपोर्ट बनाया कि आज दरभंगा में वह बिलकुल खाली ही नहीं है। दरभंगा में 14,000 करोड़ रुपए डालकर हम नया टर्मिनल भी बना रहे हैं। 'उड़ान' स्कीम के तहत हमने भारत में 88 एयरपोर्ट्स डेवलप किए हैं। हर स्टेट में, कहीं न कहीं उड़ान के तहत हमने एयरपोर्ट्स भी बनाए और उड़ान के तहत हमने वाइबिलिटी गैप फंडिंग देकर वहां कनेक्टिविटी भी शुरू की।

मैं मानता हूँ कि अभी डिमांड इस तरह से है कि और भी चाहिए। यह आपकी जो चाहत थी, मैंने उस चाहत को आगे बढ़ाया और प्रधानमंत्री जी को भी बोला कि दस सालों तक जो उड़ान स्कीम थी, उसके तहत हमने काफी आगे बढ़ाया है, लेकिन अभी भी लोग चाहते हैं कि इसको और आगे बढ़ाएं। प्रधानमंत्री जी ने इस बात को माना और अभी जो फिलहाल बजट स्पीच में था, हमारी आदरणीय वित्त मंत्री श्रीमती निर्मला सीतारमण जी ने बोला कि आगे दस सालों के लिए भी उड़ान स्कीम रहेगी। आगे दस सालों में 120 नए डेस्टिनेशन्स भी हम भारत में बनाएंगे। ... (व्यवधान)

जो उत्तर पूर्वी स्टेट्स हैं, हिली स्टेट्स हैं या एस्पिरेशनल डिस्ट्रिक्ट्स हैं, वहां हर डिस्ट्रिक्ट में हैलीपैड की सुविधा भी करने वाले हैं। ... (व्यवधान) पंचमढ़ी का भी उधर ही आ जाएगा, उसमें ही कर देंगे। ... (व्यवधान) अतः नेयवेली के बारे में मैंने बताया कि वहां 16,000 करोड़ रुपये उड़ान स्कीम के तहत खर्च किए हैं और उसकी प्रोजेक्ट कंप्लीशन 31 जुलाई है। हम जरूर उसका पालन करेंगे और उसके तहत ही हम उसे पूरा करेंगे।

वेल्लूर के एयरपोर्ट के बारे में बार-बार कहते हैं कि सरकार अच्छी नहीं लगती, लेकिन मैं अच्छा लगता हूँ। अब तो सरकार भी आपको अच्छी लगने लग जाएगी। In Vellore airport, we have spent Rs. 56 crore. The only thing that is pending right now is the boundary wall. Once the boundary wall is done, we will take due compliance, and by August 2025, we will make the airport operational. Through UDAN, there is already a route which is bid and ready to be operated. So, we will push the airlines also to start the route immediately. So, this is for Vellore airport.

SHRI D. M. KATHIR ANAND : That is why, we have belief in you.

श्री किंजरापु राममोहन नायडू : गोरखपुर के लिए 24 आवर्स की बात की गई। गोरखपुर का ऐसा है कि वहां डिफेंस का एयरपोर्ट है। प्राइमरी रिस्पॉन्सिबिलिटी डिफेंस की रहती है। हम डिफेंस से मांग कर सकते हैं, लेकिन डिफेंस क्षेत्र ऐसा है, उनका काफी कॉन्फिडेंशियल सिस्टम रहता है। लेकिन, अगर वे सिविलियन ऑपरेशन्स के लिए सुविधा देते हैं, तो हम जरूर उसको आगे बढ़ाएंगे।

कुशीनगर एक ऐसा एयरपोर्ट है, जिसकी बात एक या दो नहीं, बल्कि दस सांसद करते हैं। हमारे श्री जगदम्बिका पाल जी ने भी कहा कि जो बौद्ध सर्किट है, उसको भी वहां से मिलाने की जरूरत है। हम जरूर एयरलाइंस के साथ बात करेंगे कि जितनी जल्दी हो सके, वहां से कुशीनगर, कानपुर और बाकी जगहों को कनेक्ट करने का काम करें। अब वेस्ट बंगाल की बात करते हैं। वेस्ट बंगाल के बारे में आपने बोला था कि कोलकाता में दूसरे एयरपोर्ट की आवश्यकता है। वैसे आज देश की सारे मेट्रोपॉलिटन सिटीज़ में इस तरह के हालात हैं कि हर सिटी में दूसरा एयरपोर्ट बनाना जरूरी है। चेन्नई में एयरपोर्ट है, उसके अलावा आज परान्दुर में एयरपोर्ट बन रहा है, जिसकी दूरी लगभग 60 किलोमीटर है। परान्दुर एयरपोर्ट के लिए स्टेट गवर्नमेंट भी काफी तेजी से पुश कर रही है। बेंगलुरु के लिए भी वहां की स्टेट गवर्नमेंट सोच रही है कि वहां एक और नया एयरपोर्ट बनना चाहिए। दिल्ली की बात करें, तो जेवर एयरपोर्ट एनसीआर की टेरिटरी के बहुत ही करीब है। वहां भी नया एयरपोर्ट बन रहा है।

Kolkata is another major city. कोलकाता का भी यही है कि वहाँ पर भी एक नया अच्छा सा एयरपोर्ट बनना चाहिए। प्रतिमा जी, आप तो बोल रहे थे कि सरकार से हमारे पास आया है। हमने सारे मंत्रालय में चेक कर लिया, लेकिन राज्य सरकार से कोई निवेदन हमें दूसरे एयरपोर्ट के लिए नहीं आया है।... (व्यवधान) हम चाहते हैं।... (व्यवधान) यह मेरी तरफ से है।... (व्यवधान) This is on the floor of the House. Through the Chair, through the Member also I am requesting the State Government to take this very, very seriously because Kolkata is one of the most historical and important cities in the country. We respect that city. We want the city to grow. We want the city to have better connectivity.

Madam has asked for direct connectivity from there to Europe also. Let it be London or France. We will be definitely trying for that. But what we need to do today is to cater for another airport. For that, land is required. Land is a

subject of the State. The State needs to move proactively into providing land. As soon as we get an indication of the availability of land, we will support in creating another airport there also. Since we are talking about West Bengal, there are also Malda and Balurghat Airports which were taken by the State Government to develop for training purposes. But no activity has been done for that also. So, I would request her to slightly push in creating some kind of infrastructure in Malda and Balurghat through the State Government. If any support is required from our side, you can definitely reach out to us.

नागौर का हो या कोई अन्य एयरपोर्ट हो, एक अंडर लाइन स्टेटमेंट मैं बता देता हूँ कि जहाँ पर भी नए एयरपोर्ट्स बनने चाहिए, अच्छा मैंने शायद दरभंगा में 14 हजार करोड़ रुपये बोल दिया था, वह 1400 करोड़ रुपये है। कहीं अखबार में मत लिखवा दीजिए कि 14 हजार करोड़ रुपये दिए। यह 1400 करोड़ है। नए एयरपोर्ट्स की काफी सारी रिक्वेस्ट आती हैं। A lot of people ask for new airports also. The system right now is that the State Government requests the Central Government that we want to create an airport here. From our Ministry of Civil Aviation, through the Airports Authority of India, we do a feasibility study if that site is okay to run an airport in future or not. Once the feasibility is agreed upon, we tell the State that they can proceed with procuring the land for the creation of the airport. Once the land is with the State Government, the responsibility is with the State Government to decide whether they want to construct the airport by themselves, or whether they want to bid it to any PPP model, or whether they want to give it to the AAI, Central Government so that they can build the model. So, these three options are always available with the State. नागौर के लिए भी मैं यही बोलूँगा कि अगर पहले स्टेट यह तय करे कि हम यहाँ पर जमीन

लेकर एयरपोर्ट बनाएंगे तो जरूर उसकी व्यवस्था किसी तरह से होगी और उसे हम आगे बढ़ाएंगे ।...
(व्यवधान)

श्री हनुमान बेनीवाल (नागौर) : मंत्री जी, वहाँ जमीन भी है और हवाई पट्टी भी है ।... (व्यवधान)

श्री किंजरापु राममोहन नायडू : अगर कहीं पर स्ट्रिप्स है तो थोड़ी आसानी से वहाँ पर बन सकता है, पर उसकी भी फिजिबिलिटी स्टडी करनी पड़ेगी, क्योंकि ये स्ट्रिप्स ब्रिटिश के समय बने हुए थे ।...
(व्यवधान) मैं उस पर आता हूँ । ये ब्रिटिश के समय बनी हुई थीं और आजकल ऐसा हो गया है कि स्ट्रिप तो पड़ा है, पर स्ट्रिप के चारों तरफ बड़ी-बड़ी बिल्डिंग्स आ गई होंगी, जहाँ पर फ्लाइट को उतरने और वहाँ से उड़ने में मुश्किल आ सकती है । इसलिए वहाँ पर फिजिबिलिटी स्टडी करना बहुत ही महत्वपूर्ण है । जो भी जमीन होगी, या तो स्ट्रिप या ग्रीनफील्ड या ब्राउनफील्ड, कहीं पर भी अगर इस तरह की हम स्टडी कर पाएं तो थोड़ी और क्लेरिटी हमें आ जायेगी कि वहाँ पर एयरपोर्ट बन सकता है या नहीं बन सकता है ।

जैसा मैंने कहा है, hon. Rudy ji is the most experienced and learned Member, especially in civil aviation, and a pilot also, who carries a lot of our MPs when they are going around. He has been working very strongly for the airport in Patna. Patna already has one airport in the capital city, and there is one in Bihta which is being developed. But both are very limited in their operations because of the runway and the technical limitations that these have. That is why even though it is an international airport, we are not able to have any wide body aircraft running from there. So, that is why the hon. Finance Minister in the recent budget has also announced that we are going to create another greenfield airport near Patna for international operations. The Ministry of Civil Aviation is committed to that. We will definitely work out so that what you are trying to do, what the Ministry of Civil Aviation is trying to do, what the State Government is trying to do, everything

gets aligned. The people of Patna will get a new airport for travelling internationally. Through that, we will continuously work towards it. Kottayam and Sabarimala also was spoken about.

जहां तक मेरी जानकारी है, मेरठ में भी करीब 30-35 एकड़ जमीन की जरूरत है। हम राज्य सरकार के लगातार सम्पर्क में हैं। जैसे ही वह मिल जाएगा, उसका कुछ हल निकाल कर वहां जरूर बनाएंगे। हम भी चाहते हैं कि मेरठ में एक बने।

कोट्टायम में इंटरनेशनल ग्रीन फील्ड एयरपोर्ट के निर्माण के लिए भारत सरकार ने के.एस.आई.डी.सी. को 13 अप्रैल, 2023 को साइट क्लियरेंस दे दी है। उसके इन-प्रिंसिपल एप्रूवल के लिए वहां से जो एप्लीकेशन आनी थी, वह अभी नहीं आयी है। इसे मैं रिकॉर्ड में रखना चाहता हूँ कि यह यहां पर प्रोसेस में है। इसके अलावा और चीजें भी हुई हैं।... (व्यवधान)

I have just talked about Sabarimala. For Sabarimala, we have sent site clearances. But we have not yet received the in-principle approval which is supposed to be coming from the State Government.

Then, Sustainable Aviation Fuel (SAF) is also an important aspect. We also want to push it. It is a greener way of generating fuel. इस पर भी काफी चर्चा होती है। वर्तमान के एटीएफ से बहुत ज्यादा प्रदूषण होता है और चूंकि यह ऊपर ही ऊपर रहता है तो उसके कारण वायु प्रदूषण भी बहुत ज्यादा होता है। यह अन्तरराष्ट्रीय स्तर पर एक बहुत बड़ा विषय बन गया है। आदरणीय प्रधान मंत्री जी के आशीर्वाद से हम दावोस भी गए थे। वहां हमने पार्टिसिपेट किया। वहां पर जो भी सेमिनार या सम्मिट हम अटेंड कर रहे थे, वहां सारी बातें 'सैफ' के बारे में ही हो रही थीं। वहां भी हमने कहा कि भारत अपने प्लैनेट को बचाने के लिए कमिटेड है, अपने पर्यावरण को बचाने के लिए हम जरूर आगे आएंगे और पिछले दस सालों में हमने ऐसे काफी सारे काम किए हैं। एविएशन के तहत भी इस काम को हम आगे बढ़ाएंगे। इसके तहत जो पहले नम्बर पर काम है, अगर उसके बारे में बताऊं तो हमारे देश में लगभग ऐसे 80 एयरपोर्ट्स हैं, जो पूरे के पूरे 100 प्रतिशत सोलर

एनर्जी, रिन्युएबल एनर्जी के आधार पर चलते हैं। By the end of 2025, we want to cross 100 airports also. इस तरह हम सस्टेनेबिलिटी में भी काफी काम कर रहे हैं।

हमने सी.ओ.आर.सी.आई.ए. (कॉर्सिया) के मैनडेट को एग्री किया है। पूरे इंटरनेशनल ट्रैवल का 1 प्रतिशत फ्यूल में हम 'सैफ' मिलाएंगे। 'सैफ' में यह चैलेंज है कि फिलहाल इंटरनेशनल ट्रैवल की जो रिक्वायरमेंट्स है, वह 250 करोड़ लीटर एटीएफ है। अगर इसका हम 1 प्रतिशत करेंगे तो 2.5 करोड़ लीटर आएगा। 2.5 करोड़ लीटर 'सैफ' जेनरेट करने के लिए जो प्लांट्स चाहिए, जो टेक्नोलॉजी चाहिए, उसके लिए अगर अभी से शुरू करेंगे तो वे बनेंगे। We also want to encourage the market to come more into this. The Government is proactively looking into this. This is in coordination with the Ministry of Civil Aviation and Ministry of Petroleum and Natural Gas. हरदीप सिंह पुरी जी तो इसी विभाग के भी मंत्री रह चुके हैं, इसलिए उनकी समझ मुझसे ज्यादा है। हम दोनों साथ मिल कर काम कर रहे हैं कि 'सैफ' को भारत में और आगे बढ़ाया जाए। इसमें एक चैलेंज यह है, क्योंकि वे इस संबंध में काफी उत्साह रखते हैं, इसलिए मैं यह बता दूँ कि 'सैफ' को सर्टिफाई कौन करेगा? हम तो अपना बनाएंगे और यह तो एयरक्राफ्ट में जाएगा। ऐसा नहीं है कि एयरक्राफ्ट में बस एयर इंडिया का होगा या इंडिगो का होगा, यह भी हो सकता है कि वह एयर फ्रांस का हो और एयर फ्रांस यह बोल सकता है कि मेरे लिए फ्रांस वाला सर्टिफाई करेगा कि यह 'सैफ' हो, इसी तरह ब्राजील के यहां की कम्पनी कहेगी कि मैं अपनी तरफ से इसको सर्टिफाई करूंगा कि यह 'सैफ' है, क्योंकि यह तो मेरे इंजन में जा रहा है। इसलिए सर्टिफिकेशन का जो इंटरनेशनल प्रोसेस है, वह भी थोड़ा-सा डिस्कशन में है कि किसको कौन सर्टिफाई करेगा और कहां-कहां इसके लोकेशनस होंगे और किस टेक्नोलॉजी से बनेंगे। 'सैफ' के तहत एक सही चीज़ यह है कि 'सैफ' का जो रॉ मैटेरियल यूज किया जाता है, उसमें फीडस्टॉक का यूज किया जाता है। जैसे जो फार्मर्स प्रोड्यूस हो या फार्मिंग वेस्ट हो या कुकिंग ऑयल का वेस्ट हो, इन सबका यूज करके हम 'सैफ' बना सकते हैं। आगे जाकर जैसे ही यह टेक्नोलॉजी बेहतर होती जाएगी, इसकी सुविधा किसानों को भी मिलेगी और 'सैफ' की कॉस्ट भी कम होगी। अभी तो 'सैफ' की कॉस्ट

एटीएफ की कॉस्ट से बहुत ज्यादा है। इसलिए हम भी कोशिश कर रहे हैं, इसको एन्करेज कर रहे हैं। अगर इसमें और सफलता हासिल करनी है तो इसमें प्राइवेट इंडस्ट्रीज को भी आगे आना होगा। हमने अपने मंत्रालय की तरफ से, पेट्रोलियम मंत्रालय की तरफ से भी एक वर्किंग ग्रुप बनाया और बार-बार हर क्वार्टर में इसको रिव्यू कर रहे हैं। हम चाहते हैं कि मार्केट में भी यह बात जाए कि हम सरकार की तरफ से 'सैफ' को बढ़ा रहे हैं, ताकि और उत्सुकता के साथ लोग इसके साथ आएँ।

महोदय, ऐसे काफी सारे विषय हैं। यह हो सकता है कि मैंने कुछ प्वायंट्स को मिस कर दिया है, पर मैं हमेशा उपलब्ध रहता हूँ। सेशन के समय में और सेशन न हो, तब भी मैं हमेशा उपलब्ध रहता हूँ। अगर कोई भी बात हो तो मुझ तक जरूर पहुंचाएं।... (व्यवधान)

महोदय, एक चीज़ और बता दूँ कि मेरे पास पत्र के रूप में या पर्सनली कोई बात कहते हैं या फोन पर भी अगर कोई किसी विषय के बारे में कहता है, right from having a problem when they are going and travelling in the aircraft or airport, or air connectivity, or anything related to civil aviation, definitely, I put in my 100 per cent effort so that I can give priority to all the Members of Parliament. I have been a Member of Parliament for the last ten years. I know what they go through. I know what kind of challenges they have.

So, I am truly there with all the issues that you have presented to me and each and everything is duly noted. We do the due correspondence. Even if it is a small issue also, we give very big importance to it and I make sure that you get the reply in due time or you get the correct idea or information कि हम मिनिस्ट्री ऑफ सिविल एविएशन से क्या कर रहे हैं और यह लगातार चलता रहेगा। हम सबको मिल कर सिविल एविएशन को और आगे बढ़ाना है। आप जिस तरह से सपोर्ट दे रहे हैं, वह सपोर्ट आगे भी देते रहें। Only by looking at the planes that are coming, मैंने बोला कि 1700 तक अभी ऑर्डर है। एक प्लेन के लिए करीब 15 से 20 पायलेट्स चाहिए, अगर उसके रूट सारे करने हों तो। अगर 15 से

20 करने हैं और 1700 करने हैं, तो लगातार 30 से 34 हजार पायलट्स ही अगले 15 से 20 साल में चाहिए होंगे। वहीं, हम कितना जनरेट कर पा रहे हैं? हर साल करीब 1600 लोग कॉमर्शियल पायलेट लाइसेंस लेते हैं। हमें फ्लाइट ट्रेनिंग ऑर्गनाइजेशन की भी बहुत ज्यादा जरूरत है। हम फ्लाइट ट्रेनिंग ऑर्गनाइजेशन बनाने के लिए भी बहुत कोशिश कर रहे हैं। एक अच्छा आइडिया था कि जहां पर सिर्फ पट्टी हो, वहां भी ट्रेनिंग इंस्टिट्यूशंस खुलें तो इस तरह की कोशिश भी हम अपने मंत्रालय से कर रहे हैं। पायलेट्स भी हमें जनरेट करने पड़ेंगे। पायलेट्स के साथ-साथ इसमें जो ट्रेनिंग लगती है, इतने सारे वर्टिकल्स एयरपोर्ट पर रहते हैं। अंदाजे के लिए एक नंबर मैं अगर बता दूं, हैदराबाद का जो एयरपोर्ट है, जीएमआर एयरपोर्ट, जिस तरह से आज हैदराबाद की कनेक्टिविटी है, हैदराबाद एयरपोर्ट पर ही डायरेक्ट एंड इन्डायरेक्ट लगभग आठ लाख लोग वहां पर काम करते हैं। Eight lakh people are working in just one airport directly or indirectly पार्किंग हो गया, ऊबर जैसी टैक्सी का हो गया, सिक्योरिटी हो गया, अंदर जाते हैं ग्राउंड हैंडलिंग हो गया, कंसेशनेयर हो गया, जहां चीजें बेचते हैं, टेक्नीकल टीम हो गई, पायलट्स हो गए, क्रू हो गए और देखते-देखते आप देखेंगे कि इतने सारे वर्टिकल्स हैं कि eight lakh people working in one airport. यह एयरपोर्ट ऐसी ही चीज़ नहीं है, इधर से उधर घुमाने की चीज़ नहीं है। यह इकोनॉमिक एक्टिविटी जनरेटर है, जॉब क्रिएटर है तो जरूर सबका यह प्रयास रहना चाहिए कि अपनी-अपनी जगहों पर अगर उस तरह की ज़मीन है, उस तरह की अपॉर्चुनिटी है, तो आप लोकल गवर्मेंट के साथ भी काम कर के एक एयरपोर्ट खोलने का प्रयास करें। वह अगले 10-20 साल में जरूर आप सबके काम आने वाला है। इसी के साथ मैं अपना भाषण खत्म करना चाहूंगा। मैं सबको फिर से धन्यवाद देना चाहूंगा कि जिस तरह से आप सबने पूरी तरह से आशीर्वाद दिया और समर्थन किया, मैं चाहता हूँ कि बिना किसी विरोध के इस बिल को पारित किया जाए।

धन्यवाद।

HON. CHAIRPERSON: Clarification after hon. Minister's reply, Shri Nishikant Dubey Ji.

डॉ. निशिकान्त दुबे (गोड्डा) : माननीय मंत्री जी, आपने अभी कहा कि 1700 एयरक्राफ्ट्स अलग-अलग कंपनियों ने ऑर्डर किए हैं, वे आने वाले हैं। संयोग से रूडी जी यहां बैठे हुए हैं। एयर इंडिया और इंडियन एयरलाइंस दोनों प्रोफिट में थे। इसी फ्लीट एक्सपेंशन के चक्कर में एयर इंडिया और इंडियन एयरलाइंस डूब गई, खत्म हो गई, फाइनली सरकार को उसे बेचना पड़ा। सभापति महोदय, आपके माध्यम से मेरा माननीय मंत्री जी से यह प्रश्न है कि जिन लोगों ने फ्लीट एक्सपेंशन के लिए हवाई जहाज के ऑर्डर दिए हैं और इस बिल के बाद जो लीजिंग बिज़नेस में उनको फायदा होने वाला है, क्या उनके पास इतना पैसा है? यह जो हमने उदाहरण दिया, क्योंकि एक उदाहरण यह है कि जेट एयरवेज़ तब डूबा, जब उसने फ्लीट एक्सपेंशन के लिए इतिहाद के साथ अपना समझौता किया। किंगफिशर ने डेक्कन एयरवेज़ खरीदा। यह फ्लीट एक्सपेंशन का जो चक्कर है, इसमें हम एयर इंडिया और इंडिगो से भी हाथ धो लेंगे या अकासा से हाथ धो लेंगे। मेरा आपके आपके माध्यम से यह प्रश्न है कि उसको मंत्रालय ने देखा है या नहीं देखा है, क्योंकि यह हमारा विषय है।

दूसरा, पेट्रोल अलग है, डीजल अलग है, केरोसीन तेल अलग है। सभी स्टेट उसके ऊपर टैक्स देते हैं। क्योंकि एटीएफ ही एक ऐसा है, मंत्री जी ने उस दिन जवाब में कहा कि जो किराया है, उसमें एटीएफ की कॉस्ट 45 पर्सेंट है। सबसे ज्यादा तबाही जो है इस देश में, हवाई जहाज का एसप्रेशन तो है, सभी चाहते हैं कि हवाई जहाज हो, लेकिन किराया भी कम हो, जिसके लिए कृष्णा ने भी बोला, तो एटीएफ एक ऐसी चीज़ है कि एक हवाई जहाज एक जगह नहीं चलता है, जैसे दिल्ली से चलता है तो वह मेरे यहां देवघर जाएगा।

देवघर से चल कर कोलकाता जाएगा। यह उसका ऑल इंडिया बिजनेस है। क्या एटीएफ के बिजनेस को आप जीएसटी के अंदर ला पाएंगे? अगर आप इसे नहीं ला पाते हैं तो उसके पीछे क्या समस्या है? एटीएफ पेट्रोल और केरोसीन तेल नहीं है।

तीसरा, जो एफटीओ है, इसी हाउस में मेरे देवघर एयरपोर्ट के लिए एफटीओ अनाउन्स हुआ, मंत्री जी ने आश्वासन दिया, लेकिन आज तक चार सालों में वह एफटीओ नहीं बन पाया है। क्या वह हमारे देवघर में बनेगा?

श्री किंजरापु राममोहन नायडू : सभापति महोदय, दो-तीन विषय हैं। एक विषय है कि क्या एयरलाइंस के इसको लेने के लिए पैसा है। एक अलग तरीके का लीजिंग मॉडल ऐप है, यह एसएलबी (सेल एंड लीज बैक मॉडल) बना है। इंडिगो इसको काफी अच्छे तरह से करता है। इंडिगो जब 100 प्लेन एक साथ ऑर्डर कर ले, 200 प्लेन ऑर्डर कर ले, मैं सिर्फ एक एग्जाम्पल के लिए बता रहा हूँ, अगर एक प्लेन 100 रुपये का मिलता हो और आप 100 प्लेन साथ में लेते हैं तो एयर बनाने वाला भी बोलता है कि आप इसके साथ डिस्काउन्ट ले लीजिए। हो सकता है कि उनको 50 परसेंट भी डिस्काउन्ट मिल जाए। जो 100 रुपये का प्लेन था, वह 50 रुपये में मिल रहा है। वह 50 रुपये पर प्लेन वापस ले लेता है। वह 100 प्लेन 50 रुपये के हिसाब से ले रहा है। जो 10,000 होना था, वह अभी 5000 ही है। उनका 5000 रुपये खर्च हुआ। इस 100 प्लेन को वही आगे सेल कर देता है। अगर कोई व्यक्ति सीधे जाकर लेता है तो उसको 100 रुपये में मिलता है। परंतु इनको 50 रुपये में ही मिल गया। जब ये सेल करेंगे तो उसे 70 रुपये पर भी कर सकते हैं, 80 रुपये पर भी कर सकते हैं। इनको ऑलरेडी 20 या 30 रुपये का प्रॉफिट हो गया। आजकल एसएलबी मॉडल भी चलने लगा है। लीजिंग के तहत यह एक प्रॉफिटेबल मॉडल बन गया है। हम उसी लीजिंग को बढ़ावा दे रहे हैं। उनके पास उसकी जरूरी क्षमता होगी कि आगे जाते हुए वह इसे करें।

महोदय, हमने अपने बिल में भी रखा है कि डीजीसीए एक रजिस्ट्री की तरह रहेगा। लीजिंग के पपर्स में जो भी क्रेडिटर हो या डेबिटर हो, उनका पूरा इंफॉर्मेशन कौन सा एयरलाइंस किस लेसॉर के साथ रहेगी, चाहे वह अंतर्राष्ट्रीय स्तर पर भी हो, किसके साथ उसने एग्रीमेंट किया है, कितने प्लेन लेकर आया है और कितने ड्यूज हर एयरक्राफ्ट पर है, इसका रेगुलर टाइम पर डीजीसीए ख्याल रखेगा। If any bad thing happens, DGCA will come to know about it and we will take appropriate action.

दूसरी चीज, एयरक्राफ्ट फ्यूल की बात कही गई। 40 परसेंट एयर फेयर्स फ्यूल पर ही डिपेंड करता है। आने के बाद मैंने सारे मुख्यमंत्रियों से बात की, जहां पर पांच परसेंट से ज्यादा है, लगभग 20 स्टेट्स ने इसको 5 परसेंट से कम कर दिया है। कुछ ऐसे स्टेट्स हैं, जैसे वेस्ट बंगाल है, दिल्ली

भी है। हमने अपने नए मुख्यमंत्री जी को भी पत्र लिखा है कि दिल्ली में 25 परसेंट से कम कीजिए। एक परसेंट से ऐसा होता है कि सारे एयरलाइंस और कनेक्टिविटी देने के लिए उत्साहित होते हैं। इसके लिए हमने जरूर कोशिश की है।

माननीय सदस्य ने पूछा कि इसे आप जीएसटी के अंदर क्यों नहीं लाते हैं। इसको जीएसटी के अंदर लाने का एक प्रयास किया गया था। हाल ही में जीएसटी काउंसिल में इस विषय को उठाया गया था। उसमें सारे स्टेट्स भी पार्टनर्स हैं। काफी सारे स्टेट्स ने उसके खिलाफ बोला था, इसलिए वह रिजेक्ट हो गया। जीएसटी में इसका रिजेक्शन हो गया है। जब एफटीओ की बात आई तो मैंने कहा... (व्यवधान) Regarding FTOs, as I said, we need more FTOs in the country. We are opening FTOs in all the airports. We will definitely look into the Deoghar Airport. एफटीओ के लिए हम हर जगह कोशिश करेंगे कि जितना हो सके, उतना ज्यादा एफटीओज लेकर आए।

माननीय सभापति : प्रश्न यह है:

“कि वायुयान वस्तुओं में हितों का संरक्षण करने और मोबाइल उपस्कर में अन्तरराष्ट्रीय हितों पर अभिसमय को कार्यान्वित करने तथा वायुयान उपस्कर विशिष्ट मामलों पर मोबाइल उपस्कर में अन्तरराष्ट्रीय हितों पर अभिसमय का प्रोटोकॉल, पर केपटाउन में 16 नवंबर, 2001 को हस्ताक्षर किए गए थे, तथा उनसे उपाबद्ध या आनुषंगिक विषयों का उपबंध करने वाले विधेयक, राज्य सभा द्वारा यथापारित, पर विचार किया जाये।”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति: अब यह सभा विधेयक पर खंडवार विचार करेगी।

प्रश्न यह है:

“कि खंड 2 से 12 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 2 से 12 विधेयक में जोड़ दिये गये।

अनुसूची 1 से 3 विधेयक में जोड़ दी गई।

खंड 1, अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए।

माननीय सभापति : मंत्री जी, अब प्रस्ताव करें कि विधेयक को पारित किया जाए।

श्री किंजरापु राममोहन नायडू : महोदय, मैं प्रस्ताव करता हूँ:

“कि विधेयक पारित किया जाए।”

माननीय सभापति : प्रश्न यह है:

“कि विधेयक पारित किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : सभा की कार्यवाही शुक्रवार, दिनांक 04 अप्रैल, 2025 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

20.57 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Friday, April 04, 2025/Chaitra 14, 1947 (Saka).*

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