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Thursday, March 25, 2021

Chaitra 04, 1943 (Saka)

## **LOK SABHA DEBATES**

(English Version)

### **Fifth Session**

**(Seventeenth Lok Sabha)**



*(Vol. XI Contains Nos. 21 to 24)*

**LOK SABHA SECRETARIAT**

**NEW DELHI**

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## LOK SABHA DEBATES

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LOK SABHA

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Thursday, March 25, 2021/ Chaitra 04,1943 (Saka)

The Lok Sabha met at Eleven of the Clock.

[SHRI BHARTRUHARI MAHTAB *in the Chair*]

*[English]*

**HON. CHAIRPERSON:** Now, Question Hour.

### **ORAL ANSWERS TO QUESTIONS**

**HON. CHAIRPERSON:** Question No. 421 – Dr. Jayant Kumar Roy – Not present.

Shri Bhola Singh.

**(Q. 421)**

*[Translation]*

**SHRI BHOLA SINGH:** Hon. Chairperson Sir, I would like to thank the Hon. Minister for bringing a ‘green’ proposal to curb air pollution, and for this, I express my heartfelt gratitude to him. There are 49,930,15 old buses in Delhi, which are ten to twenty years old and in Uttar Pradesh there are 56,54,759 old buses. I hail from Bulandshahr which is a part of Delhi NCR.

In the year 2020, air pollution index was published. It showed the pollution ranking of world's 30 cities out of which 22 cities are from India. In that list, Delhi is followed by Ghaziabad and thereafter Bulandshahr ranks third in terms of pollution. In this regard, the hon. Minister has come up with a proposal to phase out

the old buses. I come from a rural area where there are approximately 250 buses which are less than ten years old and there are around 525 buses which are more than ten years old.

I would like to apprise the Hon. Minister that the NGT had given an order in October, 2017, in which the old buses were allowed to ply till 31st March, 2021 only. If all these buses are scrapped, then the citizens will face inconvenience there. Will the Hon. Minister think about this matter to ensure that air pollution is regulated and also people there do not face inconvenience? Does he have any plan in this regard?

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson, Sir, air pollution and water pollution are major problems for us. Many of our health issues are related to pollution. There is no need to explain the seriousness of the problem to the people living in and around Delhi. On its part, the government has been constantly making endeavours to deal with the reasons that cause pollution. We are constantly making positive efforts from our end so that instead of using petrol-diesel, we switch over to Ethanol, Methanol, Bio-diesel, Bio-CNG, and electric and hydrogen fuel cells.

I am glad to inform that 81 percent lithium-ion batteries are being manufactured in the country itself. Within two years, the price of electric bikes, electric four wheelers and diesel buses will be the

same. It will considerably be reduced to such a level. While currently our petrol consumption comes to twenty thousand rupees, the corresponding cost for electricity consumed will be two thousand rupees only.

We had held an important meeting with the Scientific Advisor to the Prime Minister, ISRO and DRDO in which we discussed how we are working on lithium-ion, along with aluminium-ion, zinc-ion, sodium-ion and steel-ion. I think we will see a breakthrough in this field soon and there will be no problem to this. In addition to this, IIT Chennai has done an excellent work on hydrogen fuel cells; they have successfully experimented on generating hydrogen from sea water. Along with that, the process of preparing green hydrogen from solar energy has also been modified.

The Ministry is extending all assistance to them as well as holding talks and signing MoU with them so that the country can soon have an alternative fuel. According to the Constitution, Government of India has the right to determine green tax. Principally, we only determine the tax for the State Governments. Private vehicles older than 15 years cause more pollution. Hence, the Union Government has issued advisory to the state governments and has also given them the right to increase this tax from 10 to 25 percent on such vehicles.



Along with this, the states can levy this tax on the commercial vehicles older than 8 years. The State Government has the right to decide how much tax is to be imposed. There is a solution in what the hon. Member has just said. The state transport department is in financial debt, and the situations there are pathetic. Poor people will have a lot of problems. So, we will definitely have to think sympathetically about them. On one hand, strict rules will also have to be followed to curb pollution. On the other hand, the problems of the poor people also have to be looked at with sensitivity. I would suggest them that if they convert diesel buses into CNG then definitely the pollution will be reduced. The government will have to think about it sympathetically so that those buses could ply again for a few more days.

Hon. Chairperson, the second important point is that rice straw, popularly known as Parali is left as a waste in the areas adjacent to Punjab, Haryana, Uttar Pradesh and Delhi. Now, successful experiment has also been done showing that wherever rice is grown in the entire country, five tonnes of rice straw is giving one tonne of bio-CNG. I have decided to convert 450 old buses into CNG in my constituency Nagpur, out of which 100 buses have already been converted. This has also changed the economics. A tractor running on bio-CNG has also been launched. I think that the hon. Members should also make their efforts in this regard.

Besides that, there is another important thing. Our ministry is taking steps to curb pollution around Delhi. Roads are being built by spending around Rs. 60,000 Crore. The Dwarka Express Highway is a project worth Rs. 10,000 crore. Eastern and Western bypasses are being built at the cost of nearly around Rs. 20,000-22,000 crore. Along with this, there are more roads, which on completion will give relief to Delhi from the problem of traffic jams. Delhi-Meerut road will be completed within the next two-three years. We are building a road from Delhi to Dehradun through which one can reach Dehradun in just two hours. The road from Delhi to Lucknow is being constructed. One will be able to travel from Delhi to Chandigarh, Dehradun and Haridwar within just two hours. One will be able to go from Delhi to Jaipur within two hours and fifteen minutes. A new road from Delhi to Katra via Amritsar is also being built. Work on that project will also be started. When all of these networks around Delhi will be completed it will result in mitigating many problems. Delhi's problem is a crucial one. These regulations are being framed because we need to seriously think about both air and water pollution.

**SHRI BHOLA SINGH:** Hon. Chairperson Sir, I would like to express my gratitude to the Hon. Minister who has brought out the solution to the problems of the citizens along with controlling the pollution problem. I am also from NCR and I would like to say that

the people of entire NCR have got the benefit of Highway and Eastern-Western Peripheral Expressway. Commendable work has been done under the leadership of the hon. Minister. I would like to thank him on behalf of the entire constituency.

I would like to have another information regarding the green tax, the areas from where the green tax will be collected, for example the collection for NCR will be done here and for Bulandshahr from Bulandshahr, so whether there is any plan to utilize the collected green tax in buses within the area or through any other medium in that area to control pollution?

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson, Sir, the Constitution gives us the right to impose tax only in principle. We then give the right to the State Government to collect 10 to 25 percent tax. It is the right of the State Government to decide whether the tax be charged at 10 percent, 12 percent or 15 percent. We expect that after receiving these funds, they should work to mitigate the issue of pollution by increasing the budget.

Its second objective is that people should immediately replace their polluting vehicles. Last time I had informed the House, that when I was a student, I bought a scooter. The scooter would run 24 km per litre.

I bought a scooter with mileage of 24 kilometres per litre. They had said that its efficiency is very good. Today, vehicles with mileage of 85 kilometres per litre have been launched. There is also economic savings involved in going with the new technologies like electric, ethanol, methanol, biodiesel, and bio-CNG. Old vehicles keep emitting smoke and give less mileage. Their maintenance cost is also high. It is also in the interest of the consumer, hence, the people should gradually scrap these type of vehicles. After scrapping their vehicles, they will also get 5 percent concession on purchasing new vehicles. We have even done this. We have provided many such concessions as well. This decision has been taken to gradually reduce the pollution being caused due to diesel and old vehicles in the country. Ultimately, this money belongs to the State Government. It is their right to decide as to where this money is to be spent and where not to be spent. Such green tax can be charged at 10 to 25 percent only. This authority has been given to the State Government for the private vehicles older than 15 years and commercial vehicles that are more than 8 years old.

**HON. CHAIRPERSON:** India is the only country in the whole world where everyone asks how much fuel does a particular vehicle 'consumes'. This consciousness is very high in our country. Shri Manish Tewari.

**SHRI MANISH TEWARI:** Hon. Chairperson, Sir, Thank you. The Central Government will earn Rs. 4.3 lakh crore from the tax imposed in the financial year 2021-22. Apart from this, with the additional cess and surcharge which has been imposed at the rate of Rs. 13 to Rs. 16 per litre, the Central Government will earn Rs. 1.87 lakh crore. Besides this, Rs. 39 thousand crore will be earned from Agri Infrastructure Cess, which is 37 percent of the price of petrol and diesel. Apart from this, the State Governments impose their own additional taxes. On top of this, we are making a provision to impose 'Green Tax'.

The Hon. Minister is a very experienced person. I would like to ask him and also humbly suggest at the same time that if we want to reduce pollution then we need to change our mind set. We need to spend more money on MRTS. Apart from this, wherever roads are built, footpaths are not built there. Will the Ministry issue an advisory to the State Governments that wherever the National Highway is being built or wherever they build roads, there must be footpaths along with them. They should make sure to build a bicycle track, because unless people's mentality is changed, vehicles will keep on increasing, pollution will keep on going up and people will also keep on paying taxes. This is a small question with my humble request to you.

**HON. CHAIRPERSON:** Longer the question, longer will be the answer.

**SHRI NITIN JAIRAM GADKARI:** There is some truth in what the Hon. member is saying. In India, especially population and number of vehicles both are growing very fast. This is a serious problem. There are three members in the house but they will have five vehicles. There is no space for parking, so they park vehicles on the road. This is a huge problem. That is why public transport should be encouraged. He has said it and it is absolutely correct that public transport can be cost effective, pollution free, indigenous, and bring about import substitution. At present, the Hon. Prime Minister has allocated the work of ropeway, cable car, funicular railways and light rail transport to our department, meaning that except metre gauge and broad gauge, all the work of electric transport has also been allocated to us. I will not make any announcement, but I would like to tell you that yesterday I had a detailed meeting and we have gone far ahead in our agenda. No final decision has been taken on it yet. In this, we are trying to convert 1300 kilometre Delhi- Mumbai highway into e-highway. Electric trucks and buses will ply on it at a speed of 120 kilometres per hour in the same way as the electric trains run. The Siemens Company has built a road in Germany using this technology. They gave me a full presentation and we had a discussion in this regard.

Our logistics cost will be reduced to 70 percent by using these types of trucks and buses on such e-highway, thus making it much cheaper. Trolley bus can also ply on it. You are absolutely right that the State Government and the Government of India should accord highest priority to public transport.

The second important thing mentioned by the Member is also correct that the first priority should be water ways, second one should be railways, third one roads and fourth one should be aviation. But unfortunately, sometimes I also think, be it good or bad, now 85 percent of the country's traffic is moving on the road and the traffic is increasing day by day. This benefits NHAI and us, but it is also a matter of concern. You are absolutely right regarding encouraging public transport. The government is making a policy for this and the metro is connecting many villages and cities. The cost per kilometre of the metro is Rs. 350 Crore. Day before yesterday, we had a meeting with Piyush ji for the first time in Nagpur. Using the 850 kilometre existing broad gauge metro track, we are bringing in a metro which runs at a speed of 140 Kilometres and stops at every station. Many such measures are being taken for public transport. What you have mentioned regarding the taxation of petrol-diesel is very important point. The taxes imposed on petrol and diesel are levied by the State and the Government of India. But the State Government has the right to decide whether to decrease or

increase the tax. The Ministry of Finance of the Government of India decides this. I will try to convey your sentiments to them.

The point you have stated about the footpath is absolutely correct. All of you send me proposals regarding the old roads of NHAI. Earlier, while constructing bypass we used to leave our old roads that used to pass through the cities. We used to construct bypasses but we would stop working on old roads. We didn't work on that. We used to say that we have now built a new road. I said that it won't happen. We will change that road, which is inside the city and which displays NH, with a cement-concrete's white topping. We will build footpaths, cycle tracks and also create space for senior citizens to sit there. About 60-70 such proposals have been approved by me. I request you to send me proposals regarding all the old NHs passing through villages and cities which are lying incomplete and on which neither the Municipal Council, nor the Corporation, nor the State Government works. I will make it operational and also make a bicycle track there.

I would like to mention one more thing like the one we have done for e-rickshaws. Earlier, people used to ride cycle rickshaws. With the cooperation of all of you, we had passed the Bill in this House. There were many hurdles and we had to fight the case even in the Supreme Court. But now out of one crore in the country, perhaps in Kolkata, West Bengal, the people pulling hand-



rickshaw, have stopped the practice and we have started e-rickshaws. It is a huge achievement for our government that such a facility has been started for the poor, especially those who were exploited earlier. By the way Manish ji, a good thing has just come up and that is e-cycle. Cost of delivery by a scooter-motorcycle is Rs. 6-6.5 per kilometre. I have an idea in mind, that the cost of e-cycle will be Rs. 2 per kilometre, so why don't we popularize e-cycle and if we promote e-carts and e-cycles for delivery of goods, then people will also get employment and logistics cost will also be reduced. Our Minister of State Shri Mansukh Bhai used to come to Parliament daily by bicycle. It is a very good example set by him. We need to make cycling more popular. I am very happy. All of you should encourage all to use bicycle. The Collector of Bijnor, Uttar Pradesh has done a good job in this regard. My secretary was Yudhvir Malik, his son is an IAS officer, who is a collector at Bijnor. He bought old bicycles lying in the police station, painted them with yellow colour and two hundred to two fifty such bicycles are thus being used by poor people. Bicycles and scooters are generally piled up in the police station because there are cases in the courts. If we auction them, repair and give them to the NGO and keep them at different places, then people will get benefits and also get freedom from the use of petrol-diesel. We will have a separate mechanism for this. I think you all should also take such initiatives.

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Wherever there is cooperation needed from our department, we will definitely extend it.

*[English]*

**HON. CHAIRPERSON:** Question No. 422. Shri C.P. Joshi.

**(Q. 422)**

*[Translation]*

**SHRI C. P. JOSHI:** Hon. Chairperson Sir, first of all, I would like to express my special gratitude to the Hon. Prime Minister and the Hon. Minister that in the last 6-7 years, there have been new innovations in the field of roads across the country, be it highways or national highways, and I especially want to express my gratitude to the Minister, who has given four lanes, six lanes and many innovations to the country. Thank you very much, hon. Minister for this.

There is a huge area of land in the country on the roadside of the four-lane and six-lane highways and they are under your Ministry. Taking into consideration the increase in energy demand in the country, whether the department is considering any plan regarding solar energy? Because the Railways has also innovated in this direction. Today, if solar energy reaches there, be it for lighting up at night or for any other commercial use, it will be better. Whether the Ministry of Road Transport and Highways is considering any proposal in this regard?

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson Sir, this is a very good piece of information. We are already using solar energy at many places like toll plaza area, rest area, truck lay-by, bus-bay,

bus shelters, great separator structures, interchange flyovers, underpasses, vehicular pedestrian and overpasses, built-up sections, etc. We have had experiences in this regard. We have just built the first 16 lane road in Delhi on Delhi-Meerut Highway, where we had installed lights on solar panels. These solar panels have been stolen from the road. That caused a problem. It happened in Delhi region. But we are taking measures in this regard. This time we are going to install these panels at such a height where no one will be able to reach.

Secondly, 382 kwp capacity solar panel has been installed at Duhai Interchange of Eastern Peripheral Express Highway and Delhi-Meerut Express Highway, and 450 kwp capacity solar panel has been installed at Dasna Interchange and along with this, we are also installing lights on it. Minimum number of street lights required for illumination are 40 Lakh. We are providing lighting also from these panels. Our entire lighting is almost on solar power. Certainly, the maximum space that can be freed up is taken into account. We certainly face problem in widening of the roads for the peripheral road binding. When the peripheral road is constructed in the area it needs to be widened. We will definitely try to make solar arrangements wherever it is possible and consistently encourage its use.

**SHRI C. P. JOSHI:** Hon. Chairperson Sir, I thank the Hon. Minister. In this regard, four lanes have also been converted into six lanes in Rajasthan. There is also an East-West Corridor. There is also a Golden Corridor. Does the Ministry propose to include some roads in the solar energy area in Rajasthan?

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson Sir, not only in Rajasthan, but also in the entire country wherever such lights are being installed, we are installing solar panels on the roof tops as per requirement. Well, it is not related to this matter, but right now the World Bank has given four thousand crore rupees to our MSME Department and State Bank is its agency. All our MSME industries will install rooftop solar panels. For this purpose, the World Bank loan is available at a very low rate of interest. There are definitely many such schemes for promoting solar energy. The Prime Minister also has a lot of interest in this. We are currently preparing for a world record in this. The Prime Minister had inaugurated the world's largest solar project in Gujarat. We constantly make efforts wherever we see opportunity. I have only one small reservation in my mind, which hon. Member is saying about the width of the road. For example, right now in Delhi and Mumbai we have 120 metre wider road, while generally roads are of 48 metres. We require vacant space if we need to expand the road in future. When we plant trees there, the people from forest

department ask us to take permission for doing so. So, we face such problem when we plant trees. If trees are not planted there, then there is no problem. So, sometimes such problems also come up. If the solar panels are installed then they will have to be removed again to widen the road. At service places, amenities, toll points, roof tops, we are installing it there with our full strength. Even in the middle of the road at some places lights are powered by solar energy only. Our Minister of Power, Singh ji has done a very good job in this regard. We will definitely try to do more in this regard by seeking some new ideas and see what more we can do regarding the roads.

*[English]*

**HON. CHAIRPERSON:** Question No. 423. Shri Bidyut Baran Mahato.

**(Q. 423)***[Translation]*

**HON. CHAIRPERSON:** Mahato ji, ask the supplementary question.

**SHRI BIDYUT BARAN MAHATO:** Hon. Chairperson Sir, there will not be single Member in the House who is not impressed by the work efficiency of the Hon. Minister. I am talking about NH-33 of my area, which is related to Odisha. During the tenure of UPA Government, this project was lying stuck up since 2010, for almost six years, sometimes due to High Court, or CBI, and sometimes due to contractor.

Hon. Prime Minister Narendra Modi and Hon. Minister Nitin Gadkari visited there. NH-33 was constructed through the dedicated efforts of the Hon. Minister. Jamshedpur, which is an industrial city, has about 10-12 industries, Tata Steel is also there. About 20,000 vehicles ply here. We met the Hon. Minister last week and requested him that if the elevated corridor is not built in Jamshedpur, it will become city of jams. I would like to thank the Hon. Minister for his efficiency as he promptly sanctioned not a four lane, but six lane elevated road. For this, I express my heartfelt gratitude to the Hon. Minister on behalf of the people of Jamshedpur.

Hon. Minister Sir, the Ministry of Road Transport and Highways has recently issued a notification regarding the contactless service based on the online Aadhaar authentication for around 18 services. I express my gratitude to the Hon. Prime Minister and Hon. Minister for commencing this revolutionary initiative in public interest.

I would like to ask the Hon. Minister as to what kind of provisions will be made in the RTO to help the uneducated and under privileged people who do not have proficiency in computer education. What security measures have been taken by the Ministry for the personal safety of the citizens, because it is absolutely necessary to protect the e-Parivahan and e-Vahan websites from cyber-attacks and cybercrimes such as hacking.

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson Sir, since the time Hon. Modi ji has sworn in as the Prime Minister, he has been constantly talking about Ease of doing Business. We have abolished approximately 1400 to 1500 archaic laws. He instructed all the departments to pay special attention to ease of doing business. Not only this, he also asked for a detailed report about what we have done in the department to ensure Ease of Business and prompted and motivated us.



*[English]*

Sir, especially all of you have to deal with the RTO, which need not be elaborated. I am happy to tell you about the biggest reform that has been done in RTO - the historic move to make services of the Transport Department citizen-centric and hassle-free to boost ease-of-doing-business; 18 contactless RTO services can now be availed with Aadhaar-based authentication -- There no need to go to the RTO office; it will reduce footfall at RTO and increase efficiency of the RTO officers; it will end corrupt practices by middlemen and brokers; and the Government is committed to transparent, time bound and corruption-free practices. This is a first-of-its-kind move. This revolutionary change has taken place. Now, such works can be done from home. I am reading out the list for you - apply for the learning licence from home and you will get it. The list includes renewal of driving licence for which test of competence to drive is not required; duplicate driving licence; change of address in driving licence and certificate of registration; issue of international driving permit; surrender of class of vehicle from licence; application for temporary registration of motor vehicle; application for registration of motor vehicle with fully built body; application for issue of duplicate certificate of registration; application for grant of NOC for certificate of registration; notice of transfer of ownership of motor vehicle; application for transfer

of ownership of motor vehicle; intimation of change of address in certificate of registration; application for registration for driver training from accredited Driver Training Centre; application for registration of motor vehicle of diplomatic officer; application for assignment of fresh registration mark of motor vehicle of diplomatic officer; endorsement of hire-purchase agreement; and termination of hire-purchase agreement.

We have written to all the States to implement at the earliest. Another good work has been done in this regard. Due to this, the entire RTO is unhappy with me today. There is no need for anyone to go to RTO office. The biggest thing is that that crores of people are taking advantage of it and your driving licence and your vehicle papers, are now in your mobile. We have created a security electronic locker, where we can store it. When the police stops you anywhere, you can take out your mobile phone and show them the licence. Now, there is no need to carry papers with you anymore. We have done a very good job in Ease of doing Business. In this regard, NIC has supported us directly and it is also supporting the States as well. Besides work is being done by the Ministry for the centralization.

Dealer Point Registration is a big task. You have extended your cooperating hand for this. No one does any inspection after buying a new car. The rule was such that the dealer would take the

Commented [KB1]:

vehicle to the RTO office, he would give the number, then the vehicle would be handed over. I don't need to say that why all this was happening. We said that the dealer will send the registration through e-mail and communicate through the internet. He will send the number, put stamp on it and it will be done. There is no need to send it to RTO now. Under the leadership of Hon. Prime Minister Modi ji, reforms have been carried out at such a large scale under the Ease of Doing Business initiative. I think all the Members should definitely pay attention to the changes that have taken place in different departments. Even after this, if you feel that the public is facing inconvenience, please let us know. We will extend full assistance to you in this regard. We have also digitalized the national permit system on the Internet. Now, there is no need to visit RTO even for getting a permit. The share of fees that we get is distributed among different states. Earlier whether it was truckers, private bus owners, getting permits was even more difficult than winning elections. But now the process has been completely digitalised. Ease of doing business is the biggest achievement of our government. This work has been efficiently done in every department under the leadership of the Prime Minister.

**HON. CHAIRPERSON:** Are your doubts regarding the question asked by you, are clear now?

**SHRI BIDYUT BARAN MAHATO:** Hon. Minister Sir, under your able leadership, the Ministry of Road Transport and Highways is setting new records. The priority of the government led by popular and successful Hon. Prime Minister Shri Narendra Modi, is to make administration simple, hassle-free and corruption free. Hon. Minister Sir, as a result of your foresight and efficiency, the Government is expanding the scope of Aadhaar authentication based services. Hon. Minister has made several announcements to make roads in the country adequately smooth and provide uninterrupted facilities thereon. However, the number of toll booths on roads, especially on national highways is very high, causing the vehicles to queue up. This causes wastage of fuel and money, as well as, increase pollution.

Therefore, I would like to know from the Hon. Minister as to what policy the government is formulating to bring down the number of toll booths and reduce the toll tax, so that the environment is protected, fuel is saved and there is lesser burden on the pocket of the common man ?

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson Sir, we are incurring losses in all the sectors during the Covid period. Some of our highways are not operational even today due to the farmers' agitation. Last year, our income from toll tax was 24,000 crore rupees. After looking at the Covid and ongoing agitation this year,

I felt that the income will be 10,000 crore lesser and it will come down to 14,000 crore. But with the cooperation of all of you, we implemented the FASTag system. Now 93% people have taken the FASTag cards. While going to Jaipur, people had to stop for half an hour near Khedki toll post. Now, we have such a system that I can tell within a minute about who has stopped at which toll booth and for how many minutes. For this purpose, we have developed a software. It is monitored by the Chairman of NHAI and myself. I am happy to inform you that it doesn't take more than three minutes anywhere. The FASTag system has been fully rolled out. Now, instead of decreasing, our toll income has risen by Rs. 10,000 crore even after the Covid and farmers' agitation. Now our income has gone up to Rs. 34,000 crore.

Only 93 percent work has been done on FASTag till now. In some states, people are giving double toll, but they are not using FASTag. Why is it like this? You know the reason. There are some people who evade income tax, evade GST and indulge in irregularities and they do not want to get registered under the system. But now, I have asked to issue orders to the police and the collector to arrest such people and take action against them. During the tenure of hon. Modi ji, the illegal business dealings will not be allowed in the country. Action will be taken against them and it will be done 100 percent.

I have a meeting tomorrow itself. Now, after this we are installing GPS system at toll booths. We will do away with toll booths. GPS device is pre-installed in new vehicles, but for old vehicles, we will purchase GPS devices from our side and install them in the vehicles. Just like FASTag, it will be connected to the GPS satellite. You will be registered from where you make an entry and you will be registered at the time of exit also. You will have to pay the same toll tax, because many hon. Members say and it is actually true that a toll booth has been setup outside the city. That was done during the time of previous government, we have not been able to do away with them because the contractors ask for compensation. Now that issue will also end. Traffic will become completely transparent and there will be a system in place.

One Hon. Member had spoken about Jamshedpur. We are introducing a new system in Chennai and Pune. For this, I have instructed a renowned designer to create a plan where, first, there will be a 6- or 8-lane road at the base. Above that, a flyover will be constructed, followed by another flyover on top. Additionally, an electric train will run on the Mass Rapid Transit System above the second flyover. We have designed this system for Chennai and Pune, and for Jamshedpur as well, we will implement a similar structure: a road below, a flyover above it, and another flyover on top, considering the presence of many PSUs in the area. We are

doing this in Shekhawat ji's Parliamentary Constituency also. Now not only the building will be built, but the flyover will also be double decker and of three layers. Here in Nagpur, we will build a road, a flyover above the road and metro will run above that flyover. This will be the first of a kind design in the country, which will be witnessed by many people. Many people have liked it and we will work on it further.

**HON. CHAIRPERSON:** Shri Sanjay Sadashivrao Mandlik - Not present

Question No. 424. Shri Sunil BabuRao Mendhe.

**(Q. 424)***[Translation]*

**SHRI SUNIL BABURAO MENDHE:** Hon. Chairperson Sir, my question is regarding the college going students who are engaged in National Service Scheme and are imparted training and social work is carried out through them.

Hon. Minister has given a very good answer through which even I myself have come to know that especially in our Maharashtra, three lakh twenty five thousand children are receiving training under this scheme and they are also carrying out social activities. I am very glad to know that out of these three lakh twenty five thousand children, about 95,000 children had made 27 lakh masks during the Covid pandemic condition fulfilling the need of that hour. This work has been completed by giving them training. I would also like to thank the hon. Minister and especially the children through this House.

Hon. Chairperson Sir, my first question to the Hon. Minister is that in our country a total of 35 lakh children are working under this scheme. Out of them, three lakh twenty five thousand children are from our own Maharashtra state only. Are we making efforts to increase this number, so that it can increase further and more children can participate in it and provide service to our country?



**SHRI KIREN RIJJU:** Hon. Chairperson Sir, I have also replied to what the Hon. Member has mentioned about Maharashtra. Right now we have around 37 lakh volunteers. Maharashtra's share in this regard is huge, because it is a big state. The population of Maharashtra is large, hence the population of students there is also high. We want this number to be increased in every possible way. When the Covid started, we had set a target that one crore volunteers should be ready in our country. In case any emergency arises, the number of youth volunteers in our country should be minimum one crore.

We have around 70 lakh youth volunteers at the moment and a lot of steps have been taken by us to increase this number to one crore. Due to Covid, the budgetary allocations or the budget for implementing the programme could not be increased. As a result, we have not been able to increase the number of volunteers. I have attentively listened to the suggestion made by the hon. Member. We will try to have one crore youth volunteers in our country, out of which we have at least five lakh volunteers from Maharashtra.

**SHRI SUNIL BABURAO MENDHE:** Hon. Chairperson Sir, my second question is that when this pandemic situation arose and we witnessed that there was a need of large number of volunteers, at that time, I received a number of calls from children from my own school who were in the eighth to tenth grades. They asked me

whether they could also contribute their service to it? Through this, I would like to tell you that the age of children of class eighth to tenth is approximately between 13 to 15 years, if such children also avail this scheme and are given training, then these children can also become eligible to serve our country. Through you, I would like to give this suggestion and ask whether the government is considering it?

**SHRI KIREN RIJJU:** Sir, now we are running National Service Scheme in two categories. One is being run at the university level through the programme coordinator. Second service is being run through +2 council level and college programme officer. Right now, we do not have a scheme for those below the matriculation level, but apart from our youth organization, there are other programmes too, like Nehru Yuva Kendra Sangathan, which is the largest youth organization in the world. Through this, we can add them in different schemes. Hon. Member has mentioned about the work done by volunteers during the time of Covid. I have their list and you will feel proud when you get to know about the work done by them. The concept of volunteerism has taken India much forward. The work done by our youth across the country with limited resources right from making masks to helping people and creating awareness among them, is commendable. Along with this, on the Hon. Prime Minister's invocation, youth volunteers

remained connected with all the covid warriors of our country. Today, through this House, I would like to thank all the youth of this country.

**SHRI VINAYAK BHAURAO RAUT:** Hon. Chairperson Sir, thank you. The National Service Scheme is a highly significant initiative through which millions of youth across the country strive to fulfil their social responsibilities. I would like to thank the Hon. Minister for his expectation to have at least five lakh children joining in from Maharashtra. Three lakh twenty five thousand are currently a part of it and certainly there will be no problem to take this figure to five lakh.

Hon. Chairperson Sir, through you, I would like to draw the attention of the Hon. Minister to the fact that while many children join the National Service Scheme, as my colleague pointed out, it is essential to include a greater number of students from schools and colleges in this initiative. Therefore, there is a need to publicise this scheme on large scale. Along with this, there is also a need to encourage the children who join this scheme to do social work. Is there any provision to provide financial assistance for transport facility to the students or children who join this scheme? Along with this, if you promote these volunteers, only 30 awards are given in the entire state as a part of last cadre. Their number is around three

lakh twenty five thousand and there are only 30 awards, which is far less. I have another suggestion that if you increase the number of awards then they will be more encouraged. So, what is the Hon. Minister's point of view in this regard?

**SHRI KIREN RIJJU:** Hon. Member has asked a very good question. Let me reply the last point first. Firstly, we give awards on a unit basis and then we give them to 30 individuals. We have also increased the prize money. Last year, we increased it. Currently, we give Rs. 5 lakh as first prize to the units and Rs. 3 lakh as second prize. Out of the awards given to 30 volunteers, we give Rs. 1 lakh to each volunteer. This morning itself, I conveyed to my secretary and officers that we will expand its scope a bit and we will divide these awards into three categories – first, second and third. In the coming year, I want its scope to further increase and your suggestion of increasing this number beyond 30 will definitely be considered by us. If I announce it now and if we don't have that much money, we won't be able to give them, but I will make sure that your suggestion is accepted.

Sir, I would like to give an information that we want to train our volunteers well and today, there are many institutes in the country with whom we have signed MoUs, agreements and they will train our youth volunteers. This time our youth volunteers, especially regarding this question associated with NSS, have done

a commendable work. For example, their contribution towards blood donation work has been recognised as the best in the country. Similarly, our NSS volunteers have also done the maximum tree plantations. Likewise, the work of having maximum people download the Arogya Setu application in the country has been done by our NSS volunteers. There is such a long list of their works that if I start counting the number, it will take a lot of time. I would like to appreciate their work.

**HON. CHAIRPERSON:** Question No. 425. Shri Ravindra Kushawaha.

**(Q. 425)***[Translation]*

**SHRI RAVINDRA KUSHAWAHA:** Hon. Chairperson Sir, through you, I would like to tell the Hon. Minister that along with the development of the river Yamuna bank, the development of the river should also take place and their embankments should also be well maintained. Also, the Saryu River flows through my area. In our Deoria district, there is a place called Barhaj on the banks of the river Saryu, where major trade used to be carried out through large ships in ancient times and Barhaj was a significant trading hub. The Hon. Minister had also announced in the House that the government is constructing new waterways from Haldia to Howrah. The waterways related to the same passes through our Ballia region and connects to Barhaj in deoria, which is a significant trading hub on the banks of river Saryu. I would like to know from the Hon. Minister, whether Barhaj can be developed as a trading hub as it used to be, by connecting it with waterways?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson, I would like to inform the Hon. Member that a comprehensive plan has been formulated to develop the banks of the river Saryu and the Government of Uttar Pradesh is planning a scheme for the same. As

soon as any concrete information is received about it, then further action will be taken on it.

**SHRI RAVINDRA KUSHAWAHA:** Hon. Chairperson Sir, I would like to tell the Hon. Minister that there was an ashram of a very renowned saint Devraha Baba at a place called Mayil on the banks of the river Saryu in our Deoria district. Devraha Baba has a large number of devotees. Every year, even after his death, his followers come to his ashram for worship. The place is on the bank of the river itself. I would like to know whether the government can make arrangements along the riverbank to develop Mayil as tourist place which is a centre of faith for those who come for darshan and worship of their revered Devraha Baba?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson Sir, the respected Member has raised a very important issue from religious point of view, but the question is related to the Department of Tourism. Only that department can take a decision in this regard.

**HON. CHAIRPERSON:** Shri Ravi Kishan ji - Not present.

Shri Rajendra Agrawal ji.

**SHRI RAJENDRA AGRAWAL:** Hon. Chairperson Sir, river Kali flows from Saharanpur and passes through Meerut. It meets river Ganga in Kannauj. It is a tributary of the river Ganga. It is one of the most polluted rivers of the country. Water in 50 villages near

Meerut has become so toxic that diseases like hepatitis B and cancer are occurring there. To get rid of water pollution, a scheme of Rs. 682 Crore was approved in March 2018 under 'Namami Gange Yojana', but its work is progressing at snail pace. That river is still polluted.

Through you, I would like to request the Hon. Minister to expedite this work and tell that it being a tributary of Ganga, this issue is related to the pollution of Ganga. I would like to know as to by when the government plans to complete this task?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson Sir, the main question is related to river Yamuna. I would like to inform the Hon. Member that as far as river Yamuna is concerned, we are formulating a scheme at a cost of Rs. 177 Crore for Vrindavan so that the quality of water in Yamuna can be improved.

**SHRIMATI MEENAKASHI LEKHI:** Thank you, Hon. Chairperson Sir. I actually wanted to ask a question about river Yamuna, because all of you are very well aware about the condition of river Yamuna in Delhi. It may be possible that since the confusion related to the rules has presently been cleared, so the condition of river Yamuna might also improve, but my question is related to the waterways. A waterway in Alleppey has been planned on paper. Earlier this week, we saw that hyacinth were growing



there and no work had been done in the name of waterways in Vembanad Lake. Will the Hon. Minister assure this House that more efforts are being made regarding waterways project in Kerala to expedite the same?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson Sir, I would like to inform the Hon. Member that Delhi Development Authority is working on river Yamuna project at a cost of Rs. 800 Crore in Delhi. Regarding beautification of Yamuna and maintaining its greenery, 10 projects have been taken up and work on those projects is in progress.

**DR. SATYA PAL SINGH:** Thank you very much, Chairperson Sir. I would like to inform the Hon. Minister that in this question it is mentioned that three rivers - Kali, Krishna and Hindon - are among the other rivers which merge into the river Yamuna. These rivers are causing major issues across six districts: Saharanpur, Muzaffarnagar, Meerut, Baghpat, Ghaziabad, and Noida. Pollution from these rivers is affecting 108 villages in the region. Due to this, cancer is increasing among people, different types of diseases are spreading and there is also an order of NGT in this regard. The government had announced one water front over the Yamuna in Baghpat. I would like to know from the Hon. Minister as to by when the pollution of these three rivers will be reduced and by when will the water front be completed in Baghpat?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson Sir, Hon. Member has asked regarding a special project for river Kali. I would like to inform the Hon. Member that a project has been sanctioned for it. The World Bank will assist in this project. Our target is to complete this project by the year 2022.

**HON. CHAIRPERSON:** Question No. 426. Dr. Umesh G. Jadhav.

**(Q. 426)***[English]*

**DR. UMESH G. JADAV:** Thank you, Chairperson Sir. Currently, Kalaburagi is having a ring road, namely NH 50 and NH 150E, which has become the lifeline of Kalaburagi city. Since the city has outgrown beyond the existing ring road at an alarming rate, the entire traffic of NH 150E, NH 50 and NH 150 has to travel on the existing ring road along with the local city traffic, which results in heavy traffic congestion and poor riding quality.

During peak hours, the traffic intensity of the existing ring road is about 45,000 PCU. Many accidents are taking place on this road.

The work on this ring road was allotted to L&T but they have not completed the work of service road at NH-50 and NH-150E. The major junction has also not yet been created. In the current scenario, construction of mini flyover at Ram Mandir Cross, Humnabad Cross and Mehboob Nagar is very much essential.

I would like to know from the hon. Minister the measures taken in this regard to complete this work at the earliest.

*[Translation]*

**SHRI NITIN JAIRAM GADKARI:** Sir, as per the information given by the Hon. Member, the traffic intensity of the road is 45,000

PCUs. A Detailed Project Report (DPR) is being prepared to widen the road and construct a flyover. Once the report is finalized, this issue will undoubtedly be resolved.

*[English]*

**HON. CHAIRPERSON:** You can ask a short second supplementary.

**DR. UMESH G. JADAV:** Sir, my second question is related to the first supplementary, which is very much important and is the need of hour for my parliamentary constituency. In this regard I have met the hon. Minister many times. The new Kalaburagi bypass is required for safe, smooth and congestion free movement of traffic.

The proposed length of bypass is 41.43 km, starting at junction with NH-150E and ends at junction with NH-50. The proposed bypass is four-lane with paved shoulder carriageway. The alignment connecting NH-150E and NH-50 *via* NH-150 has already been approved by the Ministry on 14.02.2017 and 3 (a) notification published in the Gazette on 19.01.2019. Declaration of NH to this proposed bypass is awaited from the Ministry. The land acquisition cost in the current annual plan also needs to be approved.

I would like to know from the hon. Minister whether any time frame has been set to complete this project. If not, I would humbly request the Minister to give NH Number to the above-mentioned

bypass for the overall development of my Parliamentary Constituency.

**SHRI NITIN JAIRAM GADKARI:** Hon. Chairperson Sir, there is huge demand for building bypass in many areas of the country. Regarding this, the department has established a policy that for every bypass constructed, the State Government will contribute 50 percent of the land acquisition cost. However, this scheme is not progressing as planned because the State Government is currently unable to provide its 50 percent share of the contribution. I have given such an alternative in it that the steel and cement used to construct the bypass should be exempted from the state GST and the material used to construct the roads should be made royalty free, so that at least this contribution of them will be received. We are waiting for the consent of the State Government. If they consider our proposal and discuss it with us then we will also find a solution and make changes in this policy. In the present situation, it is necessary to give 50 percent contribution for bypass by the State Government. Due to this, these works have been stalled.

I would like to request the respected Member to please bring the approval of 50 percent contribution to be made by the State Government. If it does not happen and faces any hindrance, then you should bring the commitment of the State Government for the solution that I have mentioned. If we get the commitment, then we

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will go forward with the land acquisition process and commence the bypass work.

**HON. CHAIRPERSON:** Question No. 427

Shri Girish Bhalchandra Bapat.

**(Q. 427)***[Translation]*

**SHRI GIRISH BHALCHANDRA BAPAT:** Hon. Chairperson Sir, I would like to ask the Honorable Minister as to whether there are numerous habitats across the country, especially in rural areas, that are ideally suited for providing drinking water to both people and animals under the 'Har Ghar Jal' scheme.

You have answered this question in detail. However, the water level needs to rise and there is also percolation of contaminated water. Whether any scheme is likely to be implemented by both the State and the Centre, so that every household has a source of water and drinking water is easily available to the people?

**SHRI RATTAN LAL KATARIA:** Hon. Chairperson Sir, the Hon. Prime Minister of India, Shri Narendra Modi, had launched the 'Jal Jeevan Mission' in this country from the ramparts of the Red Fort last year. Under this, a plan has been formulated to provide tap water to each household by the year 2024. Regarding the point raised by hon. Member about water contamination, I would like to inform that the National Water Quality Sub-Mission Programme was started in the year 2017 according to which 27,544 habitations were found to be affected by arsenic and fluoride contamination in

the country. Subsequently, an action plan was initiated thereon. Later on, only 1,369 habitations were found to be affected by arsenic and fluoride contamination.

At present, ever since 'Jal Jeevan Mission' has been started, there are 48,169 rural habitations in the country today, which are affected by contamination of fluoride, arsenic, iron, salinity, nitrate, and heavy metals. In 2,637 of these habitations, an effort has been made to address the issue by developing a community water purification system. More than 4,50,000 women are being trained for this purpose. By undergoing this training, they will be able to create awareness among public.

*[English]*

**HON. CHAIRPERSON:** Now, the Question Hour is over.

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**\*WRITTEN ANSWERS TO QUESTIONS**

(Starred Question Nos. 428 to 440 and

Unstarred Question Nos. 4831 to 5060)

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**\* For Questions, please refer to Master copy of English version, placed in Library. You can also visit <https://sansad.in/ls/questions/questions-and-answers> for more information.**

**12.00 hrs**

. . . (*Interruptions*)

[*Translation*]

**SHRI. RAVNEET SINGH (LUDHIANA):** Sir, I have two questions. I would like you to let me know about them. The Budget Session is going on. ... (*Interruptions*) The entire country is watching it. Should we meet the hon. Prime Minister in the rally in West Bengal? ... (*Interruptions*)

The second thing is that all the Bills have been passed in this budget, but there has been no discussion even once about making the oil, stove, cylinder, roof, etc. cheaper for the poor people. ... (*Interruptions*) We have passed all the Bills.

**THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARJUN RAM MEGHWAL):** What you just said is incorrect. The Hon. Prime Minister had come to the House too.... (*Interruptions*) You are talking about the Hon. Prime Minister... (*Interruptions*) What are you doing? ... (*Interruptions*)

**SHRI RAVNEET SINGH:** Please ask the Hon. Prime Minister to come to the House.

**SHRI ARJUN RAM MEGHWAL:** Hon. Prime Minister did come to the House. ... *(Interruptions)* You are making incorrect statements about the Hon. Prime Minister. He is always ready to meet. ... *(Interruptions)*

*[English]*

**HON. CHAIRPERSON:** Now, Papers to be laid on the Table. ... *(Interruptions)*

**12.02 hrs**

**PAPERS LAID ON THE TABLE**

*[English]*

**HON. CHAIRPERSON:** Now, Papers to be laid on the Table. Item nos. 2 to 5, hon. Minister, Shri Arjun Ram Meghwal Ji. ... *(Interruptions)* Papers are being laid, please.

*[Translation]*

**THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS; AND MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI ARJUN RAM MEGHWAL):** Hon. Chairperson Sir, on behalf of Shri Kiren Rijiju, I beg to lay on the Table a copy (Hindi and English versions) of each of the following papers:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Sports Development Fund, New Delhi, for the year 2018-2019, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National

Sports Development Fund, New Delhi, for the year 2018-2019.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above

[Placed in Library, See No. LT 4259/17/21]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2018-2019 alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2018-2019.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above

[Placed in Library, See No. LT4260/17/21]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Dadra and Nagar Haveli Waqf Board,

Silvassa, for the year 2019-2020, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Dadra and Nagar Haveli Waqf Board, Silvassa, for the year 2019-2020.

[Placed in Library, See No. LT4261/17/21]

- (6) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 394 of the Companies Act, 2013:-

- (i) Review by the Government of the working of the National Minorities Development and Finance Corporation, Delhi, for the year 2019-2020.
- (ii) Annual Report of the National Minorities Development and Finance Corporation, Delhi, for the year 2019-2020, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT4262/17/21]

**THE MINISTER OF STATE IN THE MINISTRY OF  
PARLIAMENTARY AFFAIRS AND MINISTER OF  
STATE IN THE MINISTRY OF HEAVY INDUSTRIES  
AND PUBLIC ENTERPRISES (SHRI ARJUN RAM**

**MEGHWAL):** Hon. Chairperson Sir, on behalf of Shri Prahalad Singh Patel, I beg to lay on the Table a copy (Hindi and English versions) of each of the following papers:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Council of Science Museums, Kolkata, for the year 2019-2020, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Council of Science Museums, Kolkata, for the year 2019-2020.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above

[Placed in Library, See No. LT4263/17/21]

**THE MINISTER OF STATE IN THE MINISTRY OF  
PARLIAMENTARY AFFAIRS AND MINISTER OF  
STATE IN THE MINISTRY OF HEAVY INDUSTRIES  
AND PUBLIC ENTERPRISES (SHRI ARJUN RAM**

**MEGHWAL):** Hon. Chairperson Sir, on behalf of Shri Hardeep Singh Puri, I beg to lay on the Table a copy (Hindi and English versions) of each of the following papers:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 394 of the Companies Act, 2013:-
  - (a) (i) Statement regarding Review by the Government of the working of the Air India Assets Holding Limited, New Delhi, for the year 2019-2020.
  - (ii) Annual Report of the Air India Assets Holding Limited, New Delhi, for the year 2019-2020, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT4264/17/21]



- (b) (i) Statement regarding Review by the Government of the working of the Air India Limited, New Delhi, for the year 2019-2020.
- (ii) Annual Report of the Air India Limited, New Delhi, for the year 2019-2020, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library,See No. LT4265/17/21]

- (c) (i) Review by the Government of the working of the Hindustan Prefab Limited, New Delhi, for the year 2019-2020.
  - (ii) Annual Report of the Hindustan Prefab Limited, New Delhi, for the year 2019-2020, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item No. (a) & (b) of (1) above.

[Placed in Library,See No. LT4266/17/21]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Commission of Railway Safety, Lucknow, for the year 2019-2020.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Commission of Railway Safety, Lucknow, for the year 2019-2020.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above
- (5) A copy of the Unmanned Aircraft System Rules, 2021 (Hindi and English versions) published in Notification No. G.S.R. 174(E) in Gazette of India dated 12th March, 2021 under Section 14A of the Aircraft Act, 1934, together with an explanatory note.

[Placed in Library, See No. LT4267/17/21]

[Placed in Library, See No. LT4268/17/21]

**THE MINISTER OF STATE IN THE MINISTRY OF  
PARLIAMENTARY AFFAIRS AND MINISTER OF STATE  
IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC  
ENTERPRISES (SHRI ARJUN RAM MEGHWAL):** Hon.

Chairperson Sir, on behalf of Shri Mansukh Mandaviya, I beg to lay on the Table the following papers:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Maritime University, Chennai, for the year 2019-2020.
  - (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Maritime University, Chennai, for the year 2019-2020, together with Audit Report thereon.
  - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Maritime University, Chennai, for the year 2019-2020.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above

[Placed in Library, See No. LT4269/17/21]

- (3) A copy of the Recycling of Ships Rules, 2021 (Hindi and English versions) published in Notification No. G.S.R.20 in Gazette of India dated 26th February, 2021 under Section 44 of the Recycling of Ships Act, 2019.

[Placed in Library, See No. LT4270/17/21]

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*[English]*

**HON. CHAIRPERSON:** Now, Item nos. 6 and 6A, Secretary General.

**12.03 hrs**

**MESSAGES FROM RAJYA SABHA**

(i) **SECRETARY GENERAL:** Sir, I have to report the following messages received from the Secretary General of Rajya Sabha:-

“In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Finance Bill, 2021, which was passed by the Lok Sabha at its sitting held on the 23<sup>rd</sup> March, 2021 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill.”

(ii) “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 24<sup>th</sup> March, 2021 agreed without any amendment to the Government of

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National Capital Territory of Delhi (Amendment) Bill, 2021 which was passed by the Lok Sabha at its sitting held on the 22<sup>nd</sup> March, 2021.”

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## LEAVE OF ABSENCE FROM SITTINGS OF THE HOUSE

**HON. CHAIRPERSON:** The Committee on Absence of Members from the Sittings of the House in their Fourth Report presented to the House on 24<sup>th</sup> March, 2021 have recommended that leave of absence from the sittings of the House be granted to the following Members for the periods mentioned against each:

- |    |   |   |
|----|---|---|
| 1. | Shri Sanjay Shamrao Dhotre<br>(Minister of State)     | 08.03.2021 to 04.04.2021                                  |
| 2. | Gen. (Retd.) Vijay Kumar Singh<br>(Minister of State) | 10.03.2021 to 08.04.2021                                  |
| 3. | Shri Abdul Khaleque                                   | 11.02.2021 to 13.02.2021<br>&<br>08.03.2021 to 06.04.2021 |
| 4. | Shri Anant Kumar Hegde                                | 08.03.2021 to 05.04.2021                                  |
| 5. | Shri Y. S. Avinash Reddy                              | 04.03.2020 to 23.03.2020                                  |

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14.09.2020 to 23.09.2020

29.01.2021 to 13.02.2021

&

08.03.2021 to 18.03.2021

6. Shri Sisir Kumar Adhikari

29.01.2021 to 13.02.2021

&

08.03.2021 to 08.04.2021

Is it the pleasure of the House that leave as recommended by the Committee be granted?

**SEVERAL HON. MEMBERS:** Yes.

**HON. CHAIRPERSON:** The leave is granted. The Members will be informed accordingly.

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**12.04 hrs**

**STATEMENTS BY MINISTERS**

**(i) Status of implementation of the recommendations contained in the 278<sup>th</sup> Report of the Standing Committee on Transport, Tourism and Culture on Demands for Grants (2020-21) pertaining to the Ministry of Road Transport and Highways\***

*[English]*

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI NITIN JAIRAM GADKARI) :** Sir, I beg to lay a statement regarding the status of implementation of the recommendations contained in the 278<sup>th</sup> Report of the Standing Committee on Transport, Tourism and Culture on Demands for Grants (2020-21) pertaining to the Ministry of Road Transport & Highways.

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\*Laid on the Table and also placed in Library, See No. LT 4251/17/21.

**12.04 ½**

**(ii) Status of implementation of the recommendations contained in the 40<sup>th</sup> Report of the Standing Committee on Defence on Demands for Grants of the Ministry of Defence for the year 2018-19 on 'General Defence Budget, BRO, ICG, MES, DGDE, DPSUs, Welfare of Ex-Servicemen, Defence Pension and ECHS (Demand No. 19 & 22)' pertaining to the Ministry of Defence\***

*[English]*

**THE MINISTER OF STATE OF THE MINISTRY OF AYURVEDA, YOGA AND NATUROPATHY, UNANI, SIDDHA AND HOMOEOPATHY (AYUSH) AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI SHRIPAD YESSO NAIK):** Sir, I beg to lay a statement regarding the status of implementation of the recommendations contained in the 40<sup>th</sup> Report of the Standing Committee on Defence on Demands for Grants of the Ministry of Defence for the year 2018-19 on 'General Defence Budget, BRO, ICG, MES, DGDE, DPSUs, Welfare of Ex-Servicemen, Defence Pension and ECHS (demand no. 19 and 22)' pertaining to the Ministry of Defence.

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\* Laid on the Table and also placed in Library, See No. LT 4252/17/21.

**12.05 hrs**

**(iii)(a) Status of implementation of the recommendations/ observations contained in the 7<sup>th</sup> Report of the Standing Committee on Energy on 'Energy Conservation' pertaining to the Ministry of Power\***

*[English]*

**THE MINISTER OF STATE OF THE MINISTRY OF POWER, MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY AND MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI R.K. SINGH):** Sir, I beg to lay a statement regarding the status of implementation of the recommendations/observations contained in the 7<sup>th</sup> Report of the Standing Committee on 'Energy Conservation' pertaining to the Ministry of Power.

**(b) Status of implementation of the recommendations/ observations contained in the 30<sup>th</sup> Report of the Standing Committee on Energy on 'National Electricity Policy-A review' pertaining to the Ministry of Power\***

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\*Laid on the Table and also placed in Library, See Nos. LT 4253/17/21 and 4254/17/21 respectively.

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*[English]*

**THE MINISTER OF STATE OF THE MINISTRY OF POWER, MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY AND MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI R.K. SINGH):** Sir, I beg to lay a statement regarding the status of implementation of the recommendations/observations contained in the 30<sup>th</sup> Report of the Standing Committee on Energy on 'National Electricity Policy-A review' pertaining to the Ministry of Power.

**(c) Status of implementation of the recommendations/ observations contained in the 14<sup>th</sup> Report of the Standing Committee on Energy on 'Evaluation of Role, Performance and functioning of Power Exchange' pertaining to the Ministry of Power\***

*[English]*

**THE MINISTER OF STATE OF THE MINISTRY OF POWER, MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY AND MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI R.K. SINGH):** Sir, I beg to lay a statement regarding the status of implementation of the recommendations/observations contained in the 14<sup>th</sup> Report of the Standing Committee on Energy on 'Evaluation of Role, Performance and functioning of Power Exchange' pertaining to the Ministry of Power.

**(d) Status of implementation of the recommendations/ observations contained in the 30<sup>th</sup> Report of the Standing Committee on Energy on 'Functioning of Central Electricity Regulatory Commission' pertaining to the Ministry of Power\***

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\*Laid on the Table and also placed in Library, See Nos. LT 4255/17/21 and 4256/17/21 respectively.

**THE MINISTER OF STATE OF THE MINISTRY OF POWER, MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY AND MINISTER OF STATE IN THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP (SHRI R.K. SINGH):** Sir, I beg

to lay a statement regarding the status of implementation of the recommendations/observations contained in the 30<sup>th</sup> Report of the Standing Committee on Energy on 'Functioning of Central Electricity Regulatory Commission' pertaining to the Ministry of Power.

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**12.06 hrs**

**(iv) (a) Status of implementation of the recommendations contained in the 138<sup>th</sup> Report of the Standing Committee on Commerce on 'Activities and Functioning of Spices Board' pertaining to the Ministry of Commerce and Industry\***

*[English]*

**THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS, MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI HARDEEP SINGH PURI):** Sir, I beg to lay a statement regarding the status of implementation of the recommendations contained in the 138<sup>th</sup> Report of the Standing Committee on Commerce on 'Activities and Functioning of Spices Board' pertaining to the Ministry of Commerce and Industry.

**(b) Status of implementation of the recommendations contained in the 150<sup>th</sup> Report of the Standing Committee on Commerce on "Export of Organic Products: Challenges and Opportunities" pertaining to the Ministry of Commerce and Industry\***

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\*Laid on the Table and also placed in Library, See Nos. LT 4257/17/21 and 4258/17/21 respectively.

**THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN AFFAIRS, MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI HARDEEP SINGH PURI):** Sir, I beg to lay

a statement regarding the status of implementation of the recommendations contained in the 150<sup>th</sup> Report of the Standing Committee on Commerce on “Export of Organic Products: Challenges and Opportunities” pertaining to the Ministry of Commerce and Industry.

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**12.07 hrs**

**MOTION RE: REPORT OF JOINT COMMITTEE ON  
PERSONAL DATA PROTECTION BILL, 2019 –  
EXTENSION OF TIME**

*[English]*

**SHRIMATI MEENAKASHI LEKHI (NEW DELHI):** Sir, I beg to move:

“That this House do extend upto the first week of Monsoon Session 2021 of Parliament the time for presentation of the Report of the Joint Committee on the Personal Data Protection Bill, 2019”.

**HON. CHAIRPERSON:** The question is:

“That this House do extend upto the first week of Monsoon Session 2021 of Parliament the time for presentation of the Report of the Joint Committee on the Personal Data Protection Bill, 2019”.

*The motion was adopted.*

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**12.08 hrs**

**MATTERS UNDER RULE 377\***

*[English]*

**HON. CHAIRPERSON:** Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Members, who have been permitted to raise matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House within 20 minutes.

**(i) Need to set up a Horticulture University in Dhar district,  
Madhya Pradesh**

*[Translation]*

**SHRI CHATTAR SINGH DARBAR (DHAR):** My Parliamentary Constituency Dhar in Madhya Pradesh is a tribal dominated area and farming and animal husbandry are the main source of livelihood of the people in this region. There is a need to establish a Horticulture University in Manawar tehsil of Dhar district located in Jhabua, Khargone, Barwani and Khandwa and other such tribal districts of Madhya Pradesh. There is immense potential of cultivating fruits and flowers in this area. The abundant

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\* Treated as laid on the Table.

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availability of water in this area due to Narmada Project, Omkareshwar Project and Mahi Project is a boon for the farmers here. In this regard, I urge the Government to establish Horticulture University to bring qualitative changes in the lives of progressive farmers of this region.

**(ii) Need to extend intercity train (Train No. 02529) upto  
Bhatni Junction Railway Station in Deoria district, Uttar  
Pradesh**

*[Translation]*

**SHRI RAMAPATI RAM TRIPATHI (DEORIA):** I would like to state that my Lok Sabha constituency, Deoria, is the most backward and the easternmost district of Uttar Pradesh. It is located at a distance of 50 kilometers from the Gorakhpur district headquarters. To facilitate passenger travel, an inter-city train (02529) runs daily from Gorakhpur to the state capital, Lucknow, and returns in the evening (02530). This service benefits residents of nearly seven districts along the route, helping them commute for work. However, Deoria remains the only district excluded from this facility, leaving its people at a disadvantage.

Therefore, I urge the Hon. Minister of Railways to extend the intercity train (02529) to **Bhatni Junction Railway Station** in Deoria district, which lies on the Bihar border and is **70 kilometres away from Gorakhpur**. This extension would ensure that the people of Deoria, who are currently deprived of this service, can also benefit from it. People who travel from the Lucknow capital for administrative works and availing medical facilities and remain

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deprived of this service will also be able to avail the benefits of this facility.

**(iii) Regarding boosting of tourism and employment opportunities in Jalgaon**

*[English]*

**SHRI UNMESH BHAIYYASAHEB PATIL (JALGAON):**

Jalgaon is a city of historical importance and several places of religious and historical importance are located here. Maheshwara Temple, Chandika Devi Temple, Nagarjun Temple and Mudhai Devi Temple have been included under the Central List of Protected Monuments of Archaeological Survey of India and is visited by devotees from across the country. As these temples date back to 11th century, there is a need for regular maintenance to preserve their origin. These temples currently are in a dilapidated condition and need urgent conservation. I request the Government to prepare a Detailed Project report for conservation of these monuments and ensure that the restoration work is carried out in a time bound manner by Archaeological Survey of India. A comprehensive strategy should also be conceptualized to develop the adjoining 100 metres area around these temples to boost tourism in Jalgaon and create employment opportunities.

**(iv) Need to resume operation of Weaving Mill in Sandila  
Tehsil in Misrikh Parliamentary Constituency, Uttar Pradesh**

*[Translation]*

**SHRI ASHOK KUMAR RAWAT (MISRIKH):** There was a Weaving mill in Sandila tehsil in my Parliamentary Constituency, which is lying closed for a long time. Since this mill is not operational, the workers have lost their jobs and livelihoods, leaving their families in dire straits and on the brink of starvation. For the past few years, the people of my constituency have been demanding the reopening of this Weaving mill, but their request is yet to be fulfilled.

I would like to request that the operation of Weaving Mill in Sandila Tehsil in Misrikh Parliamentary Constituency, Uttar Pradesh may be resumed by providing special financial assistance. In case, it is not possible, then in such a situation, the vacant land should be included in the Defence Corridor or this land should be allotted for setting up industries, so that the vacant land can be developed and employment can be provided to the local youth.

**(v) Regarding providing facilities to retired personnel of paramilitary forces at par with ex-servicemen**

*[Translation]*

**SHRI VIVEK NARAYAN SHEJWALKAR (GWALIOR):** The Paramilitary forces personnel play an important role in protecting the country's borders and maintaining internal security with full dedication and patriotism. Everyone knows about the commendable contribution made by paramilitary forces in maintaining law and order at the time of flood and earthquake in the states, including riot-hit areas. The Ministry of Home Affairs, Government of India, on 23rd November 2012 had issued a memorandum to all the State Governments asking them to provide the facilities to the retired employees of paramilitary forces and their families on the lines of the retired soldiers. But at present, this facility is being provided by only a few State Governments. Keeping in view the service rendered by the paramilitary forces to the nation, efforts should also be made to ensure that the retired paramilitary personnel get the facilities on the lines of the retired soldiers.



**(vi) Regarding conversion of Uttarkashi-Kamad-Anyarkhal-Burhakedar-Ghansali-Mayali-Tilwara road in Uttarakhand as all weather National Highway**

*[Translation]*

**SHRIMATI MALA RAJYA LAXMI SHAH (TEHRI GARHWAL):** I would like to draw the attention of the Government towards my Parliamentary Constituency Uttarkashi district on the border of Uttarakhand. A demand for connecting Uttarkashi-Kamad-Anyarkakhal-Budhakedar-Ghansali-Mayali-Tilwara motor route which is smooth and accessible and at a short distance from Uttarkashi and connects to the Budhakedar temple of mythological significance with all-weather road (Chardham Project) and declaring it as a National Highway is being made for the last several years by the local people and public representatives of the area. The Budhakedar-Anyarkakhal, Uttarkashi motor road was opened for traffic a decade ago. Through this route, the Government aims to facilitate the famous Char Dham Yatra of Uttarakhand and while connecting the ancient Baba Kashi Vishwanath Temple of mythological importance and Uttarkashi-Budha Kedar Temple, it will connect two under construction all-weather roads i.e NH-108 and 109, thus further reducing the distance. From the point of view of national security, this route aims to connect the Army camp located at Harsil, Nelang in the border

district Uttarkashi to the Army camp located at Joshimath, Mana on the border district Chamoli.

The underdeveloped sites of mythological significance and natural beauty along the mentioned route will gain recognition on the map, while the people of the border areas will continue to have the opportunity to visit Baba Kashinath and Budha Kedarnath in Uttarkashi and bathe in the sacred waters of Maa Bhagirathi throughout the year, in every season.

Therefore, I would like to request the Union Minister to kindly approve the above route as all weather National Highway keeping in view the public sentiments.

**(vii) Need to accord approval to the drinking water and irrigation project for Churu Parliamentary Constituency and Shekhawati Region in Rajasthan**

*[Translation]*

**SHRI RAHUL KASWAN (CHURU):** The Government of India formulated a highly ambitious scheme to provide water for drinking and irrigation purpose to Churu and the Shekhawati region of my Lok Sabha constituency. Under this plan, the water of river Yamuna was to reach my constituency through a pipeline from Tajewala Head Bridge. The work of conducting an aerial survey by the Government of India was also completed, and instructions were also issued to the Government of Rajasthan to start the work of preparing a DPR for this scheme. A DPR for this purpose was prepared by the erstwhile Rajasthan government and sent to the Government of India, under which a total amount of Rs. 20 thousand crore was proposed to be spent on this scheme, out of which, 10 percent amount was to be provided by the State Government under a provision. But till date the approval of this scheme has not been issued by the Ministry of Jal Shakti, Government of India. Most of the Churu Lok Sabha constituency is a desert area and there is severe water shortage. The part of my home tehsil Rajgarh that is going to be benefited under this scheme

has already been declared a dark zone. Also, the water level of wells is also continuously declining in this area.

Therefore, I would like to request the Government that this ambitious scheme should be sanctioned at the earliest, considering the needs of the Churu Lok Sabha Constituency as well as the Shekhawati region so that our region can get water supply.

**(viii) Regarding development of Jhansi and Lalitpur districts  
in Uttar Pradesh**

*[Translation]*

**SHRI ANURAG SHARMA (JHANSI):** I represent Jhansi Lalitpur district of Bundelkhand region of Uttar Pradesh. Jhansi and Lalitpur were part of the same district until 1974, and now their fortune appear to be on the rise. There was a time when this region struggled to gain political attention, but with the focused efforts of Hon. Prime Minister Shri Modi and Hon. Chief Minister Shri Maharaj Ji, Bundelkhand is now set on a path of progress and transformation.

Hon. Prime Minister had announced in the past for the establishment of Defence Corridor and Railway Coach Factory, which is now going to be a reality. The day is not far when with the continuous efforts, Bundelkhand will witness a long chain of factories. Consequently, the work on Lalitpur airstrip and Jhansi airstrip is in progress. At present, in Bundelkhand, which is dependent on agriculture, action is being taken regarding 'One District One Product and food processing' with the help of the government. People are coming forward to develop small food processing units in Barua sagar, Mauranipur, Chirgaon, Babina,

Talbehat, Jakhlaun, Mahroni, Birdha, etc which are the pulses, oilseeds, peas, ginger, peanuts etc. producing areas in particular.

In the current financial year, flour mills have also been set up at Lalitpur. All these works are leading to generation of regular employment for the people of Bundelkhand. Through Uttar Pradesh Rural Livelihood, the dairy producers of the region have got the platform in the form of Balinee Milk Producers Company Limited, which is ensuring the remunerative price and regular banking payments to the milk producers here and this is leading to increase in the income of the farmers.

The Bundelkhand region is rich in mineral wealth, with its Panna region having been renowned for diamond production for centuries. Now, there are ample possibilities of getting diamonds in Hinauta, Majhgawan and a place called Angor in Chhatarpur district. The State Government gets royalty worth crores of rupees from diamond production. There are good reserves of architectural stone in Bundelkhand. Granite stone is famous as ornamentation stone due to its texture, hardness and beauty. There is a huge demand for this stone abroad in Germany, Japan, and Italy. The deposits of sand used in the glass industry are so huge that 80% of the entire India's demand can be fulfilled from here. In many places the amount of silica is 99.2% and soap stone is also found in

abundance in many places. The minerals found in Bundelkhand are Phosphorite, Garrick Gypsum, iron ore, other invaluable gems, etc.

The list of potential minerals includes copper, lead, nickel, tungsten, silver, gold, etc. and Lalitpur has estimated mineral reserves of 10 million tonnes. Out of this, 35% to 67% iron is available which is useful for sponge iron. In Sunrai Lalitpur, there are 400 to 1000 metre long and 1 to 3 metre deep copper ore deposits, which contain 0.5 percent copper. The granite rocks found here contain maximum radioactive uranium, the possibility of which has been strengthened by the survey conducted in Lalitpur. To put Bundelkhand on the path of self-reliance, effective action is needed on the following points. In Jhansi district, financial support and various types of subsidies are needed for the establishment of food products like peas, ginger, pulses, oilseeds, milk products and Ranipur terricot processing.

I would like to request the Government of India to evolve such a policy so as to smoothly set up various processing units in district Jhansi, Lalitpur. To develop industrial areas on 100 acres of land in Bundelkhand so as to promote small scale industries of Bundelkhand, a provision should be made for reimbursement of 100 percent interest on borrowing loans for procurement. Hostel or dormitory for workers should be built at government expenditure.

Cent percent stamp duty exemption should be given for Bundelkhand region on purchase of land for industrial sector development. To set up a food processing plant, it should be exempted from mandi fee. Provision should be made for exemption of electricity duty up to 10 years. Priority should be given to BHEL based in Jhansi for getting more and more government work orders.

**(ix) Regarding running of Vande Bharat Train between Delhi and Gorakhpur and Shatabdi Express on Lucknow-Gorakhpur-Varanasi Railway section**

*[Translation]*

**SHRI RAVINDRA KUSHAWAHA (SALEMPUR):** Vande Bharat train should be run from Delhi to Gorakhpur and Shatabdi Express should be run on Lucknow, Gorakhpur, and Varanasi rail section.



**(x) Regarding Open Shelter Home for Orphan children run by  
Laveena Vikas Seva Sansthan, Ogana in Udaipur  
Parliamentary Constituency, Rajasthan**

**SHRI ARJUNLAL MEENA (UDAIPUR):** I would like to bring to the notice of the Hon. Minister that the Laveena Vikas Seva Sansthan in Ogana in my Lok Sabha Constituency, Udaipur has been running open shelter home since 21st September 2017. They provide shelter to the orphan children working as labourers for BT cotton crops in tribal dominated areas. I would like to inform that a satisfactory inspection has been carried out by the District Collector and other public representatives and department officers. Besides, I have gone to their institute myself and have visited their work and understood it and also met with the children living there. I would like to bring to your notice that unfortunately, till date, they have not received any payment for the last 4 years. I have also been told that the patron have been supporting these children by taking loans for the last three and a half years.

Therefore, I would like to kindly request the Hon. Minister to order the concerned officer to set up an inquiry into this matter and also issue orders to give them payment at the earliest. For this, myself and the institute as well as the children living there will

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always be grateful to you and they should at least get the right to food.

**(xi) Regarding railway related issues in Haryana***[Translation]*

**SHRI DHARAMBIR SINGH (BHIWANI-MAHENDRAGARH):** Halt of the train number 14021/22 Sainik Express at Satnali should be restored.

Train No. 22471/72 Bikaner-Delhi Intercity should be provided halt at Satnali station.

On the demand of daily passengers, a new DMU train should be run from Rohtak to Jaipur via Jhajjar - Ateli and Narnaul.

A new DMU train should be run from Sikar to Rewari via Ateli and Narnaul.

A new railway line should be laid from Loharu to Bhiwani.

Doubling of Bhiwani - Rohtak railway line should be carried out.

Train No. 54423/24 (Hisar-Bhiwani-Rohtak-Delhi) passenger train should be made Express train.

A new railway line should be laid for Alwar - Mahendragarh - Dadri.

Train No. 09416 should be provided halt at Charkhi Dadri Railway Station.

**(xii) Regarding early construction of Chiraiya-Diphi-  
Ghorasahan road in Sheohar Parliamentary Constituency,  
Bihar**

*[Translation]*

**SHRIMATI RAMA DEVI (SHEOHAR):** I would like to draw the attention of the Government towards Chiraiya-Diphi-Ghorasahan Road under East Champaran district of my Sheohar Parliamentary Constituency. The above mentioned road is a major road connecting Chiraiya and Ghorasahan block with a total length of about 15 kilometres. Due to the poor condition of the roads, people have to face a lot of difficulties and it is adversely affecting the traffic. On a daily basis, minor as well as major road accidents take place here.

Therefore, I would like to request the government to take necessary action for the early construction of the Chiraiya-Diphi-Ghorasahan Road in the public interest.

**(xiii) Regarding alleged flouting of environmental norms at stone quarrying sites in Aurangabad district, Bihar**

*[Translation]*

**SHRI SUSHIL KUMAR SINGH (AURANGABAD):** Mining norms are being violated in the Pachar stone mines of Rafiganj block and Sandal stone mines of Madanpur block in Aurangabad district of Bihar. As per the guidelines issued for stone mining, some conditions are compulsory to be followed such as to stop mining at night, casting of concrete pillars, obligation to plant trees to protect the environment. But at both these places, not only these mines are being exploited at night in violation of environmental norms, but going against the rules neither green belt is being developed, nor are GI sheets being used to control pollution at the mining site. And instead, the work of crushing stones is going on by drilling deeper going against the rules. There is also a Jain temple, a mosque and a Hindu religious place near the mining site in Rafiganj. Major explosions are also causing damage to the houses of nearby residents and buildings of these religious places.

I would like to demand from the Government that the Central Pollution Control Board should inspect these mining sites and in case of mining conditions not being fulfilled, mining should be banned with immediate effect.

**(xiv) Regarding proper resolution to railway related issues of  
Shirdi Parliamentary Constituency, Maharashtra**

*[Translation]*

**SHRI SADASHIV KISAN LOKHANDE (SHIRDI):** During my visit to my Parliamentary Constituency, I have received requests to start Shirdi-Ahmednagar-Pune Intercity train service and provide halt of Train Nos. 16229 (Mysore-Solapur-Varanasi) and 1211 (Pune-Nagpur Garib Rath) at Belapur Railway Station. In this regard, I have also drawn attention of the Hon. Minister of Railways, through a letter towards the fact that the halt of the above mentioned two trains at Belapur railway station has been recommended by the Board, but the issue is still pending.

I would also like to inform that there has also been a demand to start train no. 51033/51034 Sai Nagar-Daund-Pune-Mumbai Shirdi Fast Passenger for the devotees coming to Shirdi during their regional tour. In this context also, I have made a request to the Hon. Railway Minister through a letter.

I would like to request that appropriate steps should be taken to solve the problems related to railways in my Parliamentary Constituency.

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**12.09 hrs****VALEDICTORY REFERENCE***[English]*

**HON. CHAIRPERSON:** Hon. Members, we must appreciate that the Hon. Speaker made elaborate arrangements for the convenience of Members and for smooth conduct of the Session. We express our sincere gratitude to him. A number of Members have also expressed the sentiments regarding well-being of hon. Speaker. His condition is stable now. I, on behalf of the House, wish him speedy recovery.

Hon. Members, we have now come to the close of the 5<sup>th</sup> Session of the 17<sup>th</sup> Lok Sabha which commenced on the 29<sup>th</sup> January, 2021. We had 24 Sittings spread over 131 hours and 56 minutes.

Hon. President addressed the Members of both the Houses, assembled together on 29<sup>th</sup> January, 2021. The discussion on Motion of Thanks on the President's Address lasted for 16 hours and 58 minutes and as many as 149 Members took part in the discussion.

Hon. Prime Minister replied to the Debate. The House adopted the Motion unanimously. The Union Budget was presented by the Minister of Finance on 1<sup>st</sup> February, 2021. The General Discussion on Union Budget lasted for 14 hours and 42 minutes. As many as

146 Members took part in the Debate and Minister of Finance replied to the discussion.

The Demands for Grants 2021-22 under the control of the Ministries of Railways, Education, Health and Family Welfare were discussed. A total time of 21 hours and 43 minutes was spent on debates. The discussions were concluded with the replies of Ministers concerned. All the remaining outstanding Demands for Grants in respect of Union Budget for 2021-22 of the remaining Ministries were submitted to the vote of the House and voted in full on 17th March, 2021 and the related Appropriation Bill was passed.

During this Session, 17 Government Bills were introduced. In all, 18 Bills were passed. Some of the important Bills which were passed are the Arbitration and Conciliation (Amendment) Bill, 2021; the National Capital Territory of Delhi Laws (Special Provisions) Second (Amendment) Bill, 2021; the Mines and Minerals (Development and Regulation) Amendment Bill, 2021; the Constitution (Scheduled Castes) Order (Amendment) Bill, 2021; the Insurance (Amendment) Bill, 2021; the Government of National Capital Territory of Delhi (Amendment) Bill, 2021; the Marine Aids to Navigation Bill, 2021; the Finance Bill, 2021, the National Bank for Financing Infrastructure and Development Bill, 2021 and the Juvenile Justice (Care and Protection) of Children (Amendment) Bill, 2021.



Eighty-four Starred Questions were orally answered. A total of 583 Matters of Urgent Public Importance were raised by the Members after Question Hour and by sitting late in the evening. A total of 406 matters under Rule 377 were taken up.

The House also held a discussion on one Calling Attention regarding Women Empowerment which was later converted into a Short Duration Discussion under Rule 193. The Standing Committees presented 163 Reports to the House.

As many as 48 Statements under Direction 73A and 5 *suo motu* Statements were made by the Ministers. Three Statements by Minister of Parliamentary Affairs regarding Government Business were also made. During the Session, as many as 3591 papers were laid on the Table.

Hon. Members, I am pleased to inform that under the able guidance of the hon. Speaker and with cooperation from hon. Members, the productivity of this Session of Lok Sabha stood at 114 per cent. Coming to the Private Members' Business, a Resolution regarding welfare measures for Anganwadi workers and Anganwadi helpers was moved by Shri Ritesh Pandey on 20 March, 2020 during the Third Session and was further discussed on 12 February and 19 March, 2021 during the current session and discussion thereon did not conclude.

I would like to thank my hon. colleagues in the Panel of Chairpersons for their co-operation in the completion of Business of the House. I am extremely grateful to the Hon. Prime Minister, Ministers of Parliamentary Affairs, Leaders of various parties as well as the Hon. Members for their cooperation.

I would also like to thank, on behalf of all of you, our friends in the Press and the Media. I take this opportunity to compliment the Secretary-General and the officers and staff of the Lok Sabha Secretariat for their dedicated and prompt service to the House. I also thank the allied agencies for their able assistance in the conduct of the proceedings of the House.

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*[English]*

**HON. CHAIRPERSON:** Hon. Members may now stand up as 'Vande Matram' would be played.

**12.13 hrs**

**NATIONAL SONG**

*The National Song was played.*

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**HON. CHAIRPERSON:** The House stands adjourned *sine die*.

**12.15 hrs**

*The Lok Sabha then adjourned sine die.*

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**INTERNET**

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