

# **LOK SABHA DEBATES**

## **(English Version)**

**Seventh Session**  
**(Fifteenth Lok Sabha)**



सत्यमेव जयते

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**LOK SABHA SECRETARIAT**  
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# LOK SABHA DEBATES

## LOK SABHA

*Friday, March 4, 2011/Phalguna 13, 1932 (Saka)*

*The Lok Sabha met at Eleven of the Clock.*

[MADAM SPEAKER in the Chair]

[English]

MADAM SPEAKER: Question Hour. Q. No. 121—Shri Venugopala Reddy.

...(Interruptions)

MADAM SPEAKER: Shri Venugopala Reddy, please ask your Supplementary.

...(Interruptions)

MADAM SPEAKER: Please, let the Question Hour run.

SHRI K. CHANDRASEKHAR RAO (Mahbubnagar): Madam, I want to protest...(Interruptions)

MADAM SPEAKER: Please, let the Question Hour run.

SHRI K. CHANDRASEKHAR RAO: Madam, I want to register a protest.

MADAM SPEAKER: You have protested for so many days. Now, please allow the Question Hour to run.

...(Interruptions)

[Translation]

MADAM SPEAKER: Please keep it down. Who do you daily bring this in the House? Please stop bringing such things in the House because it is against the dignity of the House.

SHRI K. CHANDRASEKHAR RAO: Madam Speaker, I request you to give me an opportunity to protest.

MADAM SPEAKER: You have done this, now allow Question Hour to function.

...(Interruptions)

MADAM SPEAKER: Shri Venugopala Reddy.

...(Interruptions)

SHRI K. CHANDRASEKHAR RAO: Madam, please give us an opportunity to protest. ...(Interruptions)

[English]

SHRI M. VENUGOPALA REDDY (Narasaraopet): Q. 121...(Interruptions)

SHRI PRANAB MUKHERJEE: Madam, (a) to (d): A statement is laid on the Table of the House. ...(Interruptions)

[Translation]

MADAM SPEAKER: Shri K. Chandrasekhar Rao, why are you coming near the Table of the House.

...(Interruptions)

11.02 hrs.

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

...(Interruptions)

11.2<sup>1</sup>/<sub>5</sub> hrs.

## ORAL ANSWERS TO QUESTIONS

[English]

MADAM SPEAKER: Q. No. 21—Shri M. Venogopala Reddy.

### Regulatory Interventions

\*121. SHRI M. VENUGOPALA REDDY: Will the Minister of FINANCE be pleased to state:

(a) the details of regulators working for different sectors of economy under the administrative control of the Ministry of Finance alongwith the functional autonomy or otherwise granted to them;

(b) the extent to which the regulatory interventions have promoted the growth of the concerned sectors;

(c) whether the Government has reviewed or proposes to review the functioning of such regulators; and

(d) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (d): A statement is laid on the Table of the House.

**Statement**

(a) The details of regulators working for different sectors of economy under the administrative control of the Ministry of Finance are the following:

Sl. No.	Name of the Regulator	Statutory or Non-Statutory	Functional Autonomy	Major Regulated Entities
1.	Reserve Bank of India (RBI)	Statutory and established under section 3 of the Reserve Bank of India Act, 1934.	Reserve Bank of India enjoys functional autonomy.	Regulates banks and financial institutions
2.	Securities and Exchange Board of India (SEBI)	Statutory and established under section 3 of the Securities and Exchange Board of India Act, 1992.	Securities and Exchange Board of India enjoys functional autonomy.	Registers and regulates securities market entities and intermediaries.
3.	Insurance Regulatory and Development Authority (IRDA)	Statutory and established under section 3 of the Insurance Regulatory and Development Authority Act, 1999.	Insurance Regulatory and Development Authority enjoys functional autonomy.	Registers and regulates entities and intermediaries in the insurance sector.
4.	Interim Pension Fund Regulatory and Development Authority	Non-Statutory and established through a Government Resolution.	Interim Pension Fund Regulatory and Development Authority enjoys functional autonomy.	Regulates entities and intermediaries in the New Pension System.

(b) The mandate of all financial sector regulators includes regulation, development of the market segment under their regulatory domain and protection of the

participants and consumers of the financial services. The details of some of the indicators of growth of the specific segments of the financial sector are given below:

Sl.No.	Market Segment	Growth at the time of establishment of the sector regulator	Growth after the establishment of the sector regulator
1.	Banks	There were 4,332 branches of Scheduled Commercial Banks as on 31.3.1961.	Bank Branches of Scheduled Commercial Banks as on 31.3.2010 are 86,730.
2.	Market Capitalisation of Bombay Stock Exchange	Rs. 4,68,837 crores in 1994-95.	Rs. 61,65,619 crores in 2009-10.
3.	Gross premium income of life insurance companies	Rs. 9,700.95 crores in 2000-01.	Rs. 2.6 lakh crores in 2009-10.
4.	Corpus of Pension funds of the New Pension System	Nil as on 1.1.2004.	Approximately Rs. 8000 crore as in February, 2011.



(c) No, Madam.

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

SHRI M. VENUGOPALA REDDY: Madam, economic regulators are usually agencies of the Central Government for the control or interventions in operations of various sectors to ensure that the public interests are protected. ...*(Interruptions)* We have seen from the experience of most of the regulators like TRAI, SEBI...*(Interruptions)* They are becoming toothless. It pains me when I see scams in Telecom, Commonwealth Games, SEBI. ...*(Interruptions)*

MADAM SPEAKER: Hon. Members, kindly go back to your seats.

...*(Interruptions)*

MADAM SPEAKER: Nothing will go on record.

...*(Interruptions)*

[Translation]

MADAM SPEAKER: Please go back to your seats. You will get half minute to speak. Please go to your seats.

...*(Interruptions)*

MADAM SPEAKER: I told you to go back to your seats.

...*(Interruptions)*

11.03 hrs.

*At this stage, Shri K. Chandrasekhar Rao and some other hon. Members went back to their seats.*

...*(Interruptions)*

[English]

MADAM SPEAKER: Just speak for half a minute. After that, let the Question Hour run. Nowadays, Question Hour has become a casualty!

Mr. Venugopala Reddy, kindly take your seat for a moment.

SHRI K. CHANDRASEKHAR RAO: Madam, we have been demanding that the Government should come

forward to make a statement on the formation of Telangana State. It is unfortunate that the Government is not responding to on our demand...*(Interruptions)*

MADAM SPEAKER: Let the hon. Minister complete his reply. I will ask you to speak after that.

SHRI PRANAB MUKHERJEE: Madam, it would be beneficial and helpful for all of us if the hon. Member repeats his question because many of the hon. Members and myself could not follow the question properly. ...*(Interruptions)*

Would you please repeat your question? ...*(Interruptions)*

[Translation]

MADAM SPEAKER: Please you take off your bands.

...*(Interruptions)*

[English]

MADAM SPEAKER: Kindly take off this black band.

...*(Interruptions)*

[Translation]

MADAM SPEAKER: You please put down this and sit down.

...*(Interruptions)*

MADAM SPEAKER: You please sit down I have already told.

...*(Interruptions)*

MADAM SPEAKER: Please take off this band.

...*(Interruptions)*

MADAM SPEAKER: Please sit down.

...*(Interruptions)*

[English]

SHRI GURUDAS DASGUPTA (Ghatal): Madam, this cannot happen. ...*(Interruptions)*

[Translation]

MADAM SPEAKER: Please do not get so angry.

...(Interruptions)

MADAM SPEAKER: Why are you standing up. Please sit down.

...(Interruptions)

MADAM SPEAKER: Why are you standing up? Please sit down. You bring banners, they tie bands, it is the same thing. Please take off these black bands. This is not correct. This goes against the dignity of the House. If you do not want to speak, don't speak, but do not tie black bands on your mouths.

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA (Bakura): Madam, what is this? Would you allow this to go on like this?...(Interruptions)

[Translation]

MADAM SPEAKER: Tufani Saroj ji why are you standing up. Please sit down.

...(Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

[English]

MADAM SPEAKER: The House stands adjourned to meet again at 11.15 a.m.

11.05 hrs.

*The Lok Sabha then adjourned till Fifteen Minutes past Eleven of the Clock.*

11.15 hrs.

*The Lok Sabha re-assembled at Fifteen Minutes past Eleven of the Clock.*

[MADAM SPEAKER in the Chair]

[English]

MADAM SPEAKER: Shri M. Venugopala Reddy will continue with Question No. 121. Hon. Minister, please.

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): If the hon. Member repeats the question, it will be beneficial to me as well as to everybody else.

MADAM SPEAKER: Hon. Member, kindly repeat the supplementary question.

[Translation]

SHRI K. CHANDRASEKHAR RAO: Madam Speaker, Please give me an opportunity to speak first.

MADAM SPEAKER: Now Question Hour is going on. Let it finish. Then I'll give you time to speak.

[English]

SHRI M. VENUGOPALA REDDY: We have seen from the experience in the country that most of the regulators like TRAI, SEBI and PNGRB are becoming toothless. It pains me when I see scams like Telecom, Commonwealth Games, SEBI and recently CVC controversy. I feel strongly that the Government has utterly failed in handling the situation to strengthen the regulators. interventions. I request the hon. Finance Minister to intervene and respond to strengthen the regulatory interventions in the country.

SHRI PRANAB MUKHERJEE: I have given a very exhaustive reply in the form of statements as to how this question first relates not to any other regulatory authority, but regulatory authorities to the financial sector. There are four regulatory authorities in the financial sectors – RBI which was established as early as 1934, SEBI, IRDA and PFRDA.

One deals with or regulates the activities or commercial banks, all financial institutions, all cooperative banks – rural and urban. That is the regulatory activities of the Reserve Bank of India. It was established in 1934. The Regulation Act of 1949 vested certain powers with the RBI. The Banking companies (Acquisition and Transfer of Undertakings Act of 1970 and 1980) further vested regulatory authorities with RBI. In 1975 when the Regional Rural Banks Act was enacted, the regulatory authorities were vested in them. In 1992 when SEBI was established, they were entrusted with the authority to regulate the Securities Market entities and intermediaries.



When the Insurance Regulatory and Development Authority (IRDA) was established in 1999, they were entrusted with the authority to regulate the entities and intermediaries in the insurance sector. The Pension Fund is not a statutory authority. It was created in January 2004 and through an administrative resolution the interim Pension Fund Regulatory and Development Authority has been created.

They are doing good regulatory jobs in respect of their respective domain of activities. If you look at from any standards, RBI is maintaining them. These are its regulatory activities. I am not speaking of the other activities for which RBI has been created, that is, monetary activities. RBI is the monetary authority of this country.

But as a regulator, they regulate the entire gamut of banking activities. Therefore, I do not feel that there is any necessity of any intervention because autonomy is to be given to the regulators so that they can discharge their functions as prescribed, as vested in the law.

SHRI M. VENUGOPALA REDDY: Madam Speaker, I would request the hon. Finance Minister to review or propose to review the functioning of such regulatory authorities to strengthen them and to ensure that the common people's money is not lost. The Government of India has to rescue this country from scams. So, how is he going to review these regulatory interventions?

SHRI PRANAB MUKHERJEE: So far as the policy matter is concerned, in respect of all these three Acts which have been passed by Parliament – the RBI Act, 1934, the SEBI Act, 1992 and IRDA Act, 1999 – there is a provision that the Government may issue directives, but the basic purpose of creation of the regulatory authorities is to allow them to function independently without interference so that they can discharge their duties. If there is any gross irregularity, Parliament has also the authority to check it. So far as annual reports and accounts of SEBI and IRDA are concerned, they are annually laid on the Table of the House. If the Parliament feels at any point of time that they would like to discuss the activities of these organizations, they can do it.

So far as PFRDA is concerned, it is created by an Executive authority and we are contemplating to bring a legislation.

If there be any gross mis-direction, if they do not perform their duties within the legal and statutory mandate provided to them, then there is a provision under the

said Acts in which the Government can issue the necessary directions.

SHRI S.S. RAMASUBBU: Madam Speaker, the financial administration is very important for the balanced development of our economy. Our able and experienced Finance Minister has given a very good Budget for aam admi and for the nation. At the same time, the Reserve Bank of India, the Apex Bank of our country, regulates the monetary functions of our country. It is using its monetary weapons, that is, bank rate and CRR etc., to control our monetary system. Also, by using these monetary weapons, at the same time, it is controlling all the banks in the banking sector of our country, but each and every bank in our country is having their separate bank rate. They are all having different rates. This type of different rates may affect our economic and financial system because the RBI is controlling the bank rate by using all these monetary weapons. If these different rates are used by different banks, how is it possible at critical junctures and in critical times to control this? I want a clarification from our able Finance Minister.

SHRI PRANAB MUKHERJEE: The hon. Member wants to have uniformity in the rate structures and other things. There is uniformity. The interest rate is being determined by the RBI in discharging its monetary policy. As he has correctly pointed out, CRR, SLR and the crucial rates – repo rate and reverse repo rate – are all being determined by the RBI, but they leave a band within which the individual banks can operate. Sometimes, they reduce it than what is prescribed by the RBI because they want to be competitive.

Bank is also a commercial entity. Though, in India, nearly 75 per cent of the entire banking activities are carried out by the public sector banks, but each public sector bank is a separate entity. It is a commercial organisation within the bank prescribed and within the framework prescribed by the RBI, and they are to follow those rules. But at the same time, to make profits, sometimes they have to adjust to carry on their commercial activities. They are entitled to have it.

[*Translation*]

SHRIMATI SUMITRA MAHAJAN: Madam Speaker, through you, I would like to tell, as you have said that the Reserve Bank itself is free to take action. One thing which has come to the notice that whether it is Co-operative Banks or Nationalised Banks, that the Reserve Bank appears a little bit tough while taking decisions on



Co-operative Banks, for example delicensing takes place and their chairmen or the Management are sent to jail in no time. Similarly whenever NPA rises loans are disbursed in a wrong way even by nationalized banks, special banks and foreign banks. The Reserve Bank appears a little bit lax in controlling them. The strictness of the Chairman or Higher Authority apparent in dealing with the Co-operative Banks is nowhere seen in such cases. I want to know from hon'ble Minister whether the Government has noticed it and whether the Government is considering to draw the attention of the Reserve Bank or is formulating any policy in this regard?

[English]

SHRI PRANAB MUKHERJEE: Madam, the Reserve Bank exercises its authority with due diligence and prudence, and it has its own reputation. If there are certain areas of concern, which the hon. Member is mentioning, then it can be looked into. But, in fact, people want that Reserve Bank should exercise the functional autonomy, particularly, as regulator of the banking system. They should have more autonomy, and the Government does not hesitate to give them more autonomy, namely, regarding the advices of the Reserve Bank of India in respect of bank branch opening; controlling the interest rates; auditing the bank's performance; and giving them general guidance from time to time. The taste of the pudding is in eating it.

The Reserve Bank's regulatory authority has strengthened the Indian banking system. As a result of this, we have seen that during the financial crisis when many major banks in different parts of the world collapsed, the Indian banking system came out unscathed. Their performance has been highly appreciated all over the world, and the Reserve Bank has its own role to play there.

SHRI S. SEMMALAI: Thank you, Madam Speaker. The SEBI Chairman in December 2010 said: "The regulators must explore ways to impose restrictions on big companies from getting excessively leveraged so that there is no systemic failure."

I would like to know this from the hon. Minister. Has any action been taken to prevent bigger companies from getting unjustified leverages? The hon. Minister may please explain it, and specify the facts.

SHRI PRANAB MUKHERJEE: It is the job of SEBI to do it. If some bigger companies have misused by using

their leverage, then SEBI is meant to restrict its entry into the stock market and intermediaries.

MADAM SPEAKER: Q. No. 122, Shri Kodikkunnil Suresh.

...(Interruptions)

[Translation]

SHRI K. CHANDRASEKHAR RAO: Madam Speaker, please give us time to speak. ...(Interruptions)

MADAM SPEAKER: Please let the Question Hour function.

...(Interruptions)

MADAM SPEAKER: The Question Hour is going on peacefully, let it run.

...(Interruptions)

SHRI K. CHANDRASEKHAR RAO: Madam please give us time to speak, you had made a promise. ...(Interruptions)

MADAM SPEAKER: I had told you that the Question hour would go on.

...(Interruptions)

SHRI K. CHANDRASEKHAR RAO: You promise to give us chance to speak. ...(Interruptions)

MADAM SPEAKER: You may speak after Question Hour.

...(Interruptions)

SHRI SHARAD YADAV: Madam Speaker, please give him time to speak after the Question Hour. ...(Interruptions)

MADAM SPEAKER: At present let the Question Hour go on, after that I will call you.

...(Interruptions)

SHRI K. CHANDRASEKHAR RAO: You are not giving me time to express my point of view, so we walkout from this House. ...(Interruptions)



11.30 hrs.

*Shri. K. Chandrashekhar Rao and some other hon. Members then left the House.*

*...(Interruptions)*

11.30<sup>1</sup>/<sub>2</sub> hrs.

*Shri Ramesh Rathod and some other hon. Members then left the House.*

*...(Interruptions)*

[English]

MADAM SPEAKER: Nothing will go on record.

*(Interruptions)...\**

MADAM SPEAKER: Q. 122, Shri Kodikkunnil Suresh.

#### Cases of TB and MDR-TB

<sup>+</sup>  
\*122. SHRI KODIKKUNNIL SURESH:  
SHRI PRALHAD JOSHI:

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

(a) the total number of patients suffering from Tuberculosis (TB) and Multi-Drug Resistant TB (MDR-TB) in the country, State/UT-wise;

(b) the number of such cases reported and deaths occurred therefrom during each of the last three years and the current year State/UT-wise;

(c) whether the Government has assessed the performance of the Revised National TB Control Programme (RNTCP);

(d) if so, the achievements made thereunder, State/UT-wise alongwith the mechanism set up to monitor the implementation of the programme;

(e) whether the Government proposes to set up special laboratories for speedy 50 detection of TB including MDR-TB and also equip the hospitals with the newly developed WHO endorsed 100-minute TB diagnostic test in the country; and

(f) if so, the details thereof, location-wise and State/UT-wise?

\*Not recorded.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI DINESH TRIVEDI):  
(a) to (f) A statement is laid on the Table of the House.

#### Statement

(a) The estimated number of patients suffering from Tuberculosis (TB) in the country is 1976927. The estimated number of patients of Multi-Drug Resistant TB (MDR-TB) in the country is 98846. State/UT-wise details are at Annexure-I

(b) The number of TB cases reported and deaths occurred there from during the last three years and the cases reported during the current year so far, State/UT-wise are at Annexure II. The number of MDR-TB patients registered and initiated on treatment and deaths registered is at Annexure-III.

(c) and (d) Yes, Madam. The achievements made there under, State/UT-wise are placed at Annexure-IV.

The Revised National TB Control Programme (RNTCP) has a well defined monitoring and supervision strategy. Under this strategy, quarterly reports of RNTCP from all 35 states and UTs are regularly analysed at the Central TB Division of the Directorate General of Health Services and feedback sent to the district and State authorities. Quarterly performance of randomly selected districts is reviewed. The programme also conducts central internal evaluations of selected States and districts at regular intervals to identify weak areas and suggests corrective actions. Besides this, an external evaluation is also carried out through the mechanism of Joint Monitoring Mission (JMM) every three years.

(e) and (f) Yes, Madam. The programme has established a network of over 13000 Designated Microscopy Centres across the country to ensure convenient, readily accessible and free quality assured microscopic examination of sputum to diagnose TB.

The programme has also taken up establishment of a network of 43 quality assured laboratories for sputum culture and sensitivity testing for diagnosis and follow up of MDR TB patients across the country. The details are in Annexure V.

As regard the WHO endorsed 100-minute TB diagnostic test, the process of conducting validation and feasibility studies about the new technology in Indian setting has been taken up under the programme.

**Annexure I***Estimated number of New TB and MDR-TB cases, State-wise*

State	Estimated New TB Cases	Estimated MDR-TB Cases
1	2	3
Andama and Nicobar Islands	806	40
Andhra Pradesh	141060	7053
Arunachal Pradesh	2061	103
Assam	50721	2536
Bihar	161934	8097
Chandigarh	2298	115
Chhattisgarh	40201	2010
Dadra and Nagar Haveli	566	28
Daman and Diu	435	22
Delhi	30131	1507
Goa	2880	144
Gujarat	97830	4892
Haryana	42034	2102
Himachal Pradesh	11303	565
Jammu and Kashmir	19434	972

1	2	3
Jharkhand	52147	2607
Karnataka	98791	4940
Kerala	57653	2883
Lakshadweep	126	6
Madhya Pradesh	119364	5968
Maharashtra	186678	9334
Manipur	4067	203
Meghalaya	4353	218
Mizoram	1668	83
Nagaland	3735	187
Odisha	67854	3393
Puducherry	2236	112
Punjab	45978	2299
Rajasthan	112140	5607
Sikkim	1016	51
Tamil Nadu	112580	5629
Tripura	6004	300
Uttar Pradesh	331415	16571
Uttarakhand	16464	823
West Bengal	148964	7448
Grand Total	1976927	98846

**Annexure II***Total Number of TB Patients and deaths registered under the programme state-wise and year-wise*

State	2007		2008		2009		2010
	Total patients	Total Deaths	Total patients	Total Deaths	Total patients	Total Deaths	Total patients
1	2	3	4	5	6	7	8
Andaman and Nicobar Islands	775	34	748	30	803	27	804
Andhra Pradesh	111304	5772	114624	5844	114074	6077	114414
Arunachal Pradesh	2746	92	2450	84	2432	71	2360



1	2	3	4	5	6	7	8
Assam	36766	1561	38454	1458	39910	1718	39788
Bihar	79619	2612	84404	2378	82401	2208	78510
Chandigarh	2411	56	2492	66	2572	50	2764
Chhattisgarh	27504	1012	27280	979	27463	953	28042
Dadra and Nagar Haveli	390	8	443	20	386	15	397
Daman and Diu	337	11	224	5	326	16	293
Delhi	49058	1241	49505	1240	50693	1420	50476
Goa	2104	103	1996	113	1897	78	2156
Gujarat	80399	4323	79365	4266	80575	4174	77839
Haryana	35591	1567	35348	1622	38241	1751	36589
Himachal Pradesh	13611	607	13618	544	13743	564	14179
Jammu and Kashmir	12392	494	12521	464	13164	410	13482
Jharkhand	36133	1300	38395	1453	39569	1297	39467
Karnataka	67630	4849	66159	4708	67744	4881	68673
Kerala	24397	1230	24935	1164	27019	1155	26255
Lakshadweep	15	0	11	0	24	0	13
Madhya Pradesh	80410	3121	80929	3052	83276	3114	87823
Maharashtra	142792	7680	139641	7966	137705	7794	136133
Manipur	4885	155	4293	147	4239	139	3652
Meghalaya	4857	186	4639	203	4591	278	4947
Mizoram	2177	73	2558	83	2538	90	2300
Nagaland	3079	87	2984	86	3614	94	3904
Odisha	49285	2529	51031	2787	52145	2524	49869
Puducherry	1383	91	1333	67	1385	80	1437
Punjab	35875	1585	37076	1584	38641	1642	40637
Rajasthan	111700	4069	112192	4087	111501	4281	112987
Sikkim	1538	68	1641	61	1720	87	1646
Tamil Nadu	86113	4140	84610	4189	82634	3973	82457
Tripura	2573	130	2846	130	2851	149	2850
Uttar Pradesh	245106	8456	278044	9639	283317	9384	277334
Uttarakhand	13406	346	13331	417	14300	489	14755
West Bengal	107226	5214	107213	5268	105816	5258	102396
Total	1475587	64802	1517333	66204	1533309	66241	1521628

Note: The death figures for 2010 are not updated due to long duration of treatment.

**Annexure III***Total Number of MDR-TB Patients registered under the programme state-wise and year-wise*

State	Initiation of Treatment Services	Number of Districts Implementing	MDR-TB cases initiated on treatment	Total Deaths reported to date
Andhra Pradesh	Oct. 2008	8	425	28
Delhi	Dec. 2008	24	703	34
Gujarat*	Aug. 2007	17	942	53
Haryana	Sep. 2008	7	101	11
Jharkhand	Dec. 2010	2	3	0
Kerala	Sep. 2008	14	262	15
Maharashtra	Sep. 2007	16	376	22
Odisha	Nov. 2009	4	32	1
Rajasthan	May 2009	15	322	15
Tamil Nadu	Jan. 2009	26	174	6
West Bengal	Dec. 2008	5	270	6
Grand Total		139	3610	191

\*Daman and Diu had initiated 1 case of MDR TB in 2008 that was reported under Gujarat.

**Annexure IV***Achievements under Revised National TB Control Programme (RNTCP) in the country, State/UT-wise*

Sl.No.	State/Union Territory	Achievements during 2009		Achievements during 2009	
		Annualized New Sputum Positive (NSP)+ Case Detection Rate (CDR)	Success Rate of NSP	Annualized NSP + CDR	Success Rate of NSP
1	2	3	4	5	6
1.	Andhra Pradesh	80%	89%	81%	89%
2.	Andaman and Nicobar Islands	95%	89%	80%	85%
3.	Arunachal Pradesh	91%	88%	91%	88%
4.	Assam	75%	88%	80%	84%
5.	Bihar	49%	89%	48%	89%
6.	Chandigarh	85%	88%	86%	87%

1	2	3	4	5	6
7.	Chhattisgarh	55%	87%	58%	87%
8.	Dadra and Nagar Haveli	66%	85%	55%	78%
9.	Daman and Diu	74%	75%	38%	79%
10.	Delhi	85%	87%	86%	85%
11.	Goa	48%	84%	59%	89%
12.	Gujarat	77%	87%	80%	88%
13.	Haryana	60%	85%	61%	85%
14.	Himachal Pradesh	81%	90%	87%	90%
15.	Jammu and Kashmir	49%	90%	58%	90%
16.	Jharkhand	76%	89%	82%	90%
17.	Karnataka	61%	81%	64%	81%
18.	Kerala	67%	83%	64%	84%
19.	Lakshadweep	19%	100%	21%	100%
20.	Madhya Pradesh	55%	87%	65%	88%
21.	Maharashtra	60%	85%	59%	86%
22.	Manipur	54%	84%	64%	84%
23.	Meghalaya	89%	83%	92%	84%
24.	Mizoram	77%	93%	59%	90%
25.	Nagaland	80%	90%	90%	92%
26.	Odisha	67%	86%	68%	87%
27.	Puducherry	84%	87%	61%	88%
28.	Punjab	62%	87%	72%	88%
29.	Rajasthan	76%	89%	89%	90%
30.	Sikkim	109%	87%	84%	87%
31.	Tamil Nadu	65%	86%	67%	87%
32.	Tripura	57%	90%	56%	91%
33.	Uttar Pradesh	67%	88%	69%	89%
34.	Uttarakhand	58%	84%	66%	84%
35.	West Bengal	74%	85%	77%	86%

NSP: New sputum positive

CDR: Case detection rate

Note :- The success rate shown against the year pertains to cohort of patients registered during the previous year as the outcome of treatment is available after 12-15 months.



**Annexure V***Status and plan of 43 laboratories for solid culture*

Sl.No.	State	Name of the lab
1	2	3
1.	Karnataka	National Tuberculosis Institute, Bangalore
2.	Delhi	LRS Institute of Chest Diseases
3.	Tamil Nadu	Tuberculosis Research Centre, Chennai
4.	Uttar pradesh	JALMA Institute, Agra
5.	Gujarat	Intermediate Reference Lab, Ahmedabad
6.	Andhra Pradesh	Intermediate Reference Lab, Hyderabad
7.	Maharashtra	Intermediate Reference Lab, Nagpur
8.	Rajasthan	SMS Medical College, Jaipur
9.	West Bengal	Intermediate Reference Lab Kolkata
10.	Delhi	Intermediate Reference Lab New Delhi TB Centre
11.	Rajasthan	Intermediate Reference Lab Ajmer
12.	Kerala	Intermediate Reference Lab Tiruvananthapuram
13.	Jharkhand	Intermediate Reference Lab Ranchi
14.	Odisha	Intermediate Reference Lab Cuttack
15.	Tamil Nadu	Intermediate Reference Lab Chennai
16.	Haryana	Intermediate Reference Lab Karnal
17.	Maharashtra	Grant Medical College & Sir JJ Group of Hospitals, Mumbai
18.	Puducherry	Intermediate Reference Lab Pudducherry
19.	Chandigarh	Post Graduate Institute of Medical Sciences, Chandigarh
20.	Uttarakhand	Intermediate Reference Lab Deharadun
21.	Uttar pradesh	KGMU Medical College, Lucknow
22.	Delhi	All India Institute of Medical Sciences, New Delhi
23.	Maharashtra	Intermediate Reference Lab Pune
24.	Chhattisgarh	Intermediate Reference Lab Raipur
25.	Gujarat	Medical College, Jamnagar
26.	Andhra Pradesh	Andhra Medical College, Vizag
27.	Madhya Pradesh	Intermediate Reference Lab Indore
28.	Sikkim	Intermediate Reference Lab Gangtok

1	2	3
29.	Rajasthan	Jodhpur
30.	West Bengal	Siliguri
31.	Assam	Intermediate Reference Lab Guwahati
32.	Madhya Pradesh	Intermediate Reference Lab Bhopal
33.	Uttar pradesh	Intermediate Reference Lab Agra
34.	Punjab	Intermediate Reference Lab Patiala
35.	Manipur	Intermediate Reference Lab Imphal
36.	Karnataka	Intermediate Reference Lab Bangalore
37.	Himachal Pradesh	Intermediate Reference Lab Dharampur
38.	Bihar	Intermediate Reference Lab Patna
39.	Maharashtra	MGIMS, Wardha
40.	Karnataka	Karnataka Medical College, Hubli
41.	Himachal Pradesh	Tanda
42.	Jammu	Intermediate Reference Lab Jammu (NRL-5)
43.	Arunachal Pradesh	Intermediate Reference Lab (NRL-6)

SHRI KODIKKUNNIL SURESH: Madam Speaker, the MDR-TB drugs are much more expensive. They are, sometimes, 50 to 200 times higher. What steps have the Central Government taken to provide affordable MDR-TB drugs to patients? Since prevalence of MDR-TB is more among tribals, marginalized groups and poor, what steps has the Government taken to ensure improved access to all the health facilities to these people and also to undertake a survey to know the prevalence of new MDR-TB cases and re-treatment cases throughout the country?

SHRI DINESH TRIVEDI: Madam Speaker, as far as the cost of the treatment is concerned, as the hon. Members know, I am very happy to mention that the treatment in the Government Hospitals and Centres is totally free. We do not charge any money. Under this Revised Programme, whether it is a tribal belt or whether it is a city, quality treatment is given everywhere. ASHAs and ANMs are all involved. It is like a mahayagna which is going on. We do not leave anybody aside on this. ...*(Interruptions)*

SHRIMATI JAYAPRADA: That is only on record and actually there are no ASHAs and ANMs involved in this. ...*(Interruptions)*

MADAM SPEAKER: Please maintain order in the House.

Nothing else will go on record.

*(Interruptions)...\**

SHRI KODIKKUNNIL SURESH: Madam Speaker, there is a lack of awareness among the patients about the availability and quality of free diagnostic and treatment facilities locally under the Revised National Tuberculosis Control Programme. These patients avail facilities from hospitals, medical colleges or private practitioners. More than half of total TB patients bypass the local RNTCP services and are either treated in private sector or remain untreated. What steps have the Government taken to involve the private sector in order to control the prevalence of MDR-TB?

\*Not recorded.



SHRI DINESH TRIVEDI: Madam, it is not really correct that more than 50 per cent of the TB-affected patients go to private clinics, while it is certainly a case that quite a few of them land up going in to private clinics. That is precisely the reason that once the treatment is started by a private clinic, for some reason or the other, the patients do not go through the entire programme of the treatment. That is why the drug resistance problems do come. I certainly agree with the hon. Member that we can increase the programme, as far as awareness is concerned, which also includes in terms of hygiene, in terms of how to report, where to report. If you see, outside every NRHM clinic, you have a lot of information regarding how to prevent TB, how to report TB. That is why I just mentioned that we have included ASHAs and ANMs for that.

SHRI PRALHAD JOSHI: Madam, according to WHO, about one-third of the world's population is infected with TB, AIDS and Malaria. This disease is claiming the largest number of the fatalities worldwide. The World Health Organization estimates that eight to ten million people becoming infected. The TB disease affects mainly the poor and in particular the young adults in their most productive years. In this context, MDR-TB is one such disease. The WHO also reported XDR-TB (Extreme Drug Resistant TB) in Asia. I would like to know whether this has come to the notice of the Government. If at all it has come to the notice of the Government, what steps does the Government propose to take? If treating MDR-TB itself is so difficult, naturally, treating XDR-TB becomes extremely difficult and most expensive. In this context, what steps does the Government propose to take and what steps is the Government going to take in regard to XDR-TB?

SHRI DINESH TRIVEDI: Madam, it is a fact that this part of the world has maximum number of diseases in terms of TB and Malaria. Having mentioned that, I am also very happy to say that the largest and the fastest expanding TB programme in the world, with maintaining the quality, is there in India. It is the largest programme anywhere in the world. Our entire objective here is to ensure that hundred per cent of the people who have got any kind of symptoms of TB must come and report. At the moment, we have 70 per cent or 72 per cent people coming and reporting. These are all estimates. But I totally agree that we have to bring more awareness in this. That is where I would say, through you, that the Legislators and the Members of Parliament would also

play a very big role in bringing awareness about the programme of TB. Anybody suffering with cough for two weeks has to come and get himself checked up.

[Translation]

SHRI DEVJI M. PATEL: Madam, not even a single doctor is available there...(Interruptions). Doctors are not present there, so how will this programme run? ...(Interruptions). There is a shortage of doctors in each hospital of Jalore and Sirohi districts of Rajasthan. Doctors should immediately be posted there.

MADAM SPEAKER: You please be quiet. Please listen to the question being raised by Dr. Ratna De.

...(Interruptions)

[English]

DR. RATNA DE: The Revised National Tuberculosis Control Programme widely popular as DOTS is being implemented since 1977. But it seems that there is some lacuna in its implementation. Otherwise, how can we see the high prevalence of tuberculosis cases and Multi-Drug Resistance Tuberculosis cases? According to the WHO Global Report, though the estimated incidence of the tuberculosis cases per lakh population has come down from 184 in 2001 to 168 in 2007, yet they consider it a very negligible matter. If you take the case of West Bengal -- the reply has been given by the hon. Minister -- the total number of new tuberculosis cases is 1,48,964 and Multi-Drug Resistance Cases is 7,448. In 2009 the total number of cases are 105816 and the number of deaths are 5,258. Much more needs to be desired in this sphere. Would the hon. Minister state whether there is any proposal under his Ministry to have the sample survey of the immune compromised patients suffering from tuberculosis?

SHRI DINESH TRIVEDI: There are two parts of this question. As far as prevalence rate is concerned, Indian population has been increasing and we do not have hundred per cent of the people coming and reporting the symptoms, obviously we see that the diagnosis are now much more than it was earlier. If we go back to sixties, the prevalence was much more and only 30 per cent population used to come and report. Now we have got, because of the success of this programme, more and more population included and that is why the actual figure, in fact, is coming down. I am happy to report that the National ART Survey which was made, the annual risk of TB infection in fact, has gone down from 1.7 per cent to 1.5 per cent.



The second part of the question relates to the State of West Bengal. As per the figures, I can tell you that since Health is a State subject, in some of the States like some of the States in South -- Tamil Nadu is doing excellent work -- in fact, the TB prevalence has come down. I think, the Government of West Bengal, since the hon. Member has asked this question, needs to do much more on this programme.

[Translation]

SHRI TUFANI SAROJ: Madam Speaker, poverty instantly comes to our mind on hearing the names of diseases like tuberculosis. This disease is quite common among the poor and it is almost negligible among the rich. The Developing countries have achieved success in completely controlling this disease.

Though, the Government of the day, boasts of rapid development during its tenure yet it has not been able to control this disease completely. I want to talk about Uttar Pradesh. The State Government calls itself the Government of the poor. But the medicines allocated for the poor are sold in the market in collusion with the Government and the highly placed Government officials. Due to the same, the poor are not getting medicines. ...*(Interruptions)* When some poor person approaches for the medicine, he is turned away by saying that it is not available whereas the reality is that the medicine is sold outside. He is given the assurance that the medicine will be provided as soon as it becomes available. Several poor patients die in the process of waiting for these medicines. I would like to ask the hon. Minister whether the Government will set up any such monitoring mechanism to check the sale of the medicines meant for poor people outside in an illegal manner? ...*(Interruptions)*

MADAM SPEAKER: You have asked the question, now you sit down.

...*(Interruptions)*

MADAM SPEAKER: You please sit down. It will not go on record.

...*(Interruptions)\**

[English]

SHRI DINESH TRIVEDI: Madam, if this was a fact, the programme would not have been so successful.

\*Not recorded.

However, having said that, if there are any specific cases which the hon. Member knows about, I will be happy to have the matter looked into by the State.

[Translation]

SHRI SATPAL MAHARAJ: Madam, Speaker, several people in hilly areas suffer from tuberculosis. Particularly, this disease gets spread in Uttarakhand when the poor people count the notes and coins with their hands and put their fingers in their mouth. Uttarakhand is quite a big state. There lies the heartland of Uttarakhand Gairsain between the Garhwal and Kumaon regions. Will the Government set up any laboratory there to conduct solid culture tests and also provide an advanced 100-minute tuberculosis diagnostic facility?

[English]

SHRI DINESH TRIVEDI: Madam, there is no scientific evidence to say that TB is spread because of counting of the notes. TB is basically spread by coughing. If anybody is near a patient who has got TB and he coughs, that is one of the main reasons for the spread of TB. As I said, there are a lot of awareness programmes which you will see from time to time in advertisements and posters. Certainly hygiene is a very very big issue in the country and there has to be a programme which the Government also does on hygiene.

[Translation]

#### Marketing Facilities for Weavers/Artisans

\*123. SHRI BHISMA SHANKER ALIAS KUSHAL TIWARI: Will the Minister of TEXTILES be pleased to state:

(a) the details of permanent marketing/exhibition centres presently functioning for the promotion and marketing/sale of products made by weavers and artisans, State/UT-wise;

(b) the financial and other assistances provided by the Union Government to the State Governments and other eligible agencies for organising such marketing/exhibition centres in their States during each of the last three years and the current year alongwith the number of such exhibitions organised during the said period, State/UT-wise;

(c) the manner in which such centres are beneficial to the weavers and artisans for the promotion of their skills;



(d) whether the Government proposes to open more such centres on the lines of Dilli Haat in various parts of the country including Uttar Pradesh;

(e) if so, the details and the locations thereof; and

(f) the steps taken/to be taken by the Government to encourage inter-State and inter-region marketing of traditional textiles, jewellery and handicrafts?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) to (f) A statement is laid on the Table of the House.

#### Statement

(a) State/Union Territory-wise details of Urban Haats & Marketing Complexes, which are permanent marketing centres, presently functioning in the country for promotion and marketing/sale of products made by weavers and artisans are given at Annexure-I.

(b) A statement showing State/UT-wise details of financial assistance provided to the State Governments/eligible agencies for setting up of Urban Haats and Marketing Complexes in the last three years and the current year is at Annexure-II (A).

Apart from the above, the Development Commissioner (Handlooms) and the Development

Commissioner (Handicrafts) provide funds for organising marketing events. The details of number of such marketing events and release of funds for 2007-08, 2008-09, 2009-10 and 2010-11 (till date) are given in Annexure-II(B), II(C), II(D) and II(E) respectively.

(c) Urban Haats and Marketing Complexes provide an opportunity to the weavers and artisans to sell their products directly to the consumers.

(d) and (e) Yes, Madam. The viable proposals received from the State Governments/eligible agencies, including Uttar Pradesh are considered on merit. During the current year 2010-11, 4 proposals for setting up of Urban Haat at Ayodhya (Uttar Pradesh), Surat (Gujarat) and Salt Lake and Shantiniketan (West Bengal) have been approved.

(f) In order to encourage inter-state and inter-region marketing of traditional textiles, jewellery and handicrafts, the Government of India provides financial assistance to State Governments and eligible agencies for organising marketing events such as National Handloom Expos/Special Handloom Expos (National, Regional and State Level)/District Level Events, Craft Bazaars, Gandhi Shilp Bazaars/Buyer-Seller-Meets/Sourcing Shows etc., where the products of weavers and artisans from various parts of the country are sold.

#### Annexure I

*State & Union Territory-wise details of Urban Haats & Marketing Complexes presently functioning in the country for promotion and marketing of products made by weavers and artisans*

Sl.No.	Name of the State	Location
1	2	3
<b>A</b>	<b>URBAN HAATS</b>	
1.	Andhra Pradesh	Tirupati
2.	Chhattisgarh	Raipur
3.	Delhi	1. Pitam Pura 2. Dilli Haat-II
4.	Gujarat	1. Ahmedabad 2. Bhuj
5.	Haryana	Karnal
6.	Jammu and Kashmir	1. Jammu 2. Srinagar



1	2	3
7.	Karnataka	Mysore
8.	Madhya Pradesh	Bhopal (Gohar Mahal)
9.	Maharashtra	Navi Mumbai
10.	Nagaland	Dimapur
11.	Odisha	1. Bhubaneswar 2. Puri 3. Konark
12.	Rajasthan	1. Jodhpur 2. Jaipur
13.	Uttar Pradesh	1. Agra 2. Varanasi
<b>B MARKETING COMPLEXES.</b>		
1.	Andhra Pradesh	Handloom Haveli, Hyderabad
2.	Gujarat	Handloom Haveli, Ahmedabad
3.	Karnataka	Central Cottage Industries Emporium, Bangalore
4.	Madhya Pradesh	Handloom Haveli, Indore
5.	Maharashtra	1. Handloom Haveli, Navi Mumbai 2. Central Cottage Industries Emporium, Mumbai
6.	Delhi	1. Central Cottage Industries Emporium, Janpath, New Delhi 2. Handloom Haveli, New Delhi 3. Shilpi Haat, Rajiv Gandhi Handicrafts Bhawan, New Delhi
7.	Rajasthan	Handloom Haveli, Jaipur
8.	Uttar Pradesh	Handloom Haveli, Kanpur
9.	Tamil Nadu	Central Cottage Industries Emporium, Chennai
10.	West Bengal	1. Handloom Haveli, Kolkata 2. Central Cottage Industries Emporium, Kolkata

**Annexure II(A)**

*A statement showing State/UT-wise details of financial assistance provided to the State Governments/eligible agencies for setting up of Urban Haats and Marketing Complexes in the last three years and the current year*

Sl. No.	Year	State/UT	Location of Urban Haats sanctioned in the year	Financial assistance by the Government of India (Rs. in lakh)
1	2	3	4	5
1.	2007-08	West Bengal	Durgapur	Rs. 105
2.	2008-09	Karnataka	Managalore	Rs. 105

1	2	3	4	5
3.	2009-10	-	-	-
4.	2010-11	Uttar Pradesh	Ayodhya	Newly approved. GOI Grant-Rs. 210.00
		Gujarat	Surat	Newly approved. GOI Grant-Rs. 210.00
		West Bengal	1. Salt Lake 2. Shantiniketan	Newly approved. GOI Grant-Rs. 210.00 each

**Annexure II(B)**

*State and Union Territory-wise details of number of marketing events and funds released during 2007-08*

(Rs. in lakh)

SN	State	No. of events	Funds released	No. of events	Funds released
		Handicraft Division	Handloom Division	Handloom Division	Handloom Division
1	2	3	4	5	6
1.	Assam	41	164.08	36	143.00
2.	Andhra Pradesh	32	175.23	38	95.00
3.	Arunachal Pradesh	-	-	03	3.00
4.	Andaman and Nicobar Islands	-	-	-	-
5.	Bihar	12	28.67	-	-
6.	Chhattisgarh	02	9.75	-	-
7.	Chandigarh	-	-	03	42.00
8.	Delhi	36	162.38	08	49.00
9.	Goa	03	18.87	-	-
10.	Gujarat	20	120.62	01	27.00
11.	Haryana	15	35.42	08	13.00
12.	Himachal Pradesh	07	53.24	10	17.00
13.	Jammu and Kashmir	-	27.73	-	-
14.	Jharkhand	07	52.78	-	-
15.	Karnataka	15	74.77	17	70.00
16.	Kerala	08	50.62	04	18.00
17.	Madhya Pradesh	24	187.89	10	86.00
18.	Maharashtra	11	95.65	10	109.00

1	2	3	4	5	6
19.	Meghalaya	13	3.14	04	17.00
20.	Manipur	29	71.18	02	10.00
21.	Mizoram	12	4.04	10	51.00
22.	Nagaland	19	26.37	23	87.00
23.	Odisha	25	130.20	22	115.00
24.	Punjab	02	6.90	-	-
25.	Puducherry	02	16.56	-	-
26.	Rajasthan	15	73.26	04	64.00
27.	Sikkim	05	6.75	02	4.00
28.	Tamil Nadu	09	43.79	24	62.00
29.	Tripura	-	24.03	-	4.00
30.	Uttarakhand	05	39.40	04	15.00
31.	Uttar Pradesh	107	894.90	30	135.00
32.	West Bengal	13	40.39	17	51.00
Total		489	2638.61	290	1287.00

**Annexure II(C)**

State and Union Territory-wise details of number of marketing events and funds released during 2008-09

(Rs. in lakh)

Sl.No.	State	No. of events Handicraft Division		Funds released Handloom Division	
		3	4	5	6
1.	Assam	20	450.44	45	210.00
2.	Andhra Pradesh	34	333.42	42	187.00
3.	Arunachal Pradesh	-	-	02	2.00
4.	Andaman and Nicobar Islands	-	-	-	-
5.	Bihar	07	38.61	-	-
6.	Chhattisgarh	05	27.08	07	17.00
7.	Chandigarh	-	-	-	-
8.	Delhi	16	262.79	-	37.00
9.	Goa	-	8.37	-	-

1	2	3	4	5	6
10.	Gujarat	24	196.21	09	26.00
11.	Haryana	03	52.58	02	37.00
12.	Himachal Pradesh	06	120.97	13	26.00
13.	Jammu and Kashmir	-	50.70	-	-
14.	Jharkhand	04	27.97	-	4.00
15.	Karnataka	15	155.13	22	144.00
16.	Kerala	08	29.56	06	23.00
17.	Madhya Pradesh	14	133.37	10	12.00
18.	Maharashtra	04	73.74	16	189.00
19.	Meghalaya	-	6.75	07	6.00
20.	Manipur	09	117.31	09	35.00
21.	Mizoram	04	47.85	12	34.00
22.	Nagaland	08	69.95	34	206.00
23.	Odisha	19	134.40	26	107.00
24.	Punjab	-	9.03	01	-
25.	Puducherry	04	31.60	-	-
26.	Rajasthan	08	264.63	07	44.00
27.	Sikkim	05	6.38	02	3.00
28.	Tamil Nadu	22	110.81	31	154.00
29.	Tripura	06	5.76	05	9.00
30.	Uttarakhand	01	45.71	10	46.00
31.	Uttar Pradesh	24	523.69	37	236.00
32.	West Bengal	05	64.63	18	106.00
Total		275	3399.44	373	1900.00

**Annexure II(D)**

State and Union Territory-wise details of number of marketing events and funds released during 2009-10

(Rs. in lakh)

Sl.No.	State	No. of events Funds released		No. of events Funds released	
		Handicraft Division		Handloom Division	
1	2	3	4	5	6
1.	Assam	19	577.49	76	411.00
2.	Andhra Pradesh	23	192.69	59	210.00



1	2	3	4	5	6
3.	Arunachal Pradesh	01	-	01	-
4.	Andaman and Nicobar Islands	-	-	-	-
5.	Bihar	07	84.59	-	-
6.	Chhattisgarh	03	7.02	12	37.00
7.	Chandigarh	-	-	-	-
8.	Delhi	20	711.09	03	62.00
9.	Goa	01	22.24	-	-
10.	Gujarat	11	43.14	01	76.00
11.	Haryana	01	34.01	04	28.00
12.	Himachal Pradesh	11	56.81	27	51.00
13.	Jammu and Kashmir	02	2.76	-	-
14.	Jharkhand	05	55.65	06	2.00
15.	Karnataka	11	69.60	32	120.00
16.	Kerala	04	36.81	05	-
17.	Madhya Pradesh	12	92.99	17	68.00
18.	Maharashtra	07	35.75	23	137.00
19.	Meghalaya	-	-	05	89.00
20.	Manipur	12	118.65	10	47.00
21.	Mizoram	01	-	07	-
22.	Nagaland	04	17.25	57	373.00
23.	Odisha	13	133.26	25	74.00
24.	Punjab	02	9.72	-	-
25.	Puducherry	02	26.24	-	-
26.	Rajasthan	15	214.41	11	73.00
27.	Sikkim	01	17.64	03	4.00
28.	Tamil Nadu	22	131.43	46	80.00
29.	Tripura	03	4.12	09	36.00
30.	Uttarakhand	06	26.12	13	45.00
31.	Uttar Pradesh	28	79.19	49	173.00
32.	West Bengal	05	6.20	21	60.00
Total		252	2807.68	522	2256.00

**Annexure II(E)**

*State and Union Territory-wise details of number of marketing events and funds released during 2010-11 (Upto Jan., 2011)*

(Rs. in lakh)

Sl.No.	State	No. of events Handicraft Division		Funds released Handloom Division	
		3	4	5	6
1.	Assam	55	341.00	60	326.16
2.	Andhra Pradesh	19	103.48	56	199.69
3.	Arunachal Pradesh	-	-	06	153.78
4.	Andaman and Nicobar Islands	-	-	-	-
5.	Bihar	06	26.81	04	4.00
6.	Chhattisgarh	03	10.48	10	70.95
7.	Chandigarh	-	6.75	-	-
8.	Delhi	15	128.47	08	11.00
9.	Goa	02	14.88	-	-
10.	Gujarat	07	21.42	08	20.00
11.	Haryana	02	14.58	06	27.69
12.	Himachal Pradesh	08	31.61	32	53.10
13.	Jammu and Kashmir	-	13.03	04	25.00
14.	Jharkhand	02	23.41	06	17.50
15.	Karnataka	08	23.41	30	106.02
16.	Kerala	03	17.87	04	-
17.	Madhya Pradesh	11	46.76	04	81.79
18.	Maharashtra	06	24.08	15	71.00
19.	Meghalaya	-	6.75	07	27.33
20.	Manipur	03	75.66	11	71.50
21.	Mizoram	-	-	10	-
22.	Nagaland	-	9.19	40	180.00
23.	Odisha	18	92.43	22	74.57
24.	Punjab	03	17.01	-	-
25.	Puducherry	02	6.60	-	-

1	2	3	4	5	6
26.	Rajasthan	06	28.74	10	38.00
27.	Sikkim	03	7.76	03	13.00
28.	Tamil Nadu	18	113.99	58	110.13
29.	Tripura	-	-	14	44.00
30.	Uttarakhand	-	6.24	11	33.75
31.	Uttar Pradesh	14	138.05	43	160.73
32.	West Bengal	10	35.10	22	63.69
Total		223	1385.56	504	1984.38

[*Translation*]

SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: Madam Speaker, I would like to know the number of profit centres planned to be opened by the Government in Uttar Pradesh for improving the skills of weavers and artisans?

[*English*]

SHRI DAYANIDHI MARAN: Madam, in my written answer I have given a detailed list of the centres throughout the country and the answer to hon. Member's question is there in my statement.

[*Translation*]

SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: I have not got a clear reply of the question.

MADAM SPEAKER: You can ask your second supplementary.

SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: With regard to the statement given by the hon. Minister, I would like to know whether such centres are available in Uttar Pradesh, particularly the Eastern Uttar Pradesh which is a weaver dominated area. These centres are available in Agra and Kanpur only whereas the Government has not formulated any plan to open such centres in Sant Kabir Nagar, Gorakhpur, Mau and Ambedkar Nagar of Eastern Uttar Pradesh where the weavers live in a very large numbers. I would like to ask the hon. Minister whether the Government is willing to formulate any plan to encourage the weavers in these areas.

[*English*]

SHRI DAYANIDHI MARAN: There are already more than 26 such Centres throughout the country. From time to time, the Ministry of Textiles gets such recommendations from the States. It is mostly the State Governments efforts to identify and put up a request for the Central Government to release the funds. In most of the cases, land has to be allotted by the State Governments and we find that the State Governments do not come forward to offer the land. Whichever State Government, whenever they allot the land, the Central Government has gone ahead and put up the marketing centres. The Central Government has given funds up to Rs. 2.10 crore to set up such marketing centres.

[*Translation*]

MADAM SPEAKER: Shri Shahnawaz Hussain, Kushal Tiwariji, you please sit down, you have asked your question.

...(Interruptions)

SHRI SYED SHAHNAWAZ HUSSAIN: Madam Speaker, I am fortunate that I hail from the weaver area Bhagalpur and you are also well aware of the weavers there. The people of Bhagalpur feel happy when you use the Bhagalpurs silk. They proudly say that the Leader of Opposition and the hon. Speaker Madam wear the silk woven by the weavers of Bhagalpur. I, myself have been the Textile Minister and Sharadji and Hukmadeo ji have also been the Textile Minister and they know that today, the clothes woven by the weavers with their own hands come to Delhi on wholesale basis and the big designers paste their brand labels on these and earn a lot of



money but the weavers don't get the money. Today, the condition of weavers is really pitiable.

Madam Speaker, through you I would like to say that the hon. Minister has mentioned about setting up Haats in each State in his reply. Madhubani, Bhagalpur, Sitamrahi, Jharkhand, Palkhwa, Muradnagar etc. are weaver dominated areas in Bihar and Uttar Pradesh. I want to know whether the Government will set up such haats in these areas also so as to avoid the exploitation of weavers. Such weavers are there who have magic in their hands but their names appear nowhere rather the clothes woven by them are sold at higher rates and they don't get any direct benefit. Will the hon. Minister assure to set up haats in Weaver dominated states on the lines of Delhi haat and open such haats at two-three places in big states. There is no provision of such haats in the big states like UP and Bihar and I am feeling ashamed to mention the amount allocated by the Government to the Weavers' cooperatives. The Government has given only rupees four lakhs for Bihar. The Minister has mentioned this in his reply. There can be no bigger injustice to Bihar by giving such a meagre amount for such a big state. On behalf of the weavers of Bhagalpur, I would expect your good self to instruct the hon. Minister to do justice with Bihar.

[English]

SHRI DAYANIDHI MARAN: Hon. Member has raised the concern regarding Bhagalpur. We understand the sentiments. In fact, in 2007, a Cluster Programme has been announced by the UPA Government for the weavers of Bhagalpur. There are 14 other Clusters for the weavers there. It is not only that, the marketing events take place in the Haats. Please do understand that the Ministry of Textiles conducts several programmes. In 2007-08, the Ministry conducted 313 marketing events throughout the country. In fact, I can say and go on record that in a given year, there are approximately two events for handlooms happening somewhere and in some part of the country. In fact, in 2007-08, the amount sanctioned for marketing efforts was Rs. 16.83 crore. The sales turnover in these marketing events was Rs. 146.32 crore. Marketing efforts have been so good besides the Haat we have done in 2009-10, sales of Rs. 340 crore — which is nearly double when compared to 2007-08 we are expecting to touch Rs. 400 crore turnover in this particular year. Efforts are being taken. Hon. Members have to understand that basically it is the State Governments which have to come forward and give us land because it is not possible for the Central

Government to get the land. The scheme is such that whenever the State Government puts up a proposal to the Central Government, and allots us the land, we come forward.

So, basically it is also an effort of the State Government.

[Translation]

SHRI HUKMADEO NARAYAN YADAV: Please tell me how much land you require in Bihar. You will get land.  
...(Interruptions)

MADAM SPEAKER: Please sit down, and let the hon'ble member speak.

...(Interruptions)

MADAM SPEAKER: Dara Singh Ji, please sit down. Jagdambika Pal Ji is asking a question.

...(Interruptions)

SHRI JAGDAMBIKA PAL: Madam, I am thankful to you for allowing me to ask a very important question. The hon'ble minister has admitted in his reply the financial assistance is being provided to states by the Union Governments for permanent marketing centre city haat or marketing complex. He has also admitted in his reply that the government had received four viable proposals for the current financial year — one for Ayodhya in Uttar Pradesh, one for Surat in Gujarat and two for West Bengal. I would like to ask about the total number of proposals received by this ministry from which only four projects were approved and what were the reasons for rejecting other projects? I would like to thank the hon'ble Minister for the manner in which the articles produced by weavers or artisans were guaranteed to be purchased by the Government earlier at handloom centres based on minimum support price scheme and also for sanctioning Rupees three thousand crore through NABARD for revival of weavers. Whether the Union Government is contemplating to make any scheme for arranging the purchase of cloth produced by weavers? Producers are talking about selling their products directly to consumers in marketing. Will the Government make any scheme to sell the cloth produced by weavers to consumers?

[English]

SHRI DAYANIDHI MARAN: The hon. Member wanted to know the number of proposals. Every proposal sent



by the State is taken up positively and we go forward in setting up a permanent *haat* in every State, if land is available.

Madam, several proposals came from the year 1999 and we approved; 13 such proposals were rejected. If the hon. Member wants and if you allow me, Madam, I can read it out. One is in Uttarakhand; one is rejected in Ranchi, Jharkhand in the year 1999-2000 because of non-availability of land. In 2001-02, in Dehradun, Uttarakhand, one proposal was rejected because of non-availability of land; in Guwahati, Assam, again because of the same reason, it was rejected – the land was not provided by the State Government. In Uttar Pradesh, there were four such proposals – Jhansi, Meerut, Lucknow and Kanpur – which were rejected because the State Government could not give the necessary land. ...(*Interruptions*) In Kerala, ...(*Interruptions*)

[*Translation*]

MADAM SPEAKER: Please listen to the speech of the Minister.

[*English*]

Please continue, Mr. Minister.

...(*Interruptions*)

SHRI DAYANIDHI MARAN: In Thiruvananthapuram, Kerala, a proposal for setting up a permanent *haat* was rejected because of non-availability of land; in Surat, Gujarat, a proposal was rejected because of non-availability of land; in Patiala, Punjab, a proposal was rejected because of non-availability of land; in Puducherry, a proposal was rejected because of non-availability of land; two proposals, one each in Mehroli, New Delhi, and Panaji in Goa were rejected because of non-availability of land. ...(*Interruptions*)

As regards the part (b) of the question which the hon. Member asked, I would say that we take all our marketing efforts so that the handloom weavers sell their products directly; there is no middlemen involved; it is the effort of the Ministry of Textile to make the handloom weavers sell their products directly and get the sale proceeds. ...(*Interruptions*)

[*Translation*]

MADAM SPEAKER: Please sit down, don't be so excited.

...(*Interruptions*)

MADAM SPEAKER: Please sit down. I understand your point, don't be so excited.

...(*Interruptions*)

MADAM SPEAKER: Please take your seat.

...(*Interruptions*)

[*English*]

MADAM SPEAKER: Nothing is going on record.

(*Interruptions*)...\*

[*Translation*]

MADAM SPEAKER: This is a matter which concerns weavers and the entire House is concerned about the condition of weavers. It is also necessary to preserve and promote the talent of weavers. Therefore, half an hour discussion may be initiated if you give notice.

...(*Interruptions*)

[*English*]

SHRI BAIJAYANT PANDA: In the statistics provided by the hon. Minister...(*Interruptions*)

MADAM SPEAKER: Shri Panda, you may continue.

SHRI BAIJAYANT PANDA: In the statistics provided by the hon. Minister for the past three years and for the on-going year, I am pleased to note that the State of Odisha...(*Interruptions*)

MADAM SPEAKER: We can hear you. You may continue.

SHRI BAIJAYANT PANDA: I am pleased to note that the State of Odisha has done very well in terms of the number of marketing events and the funds released for the promotion of events concerning weavers and artisans. With regard to the setting up of urban Haats for weavers and artisans, Odisha has three such Haats in Bhubaneswar, Puri and Konark. But, Madam, I am surprised and rather shocked to note that there is no mention of Sambalpur. I am sure the hon. Minister is aware that Western Odisha, particularly Sambalpur, has a rich tradition of handloom and weaving. Madam, I am sure as an elegant lady yourself, you must be very familiar with Sambalpuri sarees. So, I would like to ask the hon.

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\*Not recorded.



Minister, is there any pending proposal for setting up urban Haats in Western Odisha, Sambalpur or have you rejected any such proposals; if so, why have you rejected it? Why are these Haats not there in Western Odisha?

SHRI DAYANIDHI MARAN: Every State is rich in the tradition of handloom and the Ministry of Textiles respects and tries to promote such handloom weavers. The Ministry ensures that efforts are taken by it to promote handloom weavers so that this art does not die. As I said, apart from the permanent Haats there are marketing events which are taking place. In a given calendar year on an average two such events take place everyday in India. As far as Odisha is concerned, as the hon. Member wanted to know, there are no proposals which are rejected by the Ministry of Textiles. The only proposals rejected by the Ministry are those where there is no availability of land. Wherever the State Government has made land available, we have approved the proposal. Since we have not received any proposal from the Government of Odisha for Sambalpur, we are not able to proceed with it. I am sure the hon. Member will use his good office and ask the State Government to send us the proposal and we will definitely consider it.

MADAM SPEAKER: Q. No. 124, Shri Ganeshrao Nagorao Dudhgaonkar.

SHRIMATI JAYAPRADA: Madam, this is a very important question and you have not called my name.

MADAM SPEAKER: We have moved on to the next Question.

#### ATM Frauds

+  
\*124. SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
SHRI E.G. SUGAVANAM:

Will the Minister of FINANCE be pleased to state:

(a) whether incidents of fraudulent withdrawal of money using cloned Debit/Credit/ATM Cards have been reported;

(b) if so, the details of such incidents reported during the last three years and the current year and the amount involved therein in various States, State-wise and bank-wise;

(c) the action taken against the erring banking officials/persons in such cases, bank-wise; and

(d) the other corrective steps taken/being taken by the Government/RBI to keep a check on such incidents?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (d) A statement is laid on the table of the House.

#### Statement

(a) to (c) Reserve Bank of India (RBI) has informed that incidents of fraudulent withdrawal of money using cloned Debit/Credit/ATM Cards have been reported by commercial banks. Details of such cases reported to the RBI in respect of cloning of debit/credit cards for the last three financial years (2007-08, 2008-09 and 2009-10) and 2010-11 (April to December 2010), bank-wise are annexed. State-wise data is not maintained with RBI. The banks have reported to RBI that there is no staff involvement in these cases.

(d) As reported by Reserve Bank of India, it has taken the following steps for prevention of Debit Card/ Credit Card frauds:

1. RBI has issued a Master Circular on 'Credit Card Operations of banks' vide their circular DBOD. No. FSD. BC. 16/24.01.011/2010-11 dated July 1, 2010 (copy available on RBI Website (<http://www.rbi.org.in>) advising the banks to set up internal control systems to combat frauds and to take pro-active fraud control and enforcement measures. RBI has also advised banks to ensure that credit card operations were run on sound, prudent and profitable lines as also fulfill 'Know Your Customer' requirements, assess credit risk of customers, specify terms and conditions in clear and simple language, ensure prompt dispatch of bills, maintain customer confidentiality, etc.
2. RBI had also issued a circular to all commercial banks in June, 2006, advising them to take various preventive measures to combat frauds relating to skimming or duplicating of credit cards. The circular had highlighted the fact that certain plastics used by the miscreants were not normal credit/debit cards but were telephone top-up cards issued by UK based telephone companies with magnetic strip. This magnetic strip was used to encode data belonging to original cards which were obtained by the fraudsters through skimming (copying of



magnetic strip). The measures include educating customers through hoardings, advertisements, handouts and also posting cautionary messages on the website of card issuing banks.

3. The banks are advised to inform customers not to reveal ATM PIN in response to requests received through e-mail, to periodically verify the transaction history to ensure its correctness

and if any unauthorized transaction observed it should be immediately reported to the bank and inform the bank if the card is lost or stolen.

4. The banks were advised to post, by way of operational/security measure, security guard and inspection of ATM on regular basis by bank official. The banks were advised that the incidents of skimming should be immediately brought to the notice of local law enforcement authorities.

#### Annexure

##### *Fraud by cloning of debit/credit cards/fake card (Bank-wise)*

(Amount in Rs. lakh)

Name of Bank	2007-08		2008-09		2009-10		April to December 2010	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
Bank of Baroda (BOB)	1	1.46	0	0	0	0	0	0
Bank of India (BOI)	1	192.19	0	0	0	0	0	0
Canara Bank	0	0	0	0	0	0	1	1.13
Barclays Bank	0	0	1	1.92	0	0	0	0
Citi Bank	15	29.81	29	50.10	36	80.60	12	28.78
Punjab National Bank (PNB)	0	0		0	0	0	1	4.98
Standard Chartered	0	0	0	0	0	0	1	7.23
Syndicate Bank	0	0	0	0	0	0	1	8.46
Union Bank of India	0	0	1	7.48	0	0	0	0
<b>Total</b>	<b>17</b>	<b>223.46</b>	<b>31</b>	<b>59.50</b>	<b>36</b>	<b>80.60</b>	<b>16</b>	<b>50.58</b>

SHRI GANESHRAO NAGORAO DUDHGAONKAR: I would like to ask a specific question to the hon. Minister. It has been established that fraudulent withdrawal of money has taken place from the ATMs of the Citibank, Punjab National Bank, Standard Chartered Bank and Syndicate Bank. I would like to know from the Minister whether these five banks have returned the amount, so withdrawn fraudulently, to the concerned customers or not.

SHRI PRANAB MUKHERJEE: Madam, it is true that these banks have reported the fraud in ATM. If the hon. Member goes through the amount-wise Statement, he

will find that, from 2007-08 up to December 2010, the largest amount with regard to such fraudulent withdrawals belongs to the Citibank of India.

One aspect is, of course, the compensation to those who have lost the money. That aspect will be taken care of by the respective banks but much more deeper problem is that there has been a technological device through which these credit cards and ATM cards could be cloned. To prevent that, a committee was appointed under the Executive Director of the RBI to suggest what remedial measures could be taken and what technological improvements could be made. Various types of



suggestions have come and one of the important suggestions is to replace the magnetic stripe — which is easy to smuggle and clone — and substitute it by chips. So, these methods are being looked into. The Reserve Bank of India has issued a series of instructions. Those instructions are in the public domain and are available on the website of RBI. The banks are also issuing the instructions and emphasis is being given to know your customers so that these credit cards are issued and identification is authenticated. So, various measures are being taken.

In respect of frauds which have been committed, in a number of cases, criminal investigations have started, complaints have been lodged with the Police and in some other cases, these are under process.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Health Insurance

\*125. SHRI MADHU GOUD YASKHI:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of FINANCE be pleased to state:

(a) whether the guidelines have been issued for portability in health insurance;

(b) if so, the details thereof;

(c) if not, the time by which such portability in health insurance is likely to be allowed;

(d) whether the Government has taken note of complaints and other deficiencies in the services provided to health insurance policy holders in the recent past; and

(e) if so, corrective steps taken/being taken by the Government in this regard?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (c) The Insurance Regulatory and Development Authority (IRDA), vide its circular dated 10.2.2011, has issued guidelines for portability of health insurance policies with effect from 1st July, 2011. These guidelines stipulate that all insurers issuing health insurance policies shall allow credit gained by the insured

for pre existing conditions(s) in terms of waiting period when he/she switches from one insurer to another or from one plan to another, provided the previous policy has been maintained without break. This credit (in terms of waiting period) would be limited to the sum assured (including bonus) under the previous policy.

(d) and (e) Non-recognition of health policies issued by other insurers and non-granting of portability benefit for waiting periods and accrued benefits has been an issue of complaint of policyholders in the past. Another issue under Health Insurance has been the matter of cashless treatment. Efforts have been made towards resolving both the issues taking into account the views of all the stakeholders. The Preferred Provider Network (PPN) initiative started by the Public Sector General Insurance Companies (PSGICs) has received recognition from a large number of hospitals and most of the high end hospitals have also joined the network.

### Power Generation Capacity

\*126. DR. M. THAMBIDURAI:  
DR. KIRODI LAL MEENA:

Will the Minister of POWER be pleased to state:

(a) whether various power projects including hydro power projects are unable to generate power as per their installed capacity;

(b) if so, the details thereof project/State-wise alongwith the reasons therefor;

(c) whether any Life Extension and Uprating of hydro power projects have been carried out for increasing capacity;

(d) if so, the details of projects in which Life Extension and Uprating were carried out during the last three years and the current year, project and State-wise; and

(e) the other steps being taken by the Government to increase the power generation capacity of such projects in the country?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) The performance of power plants is dependent on a number of factors, like type/category of plant (hydro or thermal), design and age of the units, outages for repairs (forced) and planned maintenance, availability of water, quantity & quality of fuel, etc.



The Plant Load Factor (PLF) is an index of utilization of the installed capacity of thermal generating units. A statement indicating thermal power stations having PLF below the national average PLF during the period April-January, 2011 is enclosed at Statement-I. The main reasons for low PLF include vintage and technology, long duration forced outages, supply of coal having quality at variance with the design coal, etc.

Availability of water for hydel power generation influences the performance of hydro power stations. Therefore, unlike PLF for thermal stations, availability of hydel power station is used to assess the performance of that station. List of hydro power stations which are not generating power as per their generation capacity is enclosed at Statement-II. Reasons for their performance below their generating capacity include long duration forced outages, closure of the plant on account of taking up Renovation & Modernization, Life Extension and uprating works, problem of silt, etc.

(c) and (d) Out of 29 schemes taken up in the 11th Plan for renovation & modernization, life extension and up-rating, 14 schemes have been completed during the last three years and during the current year. Out of these 2 schemes, namely, Mettur Dam and Dehar Phase-B pertain to Life Extension and one of these, namely Mettur Dam is for Life Extension as well as uprating. List of 11th Plan completed and ongoing schemes are enclosed at Statements-III & IV respectively.

(e) The other steps taken by the Government to bring improvement in the generation capacity of such projects include the following:

- (i) Continuous interaction of CEA engineers with plant authorities, BHEL and other concerned agencies for solving bottlenecks in O&M activities.
- (ii) Continuous interaction of CEA with better performing power utilities and the other power utilities for sharing better O&M practices.

#### *Statement I*

*Thermal and Nuclear Power Stations having PLF less than National Average PLF (73.7%) during 2010-11 (April 2010-Jan 2011)*

Region	State	SECTOR	STATION	Capacity as on 31.01.11 (MW)	PLF(%) 2010-11, National Average PLF (73.7%)
1	2	3	4	5	6
THERMAL					
NR	DELHI	CENTRAL	BADARPUR TPS	705	71.6
		STATE	RAJGHAT TPS	135	63.3
	HARYANA	STATE	YAMUNA NAGAR TPS	600	71.5
	PUNJAB	STATE	GND TPS (BHATINDA)	440	46.1
	RAJASTHAN	PVT	JALIPA KAPURDI TPP	270	50.7
		STATE	CHHABRA TPP	500	61.7
			GIRAL TPS	250	24.6
	UTTAR PRADESH	PVT	ROSA TPP Ph-I	600	54.9
		STATE	HARDUAGANJ TPS	220	33.0
			OBRA TPS	1372	39.3



1	2	3	4	5	6
			PANKI TPS	210	54.8
			PARICHHA TPS	640	59.3
WR	CHHATTISGARH	STATE	KORBA-II	200	73.2
	GUJARAT	PVT UTILITY	SABARMATI (C STATION)	60	67.2
		STATE	AKRIMOTA LIG TPS	250	55.7
			GANDHI NAGAR TPS	870	68.8
			KUTCH LIG. TPS	290	55.5
			SIKKA REP. TPS	240	52.2
			UKAI TPS	850	70.3
	MADHYA PRADESH	STATE	AMARKANTAK EXT TPS	450	47.2
			SANJAY GANDHI TPS	1340	62.5
			SATPURA TPS	1142.5	59.6
	MAHARASHTRA	PVT	JSW RATNAGIRI TPP	600	73.4
			WARDHA WARORA TPP	405	53.2
		PVT UTILITY	TROMBAY TPS	1400	66.0
		STATE	BHUSAWAL TPS	470	59.4
			KORADI TPS	1040	47.7
			NASIK TPS	880	63.6
			NEW PARLI TPS	500	67.2
			PARAS EXP.	500	63.7
			PARAS TPS	55	29.3
			PARLI TPS	670	55.8
			CHANDRAPUR (MAHARAS	2340	46.8
SR	KARNATAKA	STATE	BELLARY TPS	500	57.1
			RAICHUR TPS	1720	60.4
	TAMIL NADU	CENTRAL	NEYVELI TPS- I	600	70.7
		STATE	ENNORE TPS	450	34.9
ER	BIHAR	CENTRAL	KAHALGAON TPS	2340	66.7
			MUZAFFARPUR TPS	220	18.4
		STATE	BARAUNI TPS	310	7.9
	DVC	CENTRAL	BOKARO 'B' TPS	630	62.0

1	2	3	4	5	6
			CHANDRAPURA (DVC) TPS	890	51.5
			DURGAPUR TPS	340	56.6
			MEJIA TPS	1840	72.6
	JHARKHAND	STATE	PATRATU TPS	770	10.3
			TENUGHAT TPS	420	67.3
	WEST BENGAL	PVT	CHINAKURI TPS	30	32.3
		PVT UTILITY	NEW COSSIPORE TPS	160	26.6
		STATE	BANDEL TPS	450	48.7
			D.P.L. TPS	690	26.5
			KOLAGHAT TPS	1260	66.9
			SAGARDIGHI TPS	600	70.9
			SANTALDIH TPS	730	22.9

**Statement II**

State/Project

Himachal Pradesh

Bhakra Unit-II (108 MW) and Unit-V (108 MW)

Bassi Unit-I &amp; II (2x15 MW)

Dehar Unit-I (165 MW)

Malana Unit-I &amp; II (2x43 MW)

Jammu and Kashmir

Dulhasti (3x130 MW)

Punjab

Ganguwal Unit-II (24.2 MW) (BBMB)

Kotla Unit-III (24.20 MW) (BBMB)

Anandpur Sahib Unit-II, II &amp; IV (3x33.5 MW)

Uttar Pradesh

Rihand Unit-IV &amp; V (50 MW each)

Uttarakhand

Maneri Bhali-I Unit-I (30 MW)

Vishnu Prayag Unit-I (100 MW)

Karnataka

Sharavathi Unit-V (103.5 MW) (KPCL)

Kalinadi (Nagjhari) Unit-V&amp;VI (150 MW each) (KPCL)

Varahi Unit-I &amp; III (115 MW each)

Kadra Unit-II (50 MW)

Kerala

Sabarigiri Unit-IV (50 MW)

Odisha

Rengali Unit-I (50 MW)

West Bengal

Jaldhaka St-I Unit-I &amp; II (9 MW each)

Arunachal Pradesh

Ranganadi Unit-III (135 MW)

Assam

Kopili Unit-I (50 MW)

Manipur

Loktak Unit-I &amp; II (35 MW each)

**Notes:**

- (i) Information as per daily generation report of 24th February, 2011 compiled by CEA except for Bassi and Rengali which has been provided by HPSEBL and OHPC respectively.
- (ii) Projects under annual maintenance, capital maintenance, poor/reduced inflow, low system demand & reserve shut down/standby projects are not included in the above list.



**Statement III***Hydro Power Stations in which R&M, LE and U completed during the last three years and current year*

(As on 31.01.2011)

Sl. No.	Project, Agency	Sector	Inst. Cap. (MW)	Estimated Cost (Rs. in Crs.)	Actual Expenditure	Benefits (MW)	Category
Schemes completed during 2007-08 :							
1.	Tanakpur, NHPC	CS	3x31.4	10.77	11.95	-	R&M
2.	Mettur Dam, TNEB	SS	4x10	30.17	24.16	10.00 (U) + 40.00 (LE)	RMU&LE
Schemes completed during 2008-09 :							
3.	Khodri Ph. A, UJVNL	SS	4x30	5.25	6.39	-	R&M
4.	Chilla Ph. A, UJVNL	SS	4x36	23.55	21.24	-	R&M
5.	Koyna St. I & II, MSPGCL	SS	4x70 + 4x80	87.50	81.82	-	R&M
Schemes completed during 2009-10 :							
6.	Dehar Ph. B/ BBMB	CS	6x165\$	49.00	24.454	330(LE)	RM&LE
7.	Upper Sileru, APGENCO	SS	4x60	4.20	3.34	-	R&M
8.	Nagjhari, U1 to 6, KPCL	SS	3x150 + 3x135	14.75	15.31	-	R&M
9.	Sharavathy Ph.B/ KPCL	SS	10x103.5	20.50	11.14	-	R&M
10.	Supa, KPCL	SS	2x50	3.45	3.47	-	R&M
11.	Bhadra, KPCL	SS	2x12	1.44	0.85	-	R&M
12.	Vaitama, MSPGCL	SS	1x60	16.00	0.14	-	R&M
13.	Koyna Dam PH, MSPGCL	SS	2x18	5.78	0.25	-	R&M
Schemes completed during 2010-11 (Current Year)							
14.	Dehar Ph. A BBMB	CS	6x165 \$	11.00	6.936	-	R&M
Total			4338.20	283.36	211.45	380	

\$-Installed Capacity for Dehar (Ph.A) at Sl. No.14 is not included in the total as the same has already been accounted for at Sl. Nos. 6 i.e. Dehar (Ph.A).

**Statement IV**

Sl.No.	Project, Agency	Sector	Inst. Cap. (MW)	Estimated Cost (Rs. in Crs.)	Category
1	2	3	4	5	6
Andhra Pradesh					
1.	Lower Sileru, APGENCO	SS	4x115	8.75	R&M

1	2	3	4	5	6
2.	Nagarjuna Sagar, APGENCO Karnataka	SS	1x110+7x100.8	33.35	R&M
3.	Nagjhari, U-4 to 6, KPCL	SS	3x135 \$	45.22	RM&U
4.	Lingnamakki, KPCL Kerala	SS	2x27.5	3.81	R&M
5.	Sabirigiri, KSEB West Bengal	SS	6x50	104.36	RMU& LE
6.	Jaldhaka St.I, WBSEB Manipur	SS	3x9	88.62	RM&LE
7.	Loktak, NHPC Himachal Pradesh	CS	3x30 (derated)	18.55	R&M + RES
8.	Bhakra LB, BBMB	CS	5x108	489.77	RMU& LE
9.	Bassi, HPSEB Jammu and Kashmir	SS	4x15	119.83	RMU& LE
10.	Chenani, J&KPDC Andhra Pradesh	SS	5x4.66	34.91	RM&LE
11.	Srisaillam RB, APGENCO Kerala	SS	7x110	16.7	R&M
12.	Idamalayar, KSEB Tamil Nadu	SS	2x37.5	11.7	R&M
13.	Periyar, TNEB Maharashtra	SS	4x35	161.18	RMU&LE
14.	Koyna St. III, MS PGCL Meghalaya	SS	4x80	16.65	RM & LE
15.	Umium St. II, Me SEB	SS	2x9	90.46	RM&LE
Total			3693.9	1243.86	

\$ - Installed Capacity Nagjhari (U-4 to 6) at Sl. No. 3 not included in the total as the same has already been accounted for at Sl. Nos. 8 Annex I *i.e.* completed scheme of same station. Abbreviations: R&M-Renovation & Modernisation; U-Uprating; LE-Life Extension; Res-Restoration; MW-Mega Watt; CS-Central Sector: SS-State Sector



[Translation]

**Profit Sharing in Mining Entities**

\*127. SHRI VIRENDRA KUMAR:  
SHRI R. THAMARAISELVAN:

Will the Minister of MINES be pleased to state:

(a) whether the mining Public Sector Units propose to share profits with the oustees, including tribals, from mining related operations;

(b) if so, the details thereof;

(c) whether the Government has constituted any High Level Committee (HLC) for the resettlement and rehabilitation of the mining affected people;

(d) if so, the details of the composition, terms of reference and recommendations of the HLC and the action taken by the Government thereon; and

(e) the details of the other schemes/programmes undertaken by the Government for the welfare and rehabilitation of the people affected by mining?

THE MINISTER OF STATE OF THE MINISTER OF MINES (SHRI DINSHA PATEL): (a) and (b) The "Guidelines on Corporate Social Responsibility for Central Public Sector Enterprises", applicable to Public Sector Units in mining, issued by the Central Government in March 2010, enunciates that Corporate Social Responsibility (CSR) is a Company's commitment to operate in an economically, socially and environmentally sustainable manner, while recognizing the interests of its stakeholders. The guidelines further state that the approach to CSR planning needs to shift from an ad-hoc charity to a long-term sustainable approach involving skill enhancement, entrepreneurship development and employment generation. As per the guidelines the CSR budget will be mandatorily created through a Board Resolution as a percentage of net profit as follows:

Type of Central Public Sector Enterprises Net profit (previous year)	Expenditure range for CSR in a Financial year (% of profit)
(i) Less than Rs. 100 crore	3%-5%
(ii) Rs. 100 crore to Rs. 500 crore	2%-3% (subject to minimum of Rs. 3 crore)
(iii) Rs. 500 crore and above	0.5%-2%

(c) and (d) The Government has announced the National Rehabilitation & Resettlement (R&R) Policy, 2007 on 31.10.2007. The Central Government has set up a National Monitoring Committee in the Department of Land Resources, Ministry of Rural Development for reviewing and monitoring the progress of implementation for Rehabilitation and Resettlement Schemes or Plans relating to all cases to which the National Rehabilitation and Resettlement Policy, 2007, applies, which includes the mining projects also. So far no recommendations have been received with regard to mining. The composition of the said committee is given below:

- (i) Secretary, Department of Land Resources-Chairman
- (ii) Secretary, Ministry of Agriculture-Member
- (iii) Secretary, Ministry of Coal-Member
- (iv) Secretary, Ministry of Commerce-Member
- (v) Secretary, Department of Industrial Policy & Promotion-Member
- (vi) Secretary, Ministry of Defence-Member
- (vii) Secretary, Ministry of Environment & Forests-Member
- (viii) Secretary, Ministry of Law & Justice-Member
- (ix) Secretary, Ministry of Mines-Member
- (x) Secretary, Ministry of Panchayati Raj-Member
- (xi) Secretary, Planning Commission-Member
- (xii) Secretary, Ministry of Power-Member
- (xiii) Secretary, Department of Road Transport & Highways-Member
- (xiv) Chairman, Railway Board-Member
- (xv) Secretary, Ministry of Social Justice & Empowerment-Member
- (xvi) Secretary, Ministry of Tribal Affairs-Member
- (xvii) Secretary, Ministry of Urban Development-Member
- (xviii) Secretary, Ministry of Water Resources-Member

(e) The National Rehabilitation & Resettlement (R&R) Policy, 2007 provides for certain basic minimum



requirements that must be met by all projects including mining activities leading to involuntary displacement of people. State Governments are at liberty to put in place greater benefit levels than those prescribed in the National Policy. The State Governments are the owners of land and also mineral wealth. In so far as mining projects are concerned, the State Government not only grants mineral concessions but also administer the Rehabilitation and Resettlement measures as per the State R&R Policy for people affected because of mining. The data regarding the people affected and rehabilitation measures taken up because of mining activities is, therefore, not centrally maintained.

#### **Trauma Care Centres**

\*128. DR. NIRMAL KHATRI:  
SHRI KAMAL KISHOR "COMMANDO":

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

(a) the criteria laid down for the setting up of Trauma Care Centres alongwith the number of such centres in the country, location-wise and State/UT-wise;

(b) whether the Government proposes to open new Trauma Care Centres across the country including Faizabad in Uttar Pradesh;

(c) if so, the details thereof alongwith the time by which these are likely to be made functional, location-wise and State/UT-wise;

(d) whether the Government has drawn any plan to set up Trauma Care Centres facilities in the hospitals located alongwith the highways within a time frame across the country; and

(e) if so, the details thereof alongwith the funds earmarked and allocated for the purpose, State/UT-wise including Uttar Pradesh?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Ministry of Health and Family Welfare has been implementing the Scheme for establishment of Trauma Care facilities on National Highways during the 11th Five Year Plan starting in the year 2007-08 at a total outlay of Rs. 732.25 crores. The scheme envisages establishment of a network of trauma care facilities in Government Hospitals situated along the Golden Quadrilateral, North-South and East-West Corridors of the national highways.

The Trauma care facilities are established by upgrading and strengthening of existing selected government district and sub district hospital/Medical College hospital situated along the National Highways. There are L-III, L-II and L-I Level Trauma Care Centres in this scheme. The L-III centre is 100-150 km apart, L-II centre is 300-400 km and L-I centre is 600-700 km apart. These trauma centres are identified in such a manner that Trauma Care facilities are available at a distance of every 100-150 Km along the National Highways.

The total 140 centres have been identified (Statement-I). There are 22 L-I centres (13 L-I located in Medical college + 6 AIIMS like funded under PMSSY+3), 58 L-II centres and 60 L-III centres in the scheme under 11th Five Year Plan.

Out of 140 centers, 16 Centres are partially functional (AP-4, Assam-1, Gujarat-3, MP-2, Maharastra-1, Punjab-2, Tamil Nadu-1, and in UP-2). List Statement-II.

The Financial assistance is provided in stages as per the laid down norms of Level of Trauma Centres after signing of Memorandum of Understanding (MOU) between Government of India and respective State Government.

There is a provision in the scheme of One Basic Life Support Ambulance known as L-IV centre to be placed at a distance of 50 Km on National Highway by National Highway Authority of India(NHAI) to shift Trauma victim to nearest centre. Ministry of Road Transport and Highways is to provide Advance Life Support Ambulance at every identified Trauma Care Centre. Ministry of Road Transport & Highways has approved 70 Advance Life Support Ambulances for deployment in respect of 70 identified Government Hospitals as per list enclosed (Statement-III).

(b) and (c) As per the provision of the scheme, there would be additional 160 new Government Hospitals to be identified for trauma care facility during the 12th Plan based on the outcome of Mid Term Appraisal. The criteria for selection of these centres are on National highways (other than Golden Quadrilateral and North-South, East-West Corridors) with substantial number of accident connecting two capital cities, capital connecting airport/seaport, connecting major cities other than capital and connecting Industrial township with capital hospital.



The District Hospital, Faizabad, has already been identified as L-III centre in the list of identified 140 trauma care centres in 11th Five Year Plan. The financial assistance to the tune of Rs. 65 lakhs for construction, was released in year 2008-09 and the civil work is in progress upto roof.

(d) and (e) As stated in (b) & (c) above funds have been provided to 113 Hospitals/Intuitions during the year 2007-08, 2008-09, 2009-2010 and 2010-2011 as per list at Statement-IV.

The year-wise budget allocation *viz-a-viz* the expenditure incurred on the scheme is as under:

Year	Total Funds allocated	Funds released
2007-08	Rs. 42 crore	Rs. 37 crore
2008-09	Rs. 120 crore	Rs. 110.34 crore
2009-10	Rs. 55 crore	Rs. 55 crore
2010-11	Rs. 79 crore	Rs. 77.80 crore

**Statement I**

*State-wise and corridor-wise list of Trauma Centers situated all across India*

Sl.No.	Corridor-wise	Name of Trauma Centre	Level
1	2	3	4
<b>ANDHRA PRADESH</b>			
1.	N-S	Rajeev Gandhi Institute of Medical Sciences, Adilabad	II
2.		Distt. Hqr Hospital, Nizamabad	II
3.		Area Hospital, Kamareddy	III
4.		District Hospital, Mehboobnagar	III
5.		Govt. General Hospital & Medical College, Kurnool	II
6.		Govt. General Hospital & Medical College, Anantapur	II
7.		Community Hospital, Penukonda	III
8.	G-Q	Taluka Hospital, Tekkali,	III
9.		District Hospital, Srikakulam	II
10.		King George Hospital & Andhra Medical College, Visakhapatnam	II
11.		Taluk Hospital, Tuni, East Godavari	III
12.		District Hospital, Rajahmundry, East Godavari	II
13.		District Hospital, Eluru, West Godavari	III
14.		Medical College, Guntur	II
15.		District Hospital, Ongole	III
16.		Dist. Hospital, Nellore	II
17.		Taluk Hospital, Nayadupet	III

1	2	3	4
		ASSAM	
18.	E-W	Medical College & Hospital, Silchar.	II
19.		Civil Hospital, Haflong.	III
20.		Civil Hospital, Diphu.	III
21.		District Hospital, Naogaon.	II
22.		Medical College & Hospital, Guwahati.	II
23.		District Hospital, Nalbari.	III
24.		Civil Hospital, Bongaigaon.	III
		BIHAR	
25.	E-W	Civil Hospital, Kishanganj.	III
26.		District Hospital, Purnia.	II
27.		Civil Hospital, Madhepura.	III
28.		Darbhanga Medical College Hospital, Darbhanga.	II
29.		S.K. Medical College Hospital, Muzaffarpur.	II
30.		Civil Hospital, Gopalganj.	III
31.		Civil Hospital, Jhanjarpur.	III
32.	GQ	Sadar Hospital, Sasaram, Rohtas	III
33.		AN Magadh Medical College Hospital, Gaya	II
		GUJARAT	
34.	E-W	Civil Hospital, Palanpur.	II
35.		Civil Hospital, Radhanpur.	III
36.		S.A. Hospital, Bachau, Kutch	III
37.		General Hospital, Morbi.	II
38.		Pt. Deen Dayal Upadhyaya Hospital, Rajkot.	II
39.		CHC, Jetpur.	III
40.		General Hospital, Porbandar.	II
41.	G-Q	General Hospital, Valsad	II
42.		Govt. Medical College, Surat	II
43.		District Hospital, Bharuch	III
44.		SSG Hospital & Medical College, Vadodara	II
45.		District Hospital, Himmat Nagar	III



1	2	3	4
		HARYANA	
46.	N-S	Distt. Hospital, Ambala	II
47.		Civil Hospital, Panipat	III
48.	G-Q	District Hospital, Rewari	III
		JAMMU AND KASHMIR	
49.	N-S	MMAM District Hospital, Anantnag	III
50.		Trauma Hospital, Batote, Doda	III
51.		Govt. District Hospital, Udhampur	II
		JHARKHAND	
52.	GQ	Distt. Hospital, Hazaribagh	III
53.		Patliputra Medical College, Dhanbad	II
		KARNATAKA	
54.	G-Q	Tumkur Dist Hospital, Tumkur	III
55.		Taluk Hospital, Sira	III
56.		Civil Hospital, Chitradurga	II
57.		Civil Hospital, Devangere	III
58.	G-Q	Karnataka Institute of Medical Sciences, Hubli, Dharwad	II
59.		District Hospital, Haveri	III
60.		District Hospital, Belgaum	III
61.	N-S	Medical College, Chickballapur	III
		MADHYA PRADESH	
62.	E-W	Civil Hospital, Shivpuri.	II
63.	N-S	G R Medical College Hospital, Gwalior	II
64.		District Hospital, Sagar	II
65.		District Hospital, Narasimhapur	III
66.		Indira Gandhi District Hospital, Seoni	III
		MAHARASHTRA	
67.	GQ	Govt. Medical College Hospital, Kolhapur	II
68.		District Hospital, Satara	III
69.		BJ Medical College, Pune	II
70.		Municipal Hospital, Vashi	III

1	2	3	4
71.		Sub District Hospital Danau, Thane	III
72.	N-S	Sub District Hospital, Hinganghat, Wardha	III
73.		Govt. Medical College & Hospital, Nagpur	II
		ODISHA	
74.	G-Q	District Hospital, Balasore	II
75.		District Hospital, Bhadrak	III
76.		SCB Medical College, Cuttack	I
77.		District Hospital, Khurda	III
78.		MKCG Medical College, Behrampur	II
		PUNJAB	
79.	N-S	Sub-District Hospital, Pathankot, Gurdaspur	III
80.		Dist Hospital, Jalandhar	II
81.		Dist Hospital, Khanna	III
		RAJASTHAN	
82.	E-W	Govt. Hospital, Baran.	III
83.		New Medical College Hospital, Kota.	II
84.		SS Hospital, Chittorgarh.	III
85.	G-Q	Civil Hospital, Dungarpur, Sabarkantha	III
86.		RNT Medical College, Udaipur	II
87.		District Hospital, Bhilwara	III
88.		JLN Medical College, Ajmer	II
89.		SMS Medical College, Jaipur	II
90.		Taluk Hospital, Kotputli, Alwar	III
91.		Govt. Hospital, Sirohi	III
		TAMIL NADU	
92.	GQ	Kilpauk Medical College, Chennai	II
93.		Government Medical College and Civil Hospital, Vellore	II
94.		Taluk Hospital, Krishnagiri, Dharmapuri	III
95.	N-S	Govt. District Hqr. Hospital, Karur	III
96.		Dist Hospital, Dindigul	II
97.		Govt. Rajaji Hospital & Medical College, Madurai	II



1	2	3	4
98.		District Hqr. Hospital, Kovilpatti	III
99.		Govt. Medical College Hospital, Tirunelveli	II
100.	N-S	Kanniyakumari Govt. Medical College Hospital, Asaripallam, Nagarcoil	II
		UTTAR PRADESH	
101.	E-W	BRD Medical College, Gorakhpur.	II
102.		Distt. Hospital, Faizabad.	III
103.		KGM College, Lucknow.	II
104.		LLR Hospital & GSVM Medical College, Kanpur.	II
105.		District Hospital, Jaluan, Orai.	III
106.		MLB Medical College, Jhansi.	II
107.		District Hospital, Basti	III
		UTTAR PRADESH (Contd..)	
108.	G-Q	SN Medical College, Agra	II
109.		Shri B.A. District Hospital, Etawah	III
110.		District Hospital, Fatehpur	III
111.		MLN Medical College, Allahabad	II
112.	N-S	LLRM Medical College, Meerut	II
113.		District Hospital, Mathura	III
114.		District Hospital, Lalitpur	II
		WEST BENGAL	
115.	E-W	North Bengal Medical College & Hospital, Siliguri	II
116.		Islampur SD Hospital, Uttar Dinajpur	III
117.	GQ	Sub Divisional Hospital, Asansol	II
118.		Burdwan Medical College & Hospital, Burdwan	II
119.		Sub-District Hospital, Kharagpur	III
120.		LIST OF TRAUMA CENTRE (PROVISIONALY IDENTIFIED) AIIMS	I
121.		RML HOSPITAL NEW DELHI SETTING UP OF AIIMS LIKE INSTITUTION UNDRR PMMSY	I
122.		Bhubaneswar (Odisha)	I
123.		Bhopal (Madhaya Pradesh)	I

1	2	3	4
124.		Jodhpur (Rajasthan)	I
125.		Patna (Bihar)	I
126.		Raipur (Chhattisgarh)	I
127.		Rishikesh (Uttarakhand)	I
		MEDICAL COLLEGE INSTITUTION BEING UPGRADED UNDER PMSSY	
128.		Government Medical College, Jammu (J&K)	I
129.		Government Medical College, Srinagar (J&K)	I
130.		Kolkata Medical College, Kolkata (W.B.)	I
131.		Sanjay Gandhi Post Graduate Institute of Medical Sciences, Lucknow (U.P)	I
132.		Institute of Medical Sciences, BHU, Varanasi (U.P)	I
133.		Nizam Institute of Medical Sciences, Hyderabad (A.P)	I
134.		Sri Venkateshwara Institute of Medical Sciences, Tirupati (A.P) (50% cost of upgradation will be borne by the TTD trust)	I
135.		Government Medical College, Salem (T.N)	I
136.		B.J. Medical College Ahmedabad (Gujarat)	I
137.		Banglore Medical College, Nangalore (Karnataka)	I
138.		Grants Medical College & Sir J.J. group of hospitals, Mumbai (Maharashtra)	I
139.		Medical College, Thiruvananthapuram (Kerala)	I
140.		Rajendra Institute of Medical Sciences (RIMS), Ranchi	I
	LEVEL-I-22		
	LEVEL-II-58		
	LEVEL-III-60		

TOTAL-140

**Statement II**

Name of the Hospital	Level
1	2
<b>Andhra Pradesh</b>	
1. Govt. General Hospital & Medical College, Kurnool	II
2. King George Hospital/Andhra Medical College, Visakhapatnam	II



1	2
3. District Hospital, Rajahmundry, East Godavari	II
4. District Hospital, Eluru, West Godavari	III
<b>Assam</b>	
1. Medical College & Hospital, Guwahati.	II
<b>Gujarat</b>	
1. Civil Hospital, Palanpur.	II
2. General Hospital, Valsad	II
3. Govt. Medical College, Surat	II
<b>Madhya Pradesh</b>	
1. Civil Hospital, Shivpuri.	II
2. G R Medical College Hospital, Gwalior	II
<b>Maharashtra</b>	
1. Municipal Hospital, Vashi	III
<b>Punjab</b>	
1. Sub-District Hospital, Pathankot, Gurdaspur	III
2. Distt. Hospital, Jalandhar	II
<b>Tamil Nadu</b>	
1. Government Medical College and Civil Hospital, Vellore	II
<b>Uttar Pradesh</b>	
1. KGM College, Lucknow.	II
2. LLR Hospital & GSVM Medical College, Kanpur.	II

**Statement III***List of 70 Trauma Centres*

Name of the State	Sl.No.	Name of the Trauma Centres/City/Town	Level
1	2	3	4
Andhra Pradesh	1.	District Hospital, Mehbboznagar	III
	2.	Community Hospital, Penukonda	III
	3.	District Hospital, Srikakulam	II
	4.	District Hospital, Rajamundri, East Godavari	II
	5.	District Hospital, Eluru, West Godavari	III

1	2	3	4
Assam	6.	Medical College & Hospital, Silchar	II
	7.	Civil Hospital, Haflong	III
	8.	Civil Hospital, Diphu	III
	9.	District Hospital, Naogan	II
	10.	Medical College & Hospital, Guwahti	II
	11.	District Hospital, Nalbari	III
Bihar	12.	Civil Hospital, Bongaigaon	III
	13.	Civil Hospital, Kishanganj	III
	14.	District Hospital, Purnia	II
	15.	Civil Hospital, Madhepura	III
	16.	Darbhanga Medical College Hospital, Darbhanga	II
	17.	S. K. Medical College Hospital, Muzaffarpur	II
	18.	Civil Hospital, Gopalgunj	III
	19.	Civil Hospital, Jhanjarpur	III
	20.	Sadar Hospital, Sasaram, Rohtas	III
	21.	A N Magadh Medical College Hospital, Gaya	II
Gujarat	22.	Civil Hospital, Palanpur	II
Haryana	23.	District Hospital, Ambala	II
	24.	District Hospital, Rewari	III
Jammu and Kashmir	25.	Trauma Hospital, Batote, Doda	III
Jharkhand	26.	District Hospital, Hazaribagh	III
	27.	Patliputra Medical College, Dhanbad	II
Karnataka	28.	Medical College, Chickballapur	III
Madhya Pradesh	29.	Civil Hospital, Shivpuri	II
	30.	G R Medical College Hospital, Gwalior	II
	31.	District Hospital, Sagar	II
	32.	District Hospital, Narshingpur	III
	33.	Indira Gandhi District Hospital, Seoni	II
	34.	Municipal hospital, Vashi	III
Maharashtra	35.	Sub District Hospital, Dhanu, Thane	III
	36.	Sub District Hospital, Hinganghat, Nagpur	II



1	2	3	4
	37.	Govt. Medical College & Hospital, Wardha	III
Odisha	38.	SCB Medical College, Cuttack	I
	39.	MKCG Medical College, Behrampur	II
Punjab	40.	Civil Hospital, Pathankot, Gurdaspur	III
	41.	District Hospital, Khanna	III
Uttar Pradesh	42.	District Hospital, Faizabad	III
	43.	KGM College, Lucknow	II
	44.	District Hospital, Basti	III
	45.	Medical College, Meerut	II
	46.	District Hospital, Mathura	III
West Bengal	47.	North Bengal Medical College & Hospital Silliguri	II
	48.	Islampur SD Hospital, Uttar-Dinajpur	III
	49.	Civil Hospital, Kharagpur	III
Delhi	50.	AIIMS	I
	51.	Dr.RML Hospital	I
Odisha	52.	Bhubeneshwer	I
MP	53.	Bhopal	I
Rajasthan	54.	Jodhpur	I
Bihar	55.	Patna	I
Chhattisgarh	56.	Raipur	I
Uttarakhand	57.	Rishikesh	I
Jammu and Kashmir	58.	Government Medical College, Jammu	I
	59.	Government Medical College, Srinagar	I
West Bengal	60.	Kolkata Medical College, Kolkata	I
Uttar Pradesh	61.	Sanjay Gandhi Post Graduate Institute of Medical Sciences, Lucknow	I
	62.	Institute of Medical Sciences, BHU Varanasi	I
Andhra Pradesh	63.	Nizam Institute of Medical Sciences, Hyderabad	I
	64.	Sri Venketashwera Institute of Medical Scines, Tirupati	I
Tamil Nadu	65.	Government Medical College, Salem	I
Gujrat	66.	BJ Medical College, Ahemdabad	I
Karnataka	67.	Bangalore Medical College, Bangalore	I
Maharashtra	68.	Grants Medical College & Sir JJ Group of Hospitals, Mumbai	I
Karela	69.	Medical College, Thiruvanthapuram	I
Jharkhand	70.	RIMS, Ranchi	I

**Statement IV**

Name of Trauma Centre	Level	Year of sanction	Budget Allotted	Amount Released	Building	Component			
						Equipments	Man power	Communication	Legal Services
1	2	3	4	5	6	7	8	9	10
<b>ANDHRA PRADESH</b>									
Rajeev Gandhi Institute of Medical Sciences, Adilabad	II	(08-09)	9.65	0.80	0.80				
Distt. Hqr Hospital, Nizamabad	II	(08-09)	9.65	0.80	0.80				
Area Hospital, Kamareddy	III	(08-09)	4.80	0.65	0.65				
District Hospital, Mehboobnagar	III	(08-09)	4.80	0.65	0.65				
Govt. General Hospital & Medical College, Kurnool	II	(Old)	9.65	1.50					
		(08-09)		5.10		4.34	0.76		
Govt. General Hospital & Medical College, Anantapur	II	(08-09)	9.65	0.80	0.80				
Community Hospital, Penukonda	III	(08-09)	4.80	0.65	0.65				
Taluk Hospital, Tekkali,	III	(07-08)	4.80	0.65	0.65				
District Hospital, Srikakulam	II	(Old)	9.65	0.63	0.63				
		(09-10)		2.94		2.17	0.76	0.01	
King George Hospital/Andhra Medical College, Visakhapatnam	II	(Old)	9.65	0.63	0.63				
		(07-08)		1.75		1.75			
		(08-09)		3.35		2.59	0.76		
Taluk Hospital, Tuni, East Godavari	III	(07-08)	4.80	0.65	0.65				
		(10-11)		2.1733		2.00	0.1733		
District Hospital, Rajahmundry, East Godavari	II	(07-08)	9.65	1.44					
		(09-10)		2.94		2.17	0.76	0.01	
District Hospital, Eluru, West Godavari	III	(Old)	4.80	0.63	0.63				
		(09-10)		1.10		0.67	0.42	0.01	
Medical College, Guntur	II	(07-08)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
District Hospital, Ongole,	III	(07-08)	4.80	0.65	0.65				
		(10-11)		2.445		2.00	0.42	0.02	0.005
Dist. Hospital, Nellore	II	(Old)	9.65	0.63	0.63				
		(07-08)		5.10		4.34	0.76		



1	2	3	4	5	6	7	8	9	10
Taluk Hospital, Nayadupet	III	(07-08)	4.80	0.65	0.65				
ASSAM									
Medical College & Hospital, Silchar	II	(08-09)	9.65	0.80	0.80				
		(09-10)		3.28		2.50	0.76	0.02	
Civil Hospital, Haflong.	III	(08-09)	4.80	0.65	0.65				
Civil Hospital, Diphu.	III	(08-09)	4.80	0.65	0.65				
District Hospital, Nagaon.	II	(08-09)	9.65	0.80	0.80				
Medical College & Hospital, Guwahati.	II	(08-09)	9.65	4.08	0.80				
		(09-10)		3.28		2.50	0.76	0.02	
District Hospital, Nalbari.	III	(Old)	4.80	2.60					
		(09-10)		1.10		0.67	0.42	0.01	
Civil Hospital, Bongaigaon.	III	(08-09)	4.80	0.65	0.65				
BIHAR									
Civil Hospital, Kishanganj.	III	(09-10)	4.80	0.65	0.65				
District Hospital, Purnia.	II	(09-10)	9.65	0.80	0.80				
Civil Hospital, Madhepura.	III	(09-10)	4.80	0.65	0.65				
Darbhanga Medical College Hospital, Darbhanga.	II	(09-10)	9.65	0.80	0.80				
S.K. Medical College Hospital, Muzaffarpur.	II	(09-10)	9.65	0.80	0.80				
Civil Hospital, Gopalganj.	III	(09-10)	4.80	0.65	0.65				
Civil Hospital, Jhanjarpur.	III	(09-10)	4.80	0.65	0.65				
Sadar Hospital, Sasaram, Rohtas	III	(09-10)	4.80	0.65	0.65				
AN Magadh Medical College Hospital, Gaya	II	(09-10)	9.65	0.80	0.80				
GUJARAT									
Civil Hospital, Palanpur.	II	(Old)	9.65	1.50					
		(09-10)		5.10		4.34	0.76		
Civil Hospital, Radhanpur.	III	(08-09)	4.80	0.65	0.65				
S.A. Hospital, Bachau, Kutch	III	(08-09)	4.80	0.65	0.65				
General Hospital, Morbi.	II	(08-09)	9.65	0.80	0.80				
Pt. Deen Dayal Upadhayaya Hospital, Rajkot.	II	(07-08)	9.65	0.63	0.63				
		(08-09)		5.10		4.34	0.76		

1	2	3	4	5	6	7	8	9	10
CHC, Jetpur.	III	(08-09)	4.80	0.65	0.65				
General Hospital, Porbandar.	II	(08-09)	9.65	0.80	0.80				
General Hospital, Valsad	II	(Old)	9.65	1.5					
		(07-08)		5.10		4.34	0.76		
Govt. Medical College, Surat	II	(07-08)	9.65	5.10		4.34	0.76		
District Hospital, Bharuch	III	(07-08)	4.80	0.65	0.65				
SSG Hospital & Medical, Badodara College, Vadodara	II	(07-08)	9.65	0.80	0.80				
District Hospital, Himmat Nagar	III	(07-08)	4.80	0.65	0.65				
HARYANA									
Civil Hospital, Panipat	III	(08-09)	4.80	0.65	0.65				
District Hospital, Rewari	III	(Old)	4.80	1.50					
		(10-11)		1.7750		1.34	0.42	0.01	0.005
JAMMU AND KASHMIR									
MMAM District Hospital, Anantnag	III	(08-09)	4.80	0.65	0.65				
Trauma Hospital, Ramban, Doda	III	(Old)	4.80	0.7504	0.5204	0.23			
		(10-11)		2.215		1.77	0.42		0.005
Govt. District Hospital, Udhampur	II	(08-09)	9.65	0.80	0.80				
KARNATAKA									
Tumkur Dist Hospital, Tumkur	III	(07-08)	4.80	0.65	0.65				
		(10-11)		0.5915		0.1465	0.42	0.02	0.005
Taluk Hospital, Sira	III	(07-08)	4.80	0.65	0.65				
Civil Hospital, Chitradurga	II	(07-08)	9.65	0.80	0.80				
		(10-11)		4.5637		3.7737	0.76	0.02	0.01
Civil Hospital, Devangere	III	(07-08)	4.80	0.65	0.65				
		(10-11)		1.2974		0.8524	0.42	0.02	0.005
Karnataka Institute of Medical Sciences, Hubli, Dharwad	II	(07-08)	9.65	0.80	0.80				
		(10-11)		3.3117		2.5217	0.76	0.02	0.01
District Hospital, Haveri	III	(07-08)	4.80	0.65	0.65				
District Hospital, Belgaum	III	(07-08)	4.80	0.65	0.65				
		(10-11)		0.5915		0.1456	0.42	0.02	0.005



1	2	3	4	5	6	7	8	9	10
Medical College, Chickballapur	III	(09-10)	4.80	0.65	0.65				
MADHYA PRADESH									
Civil Hospital, Shivpuri.	II	Old	9.65	0.63	0.63				
		(09-10)		2.94		2.17	0.76	0.01	
G R Medical College Hospital, Gwalior	II	(Old)	9.65	1.50					
		(10-11)		5.13		4.34	0.76	0.02	0.01
District Hospital, Sagar	II	(09-10)	9.65	0.80	0.80				
District Hospital, Narasimhapur	III	(09-10)	4.80	0.65	0.65				
Indira Gandhi District Hospital, Seoni	III	(09-10)	4.80	0.65	0.65				
MAHARASHTRA									
Govt. Medical College Hospital, Kolhapur/Rajashree Chhatrapati Shahu Maharaj Government Medical College And Chhatrapati Pramila Graje Hospital, Kolhapur	II	(07-08)	9.65	0.80	0.80				
District Hospital, Satara	III	(07-08)	4.80	0.65	0.65				
BJ Medical College, Pune	II	(07-08)	9.65	0.80	0.80				
Municipal Hospital, Vashi	III	(Old)	4.80	1.50	0.63	0.66	0.2	0.01	
		(09-10)		1.76		1.34	0.42		
		(10-11)		0.435			0.42	0.01	0.005
Sub District Hospital Danau, Thane	III	(09-10)	4.80	0.65	0.65				
Sub District Hospital, Hinganghat, Wardha	III	(09-10)	4.80	0.65	0.65				
Govt. Medical College & Hospital, Nagpur	II	(09-10)	9.65	0.80	0.80				
ODISHA									
District Hospital, Balasore	II	(08-09)	9.65	0.80	0.80				
District Hospital, Bhadrak	III	(08-09)	4.80	0.65	0.65				
SCB Medical College, Cuttack	I	(08-09)	16.00	11.04	0.87	9.30	0.86	0.01	
District Hospital, Khurda	III	(08-09)	4.80	0.65	0.65				
MKCG Medical College, Behrampur	II		9.65	0.80	0.80				
		(09-10)		3.11	0.17	2.17	0.76	0.01	
PUNJAB									
Sub-District Hospital, Pathankot, Gurdaspur	III	(Old)	4.80	1.50					
		(10-11)		1.095		0.66	0.42	0.01	0.005

1	2	3	4	5	6	7	8	9	10
Distt. Hospital, Jalandhar	II	Old	9.65	1.50					
		(07-08)		5.10		4.34	0.76		
Distt. Hospital, Khanna	III	(09-10)	4.80	0.65	0.65				
RAJASTHAN									
Govt. Hospital, Baran.	III	(08-09)	4.80	0.65	0.65				
New Medical College Hospital, Kota	II	(08-09)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
SS Hospital, Chittorgarh.	III	(08-09)	4.80	0.65	0.65				
Civil Hospital, Dungarpur, Sabarkantha	III	(08-09)	4.80	0.65	0.65				
RNT Medical College, Udaipur	II	(08-09)	9.65	0.80	0.80				
District Hospital, Bhilwara	III	(08-09)	4.80	0.65	0.65				
JLN Medical College, Ajmer	II	(08-09)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
SMS Medical College, Jaipur	II	(08-09)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
Taluk Hospital, Kotputli, Alwar	III	(08-09)	4.80	0.65	0.65				
Govt. Hospital, Sirohi	III	(08-09)	4.80	0.65	0.65				
TAMIL NADU									
Kilpauk Medical College, Chennai	II	(07-08)	9.65	0.80	0.80				
Government Medical College and Civil Hospital, Vellore	II	(07-08)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
Taluk Hospital, Krishnagiri, Dharmapuri	III	(07-08)	4.80	0.65	0.65				
Govt. District Hqr. Hospital, Karur	III	(08-09)	4.80	0.65	0.65				
Distt. Hospital, Dindigul	II	(08-09)	9.65	0.80	0.80				
Govt. Rajaji Hospital & Medical College, Madurai	II	(07-08)	9.65	0.80	0.80				
District Hqr. Hospital, Kovilpatti	III	(08-09)	4.80	0.65	0.65				
Govt. Medical College Hospital, Tirunelveli	II	(08-09)	9.65	0.80	0.80				
Govt. Medical College Hospital, Kanniyakumari	II	(08-09)	9.65	0.80	0.80				



1	2	3	4	5	6	7	8	9	10
UTTAR PRADESH									
BRD Medical College, Gorakhpur.	II	(08-09)	9.65	0.80	0.80				
		(09-10)		3.28		2.50	0.76	0.02	
		(10-11)		2.51		2.50			0.01
Distt. Hospital, Faizabad.	III	(08-09)	4.80	0.65	0.65				
KGM College, Lucknow.	II	(Old)	9.65	1.50					
		(10-11)		5.12		4.34	0.76	0.01	0.01
LLR Hospital & GSVM Medical College, Kanpur.	II	(08-09)	9.65	0.80	0.80				
		(09-10)		3.28	3.28	2.50	0.76	0.02	
		(10-11)		2.51		2.50			0.01
District Hospital, Jaluan, Orai.	III	(08-09)	4.80	0.65	0.65				
MLB Medical College, Jhansi.	II	(08-09)	9.65	0.80	0.80				
		(09-10)		3.28		2.50	0.76	0.02	
		(10-11)		2.51		2.50			0.01
District Hospital, Basti	III	(08-09)	4.80	0.65	0.65				
SN Medical College, Agra	II	(08-09)	9.65	0.80	0.80				
		(10-11)		5.79		5.00	0.76	0.02	0.01
Shri B.A. District Hospital, Etawah	III	(08-09)	4.80	0.65	0.65				
District Hospital, Fatehpur	III	(08-09)	4.80	0.65	0.65				
MLN Medical College, Allahabad	II	(08-09)	9.65	0.80	0.80				
		(09-10)		3.28		2.50	0.76	0.02	
		(10-11)		2.51		2.50			0.01
LLRM Medical College, Meerut	II		9.65						
District Hospital, Mathura	III		4.80						
District Hospital, Lalitpur	II	(08-09)	9.65	0.80	0.80				
WEST BENGAL									
North Bengal Medical College & Hospital, Siliguri	II	(09-10)	9.65	0.80	0.80				
Islampur SD Hospital, Uttar Dinajpur	III	(09-10)	4.80	0.65	0.65				
Sub Divisional Hospital, Asansol	II	(08-09)	9.65	0.80	0.80				
Burdwan Medical College & Hospital, Burdwan	II	(08-09)	9.65	0.80	0.80				

**Kisan Credit Cards**

\*129. SHRI JITENDER SINGH MALIK: Will the Minister of FINANCE be pleased to state:

(a) the details of the targets set and achievements made by the scheduled commercial banks in issuing Kisan Credit Cards (KCCs) to the farmers during the last three years and the current financial year, State-wise and bank-wise;

(b) whether the issuance of KCCs to the farmers has been on the decline during the said period;

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

(d) whether the Government has increased the credit availability to the said banks with a view to increasing the number of Kisan Credit Card holders;

(e) if so, the details thereof and if not, the reasons therefor;

(f) whether the farmers are facing difficulties in raising crop loans from the banks; and

(g) if so, the details thereof alongwith the remedial measures taken/being taken by the Government in this regard?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) to (g) The Kisan Credit Card (KCC) Scheme was introduced in 1998-99, as an innovative credit delivery system aiming at adequate and timely credit support from the banking system to the farmers for their cultivation needs in a flexible, convenient and cost effective manner. The Scheme is being implemented by all the District Central Cooperative Banks (DCCBs), Regional Rural Banks (RRBs) and Commercial Banks throughout the country. Efforts are being made to ensure that all farmers are covered under the KCC Scheme.

National Bank for Agriculture & Rural Development (NABARD) has reported that the banking system has issued 936.73 lakh KCCs cumulatively as on 31 March 2010, since inception. An amount of Rs. 4,27,748 crore has been sanctioned under KCCs till 31 March 2010, since inception.

As reported by Reserve Bank of India (RBI) and NABARD, the KCCs issued in the last three years by Cooperative Banks, Regional Rural Banks and Commercial Banks are as under:

Year	Total No. of cards issued
2007-2008	84,69,602
2008-2009	85,92,473
2009-2010	90,06,123

As is evident from the aforesaid data, there is an annual increase in the total number of KCCs issued during the last three years. The details of KCCs issued by Public Sector Banks, State-wise and Bank-wise, during the last three years are at Statements-I and II.

The KCC scheme was simplified in 2004 in consultation with RBI to cover all eligible farmers including small and marginal farmers, oral lessees, tenant farmers, etc. Further, Banks have been directed to increase Kisan Credit Cards by 20% (in number) and 20% (in amount) for the current financial year, 2010-11.

As regards the flow of credit to agriculture, the Government of India had in 2004 announced a package for doubling the flow of credit to agriculture and allied activities in a period of three years commencing from 2004-05 over the amount disbursed during the year 2003-04. The target was however achieved in two years and has been achieved each year thereafter, by the banking system. The flow of agriculture credit for the last three years *vis-a-vis* the target set by the Government is as under:

(Rs. Crore)		
Year	Target	Achievement
2007-08	2,25,000	2,54,657
2008-09	2,80,000	3,01,908
2009-10	3,25,000	3,84,514
2010-11	3,75,000	2,91,142

Source: NABARD  
Figures upto 31st Dec., 2010

As is evident from the above table the crt.dit disbursed to the Agriculture sector is growing each year

The Government of India and RBI have taken several measures in order to ensure the proper availability of credit to farmers through banks. These include:

- The Government of India, since 2006-07 is providing an Interest Subvention to all Public



Sector Banks, Regional Rural Banks and Cooperative Banks for short term crop loans upto Rs. 3 lakh, so as to ensure that short term agriculture credit is available at 7% to farmers. In 2010-11, an additional 2% interest subvention is being provided to those farmers, who repay their short term crop loans timely. Thus the short term crop credit is available to prompt payee farmers @ 5% p.a. for loans upto Rs. 3 lakh. Similarly, for the year 2011-12 the Interest Subvention Scheme proposes to provide prompt repaying farmers short term crop credit @ 4% p.a.

- The Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 de-clogged the lines of credit that were clogged due to the debt burden on the farmers;

- Banks have been advised to dispense with the requirement of 'no due' certificate for small loans up to Rs. 50,000 to small and marginal farmers, share-croppers and the like and instead obtain a self-declaration from the borrower;
- Banks (including RRBs), have been advised that wherever there are difficulties in getting certification from the local administration/ panchayati raj institutions regarding the cultivation of crops, etc., they may accept an affidavit submitted by landless labourers, share croppers and oral lessees giving the occupational status (i.e., details of land tiled/ crop grown) for loans up to Rs. 50,000.
- RBI has advised to banks to waive margin/ security requirements for agricultural loans upto Rs. 1,00,000.

#### *Statement I*

*Number of KCCs issued by Public Sector Banks for the last three years (State-wise)*

State	2007-08 Number	2008-09 Number	2009-10 Number
1	2	3	4
Andhra Pradesh	1225688	1676277	934757
Assam	27480	65943	72272
Arunachal Pradesh	1706	2309	3504
Bihar	171656	383633	369028
Gujarat	155338	232755	166215
Goa	1111	1986	1260
Haryana	72964	86941	93384
Himachal Pradesh	25381	39846	37160
Jammu and Kashmir	1756	3063	3752
Karnataka	244352	268180	276136
Kerala	152088	176007	106625
Madhya Pradesh	203357	241437	254332
Maharashtra	309121	398119	545473
Meghalaya	2190	5838	9158
Mizoram	1590	1655	3126

1	2	3	4
Manipur	1894	5011	3583
Nagaland	2132	1144	5178
Odisha	149870	189315	187308
Punjab	98516	121351	134507
Rajasthan	194485	227204	294948
Sikkim	1067	1370	1446
Tamil Nadu	573673	473140	482866
Tripura	9304	11293	12761
Uttar Pradesh	669374	821064	911168
West Bengal	160459	206955	200275
Andaman and Nicobar Islands	74	949	542
Chandigarh	573	1441	261
Daman and Diu	287	1192	0
Delhi	9415	6193	1711
Dadra and Nagar Haveli	1962	696	32
Lakshadweep	72	62	49
Puducherry	7991	9196	11442
Jharkhand	48271	87323	89122
Chhattisgarh	41564	42211	54862
Uttarakhand	38971	42882	44842
Other States	43	0	0
Total	4605775	5833981	5313085

Source: Reserve Bank of India

**Statement II***Number of KCCs issued by Public Sector Banks for the last three years (State-wise)*

Sl.No.	Name of the Bank	2007-08 Number	2008-09 Number	2009-10 Number
1	2	3	4	5
1.	State Bank of India	1233829	1404218	1853346
2.	SB of Bikaner and Jaipur	61180	91498	135190



1	2	3	4	5
3.	State Bank of Hyderabad	131023	183773	212792
4.	State Bank of Indore	30835	32101	30350
5.	State Bank of Mysore	17815	32521	43728
6.	State Bank of Patiala	29417	32085	35416
7.	State Bank of Saurashtra	24812	6275	0
8.	State Bank of Travancore	26914	21849	28728
9.	Allahabad Bank	144601	190808	223607
10.	Andhra Bank	605044	851127	202253
11.	Bank of Baroda	148546	193572	185419
12.	Bank of India	174142	203005	198933
13.	Bank of Maharashtra	34009	62004	58784
14.	Canara Bank	272904	253372	308115
15.	Central Bank of India	198042	461861	240939
16.	Corporation Bank	30581	21448	39995
17.	Dena Bank	79646	121641	30597
18.	Indian Bank	167613	70478	104511
19.	Indian Overseas Bank	213584	218481	203757
20.	Oriental Bank of Commerce	56447	67974	82114
21.	Punjab National Bank	266816	446042	432174
22.	Punjab & Sind Bank	22411	17302	22247
23.	Syndicate Bank	237780	490363	311696
24.	Union Bank of India	128552	133303	115071
25.	United Bank of India	71273	81660	50286
26.	UCO Bank	154391	105233	136266
27.	Vijaya Bank	42630	39618	24315
28.	IDBI Bank	938	369	2456
Total		4605775	5833981	5313085

Source: Reserve Bank of India.

[English]

### Export of Handicrafts

\*130. SHRI VIKRAMBHAI ARJANBHAI MADAM:  
SHRI P.C. MOHAN:

Will the Minister of TEXTILES be pleased to state:

(a) the number of registered units exporting handicrafts and concessions/facilities provided to them by the Government, State/UT-wise;

(b) the details of export of handicrafts registered during each of the last three years and the current year, the amount of foreign exchange earned therefrom alongwith the names of the countries to which handicrafts were exported, country-wise;

(c) the share of India in the world's export of handicrafts;

(d) whether any decline has been registered in the export of handicrafts during the said period; and

(e) if so, the reasons therefor alongwith the corrective measures taken/to be taken by the Government to boost export of handicrafts and protect/promote handicrafts industry?

THE MINISTER OF TEXTILES (SHRI DAYANIDHI MARAN): (a) As reported by Export Promotion Councils, the number of Registered Units with the Councils, exporting Handicrafts as well as handmade carpets and other floor coverings as on date is as under:

- (i) Export Promotion Council for Handicrafts — 6,480 (Number of Registered Units)
- (ii) Carpet Export Promotion Council — 2,177 (Number of Registered Units).

The concessions/facilities provided by the Government to the Registered Exporter Units of Handicrafts as well as Handmade Carpets and other floor coverings with the Councils are as under:

- The exporters can avail Duty free import entitlement of tools, trimmings and embellishments @ 5% of FOB value of exports during previous financial year. Entitlement is broad banded, and shall extend also to merchant exporters tied up with supporting manufacturers.

- Handicraft Export Promotion Council is authorized to import trimmings, embellishments and consumables on behalf of those exporters for whom directly importing may not be viable.
- CVD is exempted on duty free import of trimmings, embellishments and consumables.
- Machinery and equipment for effluent treatment plants are exempt from customs duty.
- All handicrafts exports would be treated as special focus products and entitled to higher incentives.
- In addition to above, 2% bonus benefits under Focus Product Scheme for handicrafts exports and applicable duty drawback on exports of goods are eligible for registered exporters.
- Interest Subvention of 2% on pre-shipment & post shipment export credit.
- MDA for participation in Fairs & Exhibitions/ Buyer-Seller Meet.
- MAI Assistance for participation in Fairs/ Exhibition/Buyer-Seller Meet in India & Abroad.
- Assistance from Textile Ministry for participation in Fairs/Exhibition/Holding Buyer-Seller Meet in India & Abroad.

(b) As reported by Export Promotion Councils, the details of country-wise export of handicrafts items including hand-knotted carpets exported during each of the last three years is as per statement attached as Statement. The country-wise export data for the current financial year *i.e.* 2010-11 is not available. However, the exports of handicrafts including hand-knotted carpets registered upto January, 2011 is to the tune of Rs. 9592.73 crore (US\$ 2092.74 million).

(c) As reported by Carpet Export Promotion Council, the share of India in the Exports of handmade carpets is 29% of the world trade. As reported by Export Promotion Council for Handicrafts, the share of India's export in handicrafts (other than handmade carpets) is approximately 2% of the world trade.

(d) There was decline in exports of handicrafts including handmade carpets and other floor coverings during the year 2007-08 by (-) 16.35% and during 2008-09 by (-) 37.89%. However, during the years 2009-10,



the export of handicrafts including handmade carpets increased by 3.05%. Similarly, during 2010-11 upto the period January 2011, the exports of handicrafts including handmade carpets has been increased by 20.45% in rupee term over the similar period of 2009-10.

(e) The reasons of the downfall in exports of handicrafts as well as handmade carpets and other floor coverings was due to rupee appreciation as well as economic slowdown in the world market.

The steps taken by Government to protect and promote handicrafts industry and to increase the exports of handicrafts include: participations in fairs/exhibitions abroad; thematic display and live demonstration of handicrafts in exhibitions abroad; organizing buyer-seller meets in India and abroad; brand image promotion of

Indian handicrafts abroad through seminars and publicity, awareness programmes about technology, packaging and export policies in India to exporters; organizing Indian Handicrafts & Gifts Fairs, product specific shows and Made in India show at New Delhi, providing assistance under Market Development Assistance and Market Access Initiative Schemes of Ministry of Commerce to exporter members.

Government has included all handicraft items under focus product scheme by allowing Duty Credit Scrip of 5% on FOB value of exports. Besides, an additional benefit of 2% of bonus over and above the existing benefit of 5% is also given. 2% interest Subvention on Pre-shipment and Post shipment export credit has also been extended.

### **Statement**

*Country-wise exports of Handicrafts of last three years in Rupee as well as US\$ term.*

Sl. No.	Country	2007-08		2008-09		2009-10	
		Amount Rupees in Crores	US\$ Million	Amount Rupees in Crores	US\$ Million	Amount Rupees in Crores	US\$ Million
1.	Australia	210.78	52.37	108.01	23.73	117.30	24.62
2.	Canada	430.85	107.04	234.25	51.47	248.13	52.09
3.	France	673.91	167.43	361.54	79.43	386.60	81.15
4.	Germany	1366.14	339.40	744.48	163.57	782.57	164.27
5.	Italy	476.13	118.29	270.23	59.37	294.58	61.84
6.	Japan	386.04	95.91	187.33	41.16	201.65	42.33
7.	Netherland	446.28	110.87	231.77	50.92	248.70	52.21
8.	UAE	866.85	215.36	478.40	105.11	517.99	108.73
9.	Switzerland	205.77	51.12	111.79	24.56	121.26	25.46
10.	U.S.A.	4507.51	1119.84	2255.75	495.60	2489.19	522.52
11.	U.K.	1506.52	374.28	863.11	189.63	928.06	194.81
12.	LAC	238.03	59.14	132.53	29.12	144.56	30.34
13.	Other Countries	2697.22	670.09	2203.93	484.21	2238.35	469.86
Total		14012.05	3481.14	8183.12	1797.88	8718.94	1830.23

*Country-wise Exports of Handmade Carpets and other floor coverings for the last 3 years:*

Sl. No.	Country	2007-08		2008-09		2009-10	
		Rupees Crores	U.S.\$ Million	Rupees Crores	U.S.\$ Million	Rupees Crores	US\$ Million
1.	Argentina	7.20	1.79	10.52	2.33	8.93	1.87
2.	Australia	62.56	15.54	68.81	15.20	63.65	13.35
3.	Austria	19.11	4.75	23.70	5.25	25.72	5.39
4.	Belgium	58.02	14.41	11.56	2.56	10.56	2.22
5.	Brazil	17.70	4.41	4.69	1.04	12.91	2.70
6.	Canada	59.33	14.74	40.27	8.92	30.72	6.45
7.	Denmark	28.36	7.05	18.82	4.17	16.02	3.35
8.	Finland	16.27	4.04	14.67	3.25	10.5	2.20
9.	France	56.78	14.11	48.84	10.82	40.55	8.50
10.	Germany	646.71	160.67	613.24	135.85	551.42	115.75
11.	Italy	105.94	26.32	25.50	5.65	10.51	2.21
12.	Japan	59.83	14.86	48.75	10.80	45.75	9.60
13.	Netherlands	44.02	10.94	19.09	4.23	15.05	3.15
14.	Norway	8.94	2.22	6.41	1.42	4.09	0.86
15.	Sweden	46.41	11.53	18.28	4.05	10.51	2.20
16.	Switzerland	9.13	2.27	26.86	5.95	20.51	4.30
17.	Spain	82.07	20.39	24.38	5.40	15.01	3.15
18.	U.S.A.	1,668.86	414.62	1,359.29	301.12	1149.95	241.43
19.	U.K.	183.07	45.48	112.18	24.85	80.22	16.84
20.	Others	344.42	85.57	212.87	47.20	382.75	80.35
Total		3,524.73	875.71	2,708.73	600.06	2505.33	525.87

(Source: NIC, Ministry of Commerce Web-Site)

*[Translation]***Pradhan Mantri Swasthya Suraksha Yojana**

\*131. SHRI DILIP SINGH JUDEV:  
SHRI R. DHARUVANARAYANA:

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

(a) whether the Government is implementing the

Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) in the country;

(b) if so, the details thereof;

(c) the number of projects being implemented under the said scheme, State-wise/Union Territory-wise;

(d) the details of the funds sanctioned and utilised during the last three year, State-wise/Union Territory-wise, and



(e) the achievements made as a result thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Government of India is implementing Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) which involves setting up of 6 AIIMS like institutions and upgradation of 13 existing Government medical college institutions in the first phase to provide affordable tertiary health care services and quality medical education in the country. Government has approved the first phase of PMSSY on 16.3.2006 and second phase on 5.2.2009. The details of the projects are given in Statement-I.

(d) The details of funds sanctioned and utilized, State-wise are given at Statement-II.

(e) As far as six AIIMS-like institutions in the first phase, Package-I (civil work for medical college complex) at all the six sites has started in May, 2010, and is scheduled to be completed in 15 months except at Patna where the duration is 18 months. Civil work for Package-II (hospital complex) has started at all sites in mid September, 2010, and is scheduled to be completed in 24 months.

In regard to upgradation of 13 medical college institutions in the first phase, civil work at five medical colleges, viz. Thiruvananthapuram Medical College; Government Medical College, Bangalore; Government Mohan Kumaramangalam Medical College, Salem; NIMS, Hyderabad; and SGP GIMS, Lucknow, has been completed. At Kolkata medical College, OPD block has

been completed; 79% Academic block completed and for Super Speciality Block, work has been awarded in February, 2011. Civil work is progressing at Jammu Medical College (97.5%); IMS, BHU, Varanasi (68%); RIMS, Ranchi (40%); Srinagar Medical College (42%). At B.J. Medical College, Ahmedabad; Grants Medical College, Mumbai; and SVIMS, Tirupati, where only procurement of medical equipments is involved, the progress of procurement is 70%, 84% and 70% respectively.

### *Statement I*

#### I. SETTING UP OF AIIMS-LIKE INSTITUTIONS

Sl.No.	Name of State	Location
<b>Ist Phase</b>		
1.	Madhya Pradesh	Bhopal
2.	Odisha	Bhubaneswar
3.	Rajasthan	Jodhpur
4.	Bihar	Patna
5.	Chhattisgarh	Raipur
6.	Uttarakhand	Rishikesh
<b>2nd Phase</b>		
1.	West Bengal	Raiganj, Uttar Dinajpur
2.	Uttar Pradesh	Location to be finalized.

#### II. UPGRADATION OF MEDICAL COLLEGE INSTITUTIONS

Sl.No.	State	Name of Institution
1	2	3
<b>Ist phase</b>		
1.	Andhra Pradesh	(i) Nizam Institute of Medical Sciences, Hyderabad. (ii) Sri Venkateswara Institute of Medical Sciences, Tirupati
2.	Gujarat	B.J. Medical College, Ahmedabad
3.	Jammu and Kashmir	(i) Government Medical College, Jammu (ii) Government Medical College, Srinagar
4.	Jharkhand	Rajendra Institute of Medical Sciences, Ranchi
5.	Karnataka	Government Medical College, Bangalore

1	2	3
6.	Kerala	Government Medical College, Thiruvananthapuram
7.	Maharashtra	Grants Medical College, Mumbai
8.	Tamil Nadu	Government Mohan Kumaramangalam Medical College, Salem
9.	Uttar Pradesh	(i) Sanjay Gandhi Postgraduate Institute of Medical Science, Lucknow (ii) Institute of Medical Sciences, Banaras Hindu University, Varanasi
10.	West Bengal	Kolkata Medical College, Kolkata.

**2nd Phase**

1.	Haryana	Pandit B.D. Sharma Postgraduate Institute of Medical Sciences, Rohtak
2.	Himachal Pradesh	Dr. Rajendra Prasad Government Medical College, Tanda
3.	Maharashtra	Government Medical College, Nagpur
4.	Punjab	Government Medical College, Amritsar
5.	Tamil Nadu	Government Medical College, Madurai
6.	Uttar Pradesh	Jawaharlal Nehru Medical College of AMU, Aligarh

**Statement II****I. Setting up of Six AIIMS-like institutions**

Sl. No.	State	Name of Site	Funds sanctioned/utilized (Rs. in Crore)				
			2007-08	2008-09	2009-10	2010-11	Total
1.	Madhya Pradesh	Bhopal		0.26	4.14	68.91	73.31
2.	Odisha	Bhubaneswar		19.93	-	10.73	30.66
3.	Rajasthan	Jodhpur	4.73	16	9.84	41.87	72.44
4.	Bihar	Patna		8.04	12.85	93.53	114.42
5.	Chhattisgarh	Raipur		12.07	18.33	60.63	91.03
6.	Uttarakhand	Rishikesh		15.52	36.59	76.1	128.21
Total year-wise			4.73	71.82	81.75	351.77	510.07

**II. Upgradation of Medical College Institutions**

Sl. No.	State	Name of Institution	Funds sanctioned/utilized (Rs. in Crore)				
			2007-08	2008-09	2009-10	2010-11	Total
1	2	3	4	5	6	7	8
<b>Ist phase</b>							
1.	Andhra Pradesh	Nizam Institute of Medical Sciences, Hyderabad	8.23	30.00	36.00	8.09	82.32
		Sri Venkateswara Institute of Medical Sciences, Tirupati	15.61	12.42	11.35	0.00	39.38



1	2	3	4	5	6	7	8
2.	Gujarat	B.J. Medical College, Ahmedabad	7.31	26.62	11.19	3.21	48.33
3.	Jammu and Kashmir	Govt. Medical College, Jammu	6.3	27.06	36.1	12.64	82.10
		Govt. Medical College, Srinagar	4.93	28.30	26.19	7.21	66.63
4.	Jharkhand	Rajendra Institute of Medical Sciences, Ranchi	1.00	8.71	36.02	17.25	62.98
5.	Karnataka	Govt. Medical College, Bangalore	5.19	35.02	39.52	4.86	84.59
6.	Kerala	Govt. Medical College, Thiruvananthapuram	6.29	52.63	13.98	0.00	72.90
7.	Maharashtra	Grants Medical College, Mumbai	0.00	37.75	20.01	12.31	70.07
8.	Tamil Nadu	Govt. Mohan Kumaramangalam Medical College, Salem	6.12	33.35	39.84	0.00	79.31
9.	Uttar Pradesh	Sanjay Gandhi Postgraduate Institute of Medical Science, Lucknow	4.58	51.38	16.61	2.60	75.17
		Institute of Medical Sciences, Banaras Hindu Univ, Varanasi	0.25	24.48	42.98	25.00	92.71
10.	West Bengal	Kolkata Medical College, Kolkata	4.17	23.09	16.44	0.42	44.12
<b>2nd Phase</b>							
1.	Maharashtra	Govt. Medical College, Nagpur			40.00		40.00
Total year-wise			69.98	390.81	386.23	93.59	940.61

[English]

**Polio Cases**

\*132. SHRI ADHALRAO PATIL SHIVAJI:  
SHRI DHARMENDRA YADAV:

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

(a) whether a large number of children in the country are still vulnerable to polio despite repeated rounds of vaccination;

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

(c) the number of polio cases reported and the percentage of polio virus cases reduced during the last three years and the current year. State-wise and Union Territory-wise;

(d) whether the Government has fixed any targets to achieve zero transmission of the crippling polio virus; and

(e) if so, the details thereof alongwith the steps taken by the Government to prevent recurrence of polio cases in the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) While there has been a tremendous decline in the number of polio cases in India during 2010, polio virus circulation has not completely stopped yet and therefore certain categories of children are still at risk of getting polio. These include mobile and migrant communities (such as those living in brick kilns, construction sites and slums etc.) who miss some doses of vaccine and are, therefore, more vulnerable to polio compared to other children. Similarly

children living in areas with high population density and poor sanitation are more vulnerable because of high incidence of diarrhea that compromises the retention and effectiveness of the vaccine.

(c) State/UTs-wise details are given in the enclosed statement.

(d) and (e) India is committed to eradicate polio. The steps taken in this regard include introduction of bivalent polio vaccine in 2010, a multipronged strategy to improve sanitation, hygiene, availability of clean water and control of diarrhea in 107 high risk blocks in Uttar Pradesh and Bihar and special micro plans to cover mobile and migrant population.

### **Statement**

#### *State-wise Polio Cases for past three years*

States/UTs	2008		2009			2010		2011*
	Cases	% Change	Cases	% Change		Cases	% Change	
1	2	3	4	5		6	7	8
Arunachal Pradesh	0		0			0		
Chhattisgarh	0		0			0		
Goa	0		0			0		
Kerala	0		0			0		
Manipur	0		0			0		
Meghalaya	0		0			0		
Mizoram	0		0			0		
Nagaland	0		0			0		
Sikkim	0		0			0		
Tamil Nadu	0		0			0		
Tripura	0		0			0		
Andaman and Nicobar Islands	0		0			0		
Chandigarh	0		0			0		
Dadra and Nagar Haveli	0		0			0		
Daman and Diu	0		0			0		
Lakshadweep	0		0			0		
Puducherry	0		0			0		
Gujarat	0	(-)100	0			0		
Karnataka	0	(-)100	0			0		
Andhra Pradesh	1	(-)80	0	(-)100		0		
Assam	1	(+)100	0	(-)100		0		
Madhya Pradesh	1	(+)100	0	(-)100		0		



1	2	3	4	5	6	7	8
Odisha	2	(+)100	0	(-)100	0		
Uttarakhand	1	(-)83.3	4	(+)300	0	(-)100	
Rajasthan	2	(-)33.3	3	(+)50	0	(-)100	
Punjab	2	(+)100	4	(+)100	0	(-)100	
Delhi	5	(+)150	4	(-)20	0	(-)100	
Himachal Pradesh	0		1	(+)100	0	(-)100	
Jammu and Kashmir	0		0		1	(+)100	
Jharkhand	0		2	(+)200	8	(+)300	
Maharashtra	2	0	0	(-)100	5	(+)500	
West Bengal	2	0	0	(-)100	8	(+)800	1
Haryana	2	(-)66.7	4	(+)100	1	(-)75	
Bihar	233	(-)53.7	117	(-)49.8	9	(-)92.3	
Uttar Pradesh	305	(-)10.6	602	(+)97.4	10	(-)98.3	
Total	559	(-)36%	741	(+)32.6%	42	(-)94.3	1

'(+)' % Increase in number of Polio cases as compared with previous year.

'(-)' % Decrease in number of Polio cases as compared with previous year.

\*2011 is upto 25.02.2011.

### **Incredible India Campaign**

\*133. SHRI RAJU SHETTI: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has assessed the impact of "Incredible India Campaign" on tourist inflow;

(b) if so, the details thereof;

(c) the expenditure incurred on the said campaign during each of the last three years and the current year;

(d) whether the Government proposes to give incentives to tourists including the Government employees to promote tourism; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM (SHRI SUBODH KANT SAHAY): (a) and (b) The Ministry of Tourism promotes India as a holistic tourist destination in the international and domestic markets under its brand line 'Incredible India'. Since the launch of the brand line 'Incredible India', foreign tourist arrivals to the country have increased from 2.38 million to 5.58 million (provisional) in 2010 and domestic tourist visits have increased from 269.60 million to 650.04 million (provisional) in 2009.

(c) The expenditure on promotion of India as a tourist destination under the 'Incredible India' brand line in International and Domestic Markets is incurred from funds allocated under the "Restructured Scheme of Overseas Promotion and Publicity including Marketing Development Assistance" and "Domestic Promotion and Publicity including Hospitality" heads respectively. Details of expenditure incurred under these heads during the last three years and the current year are given below:

(Rs. in crore)

Year	Expenditure under the Budget head "Restructured Scheme of Overseas Promotion & Publicity including Marketing Development Assistance"	Expenditure under the Budget head "Domestic Promotion and Publicity including Hospitality"
2007-08	170.89	64.12
2008-09	211.35	77.31
2009-10	242.67	53.86
2010-11	182.49 (upto Feb., 2011)	72.30 (upto Feb., 2011)

(d) and (e) As an incentive to boost tourism, the Government of India in relaxation of the Central Civil Services (Leave Travel Concession) Rules, 1988 has permitted Central Government employees to convert one Home Town LTC for visiting the North-East Region with effect from May 2008 and Jammu & Kashmir from June 2010. Group 'A' and 'B' Officers have been permitted air travel from place of their posting and Group 'C' and 'D' staff from Kolkata/Guwahati for visiting the North East region. For visiting Jammu & Kashmir, non-entitled officials have been permitted air travel from Delhi/Amritsar.

#### Rise in External Debt

\*134. SHRI SHIVKUMAR UDASI: Will the Minister of FINANCE be pleased to state:

(a) the details of India's total external debt during last two financial years and the current financial year;

(b) the details of various components and currencies which constitutes country's external debt;

(c) India's ranking amongst top twenty developing debtor countries;

(d) the details of external debt to Gross Domestic Product ratio and debts service ratio; and

(e) the steps taken by the Government to ensure that the external debt remains within manageable limits?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) The details of India's external debt are given below in Table 1.

Table 1: India's External Debt

Unit	2009 (end March)	2010 (end-March)	2010 (end-September) QE*
US\$ million	224,547	262,344	295,847
Rs. crore	1,143,951	1,184,998	1,332,195

\*QE: Quick estimates

Source: Ministry of Finance

(b) The details of various components and currencies, which constitute India's external debt, are presented in Table 2 and Table 3, respectively.

Table 2: Composition of India's External Debt

(Per cent of total debt)				
Sl. No.	Component	End-March 2009	End-March 2010	End-Sept. 2010 QE
1.	Multilateral	17.6	16.3	15.8
2.	Bilateral	9.2	8.6	8.3
3.	IMF	0.5	2.3	2.1
4.	Export credit	6.4	6.4	6.2
5.	Commercial Borrowings	27.8	27.4	27.8
6.	NRI Deposits	18.5	18.3	16.9
7.	Rupee Debt	0.7	0.6	0.6
8.	Long-term debt (1 to 7)	80.7	80.0	77.7
9.	Short-term debt	19.3	20.0	22.3
10.	Total External Debt (8+9)	100.0	100.0	100

QE: Quick Estimates.

Source: Ministry of Finance.

Table 3: Currency Composition of India's External Debt

Sl. No.	Currency	March 2009	March 2010	Sept. 2010 QE
1	2	3	4	5
1.	US Dollar	54.1	53.4	53.9
2.	SDR	9.8	10.7	9.8



1	2	3	4	5
3.	Indian Rupees	15.4	18.6	18.8
4.	Japanese Yen	14.3	11.4	11.8
5.	Euro	4.1	3.6	3.6
6.	Pound Sterling	2.0	1.8	1.7
7.	Others	0.3	0.5	0.4
Total (1 to 7)		100.0	100.0	100.0

(c) A cross country comparison of external debt of twenty most indebted developing countries, based on the data given in the World Bank's "Global Development Finance, 2010", shows that India was the fifth most indebted country in 2008 in terms of the stock of external debt, after the Russian Federation, China, Turkey, and Brazil.

(d) The details of external debt to Gross Domestic Product and debt service ratios are given in Table 4 below.

**Table 4: India's External Debt**

Item	2008-09	2009-10	2010-11 (April-September)
Debt to GDP ratio	20.5	18.1	16.9*
Debt service ratio	4.4	5.5	3.8

\*Based on advance GDP estimates for 2010-11, released by the CSO and external debt stock at end-September 2010  
Source: Ministry of Finance and RBI

(e) The successful management of external debt is due to prudent debt management policy being followed that emphasizes raising sovereign loans on concessional terms with longer maturities, regulating external commercial borrowings through end-use and all-in-cost restrictions, rationalizing interest rates on Non-Resident Indian (NRI) deposits and monitoring long and short-term debt.

[Translation]

#### **Welfare Schemes for Tribals**

\*135. DR. SANJAY JAISWAL:  
SHRI ADHIR CHOWDHURY:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the funds allocated in respect of Special Area Programme and grants made to the States for the welfare of tribals have been fully utilized;

(b) if so, the details thereof for the last three years and the current year, State-wise;

(c) whether the schemes/projects being implemented by the Government to remove the social, economical and educational backwardness of the tribals have produced the desired results;

(d) if so, the details thereof; and

(e) the further action being taken in this regard?

THE MINISTER OF TRIBAL AFFAIRS (SHRI KANTI LAL BHURIA): (a) and (b) Two statements showing allocation, release and utilisation reported under the Special Area Programmes of Special Central Assistance to Tribal Sub-Plan and grant under Article 275(1) of the Constitution of India, for the last three years, State-wise, are enclosed at Statements-I and II.

(c) to (e) The main objective of the schemes/programmes implemented by the Ministry of Tribal Affairs as well as other Ministries of Government of India is to bring the tribal people into the mainstream economy through their economic, educational, health and social development, while simultaneously retaining their culture and traditions to suit their own genius. As a result of these schemes, there has been all-round socio-economic development of STs and improvement in employment opportunities, infrastructure and educational development, improvement in health etc. However the primary objective of bringing the HDI of tribals to that of the rest of the population is still not achieved.

Implementation of the schemes/programmes of the Government for the upliftment of tribal people is an ongoing process and endeavors are constantly made through various such schemes/strategies. Implementation of the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 is one of the historic initiatives taken by the Government.

**Statement I***Allocation, Release and Utilisation of SCA to TSP during 2007-08 to 2010-11*

Sl. No.	Name of State/U.T.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Released	Utilisation Reported	Allocation	Released	Utilisation Reported	Allocation	Released	Utilisation Reported	Allocation	Released (as on 25.2.2011)	Utilisation Reported
1.	Andhra Pradesh	3712.99	3712.99	3712.99	4176.75	4176.75	4176.75	4404.35	1930.00	1930.00	5062.00	4342.00	
2.	Assam	3463.00	3220.27	3220.27	3896.00	3755.65	3755.65	4158.33	2883.00	2883.00	4675.00	3500.00	
3.	Bihar	725.00	715.50	715.50	816.00	0.00	0.00	870.94	870.94	870.94	979	350.00	
4.	Chhattisgarh	6079.86	5893.78	5893.78	6839.00	6829.2	6829.20	7211.44	6322.88	6229.74	8189	9689.00	
5.	Goa	133.00	133.00	0.00	150.00	0.00	0.00	160.10	0.00	0.00	178.00	0.00	
6.	Gujarat	5419.14	5419.14	5419.14	6095.25	4571.435	4571.44	6427.23	5635.53	5625.03	7326	7326.00	
7.	Himachal Pradesh	1133.43	1133.43	1133.43	1276.00	1276.00	1276.00	1345.10	1179.40	1179.40	1506	1506.00	
8.	Jammu and Kashmir	1202.00	956.24	956.24	1352.00	676.00	494.21	1443.04	263.79	0.00	1622	490.00	
9.	Jharkhand	7817.00	7711.12	7711.12	8793.00	2198.25	2198.25	9271.38	0.00	0.00	9140	9140.00	
10.	Karnataka	1372.00	1372.00	1372.00	1544.00	1544.00	1544.00	1647.96	1647.96	1647.96	1853	1800.00	
11.	Kerala	352.36	352.36	352.36	396.25	396.25	396.25	417.33	366.10	351.17	502	440.00	*Not Applicable
12.	Madhya Pradesh	11240.00	9129.39	9129.39	12644.25	12644.25	12644.25	13332.33	8722.00	8722.00	15214	14557.00	
13.	Maharashtra	4293.00	4293.00	4293.00	4830.00	2500.00	2500.00	5879.67	895.91	165.46	6696	5725.82	
14.	Manipur	879.00	879.00	879.00	989.00	989.00	989.00	1055.59	527.795	527.80	1187	594.00	
15.	Odisha	8543.41	8543.41	8543.41	9610.50	10110.5	10110.50	10133.53	8885.55	8885.55	11520	11520.00	
16.	Rajasthan	4654.00	4654.00	4654.00	5236.00	5236.00	5236.00	5588.56	3400.00	960.81	7273.00	7272.41	
17.	Sikkim	280.36	280.36	280.36	315.00	315.00	315.00	332.21	291.38	291.38	328	328.00	
18.	Tamil Nadu	417.04	142.59	142.59	469.00	469.00	284.05	494.18	108.00	81.00	578	393.00	
19.	Tripura	1376.12	1318.28	1318.28	1548.00	1548.00	1548.00	1632.22	1431.29	1431.29	1879	1879.00	
20.	Uttarakhand	110.00	0.00	0.00	124.00	0.00	0.00	132.35	108.135	0.00	149	0.00	
21.	Uttar Pradesh	572.72	425.36	166.18	644.25	644.25	62.64	679.62	0.00	0.00	760.00	0.00	
22.	West Bengal	2894.59	2894.59	2894.59	3255.75	3255.75	2950.25	3432.54	2654.34	2548.23	3384	3384.00	
Grand Total		66670.02	63179.81	62787.63	75000.00	63135.29	61881.44	80050.00	48124.00	44330.76	90000.00	84236.23	

\*Utilization of funds released is to be reported only within 12 months, and hence would be monitored only in 2011-12.



**Statement II***Grant Released/Utilized under Article 275(1) of the Constitution during the last 3 years*

Sl. No.	Name of State/U.T.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Amount Released	Utilisation Reported	Allocation	Amount Released	Utilisation Reported	Allocation	Amount Released	Utilisation Reported	Allocation	Amount Released (as on 25.2.2011)	Utilisation Reported
1.	Andhra Pradesh	2114.73	2453.03	2114.73	2199.32	1863.44	1863.44	5283.00	1946.20	1946.20	5526.00	3363.00	
2.	Arunachal Pradesh	296.81	544.29	544.29	308.68	308.68	308.68	738.00	35.20	35.20	772.00	0.00	
3.	Assam	1392.63	1192.63	1189.77	1448.34	1444.88	1193.84	3483.00	1240.77	0.00	3643.00	2322.84	
4.	Bihar	319.20	319.20	319.20	331.97	0.00	0.00	801.00	95.00	95.00	838.00	638.00	
5.	Chhattisgarh	2785.03	3090.44	3090.44	2896.43	3211.43	3211.43	6966.00	2834.80	2644.74	7286.00	7286.00	
6.	Goa	68.45	68.45	0.00	71.19	7.00	0.00	171.00	0.00	0.00	179.00	0.00	
7.	Gujarat	3148.94	3652.68	3652.68	3274.90	2372.77	2372.77	7875.00	4783.00	58.00	8237.00	8237.00	
8.	Himachal Pradesh	142.62	165.43	165.43	148.32	148.32	148.32	360.00	360.00	360.00	377.00	377.00	
9.	Jammu and Kashmir	465.52	286.61	230.45	484.14	193.66	0.00	1161.00	282.74	131.84	1214.00	607.00	
10.	Jharkhand	465.52	3060.27	3060.27	3102.38	1852.43	1852.43	7461.00	3730.00	253.22	7804.00	7804.00	
11.	Karnataka	1458.05	1458.05	1458.05	1516.37	1496.37	1496.37	3645.00	1823.00	1823.00	3813.00	3813.00	
12.	Kerala	153.29	101.52	101.52	159.42	159.42	159.42	387.00	387.00	387.00	405.00	405.00	
13.	Madhya Pradesh	5149.26	5973.00	5973.00	5355.23	6466.80	6466.80	12870.00	6435.00	6435.00	13462.00	14878.90	
14.	Maharashtra	3610.31	3610.310	3610.31	3754.722	2441.46	2441.46	9027.00	2000.00	293.00	9442.00	7101.00	
15.	Manipur	311.96	311.96	311.96	324.44	324.44	324.44	783.00	352.50	352.50	819.00	819.00	
16.	Meghalaya	838.83	773.02	484.34	872.38	155.33	155.30	2097.00	0.00	0.00	2193.00	0.00	
17.	Mizoram	353.28	409.79	409.79	367.41	403.57	403.57	882.00	441.00	441.00	923.00	500.00	*Not Applicable
18.	Nagaland	746.72	866.170	866.17	776.59	200.00	200.00	1863.00	576.59	576.59	1949.00	1949.00	
19.	Odisha	3428.39	4176.84	4176.84	3565.53	4129.73	4129.73	8568.00	7026.00	7026.00	8962.00	9644.33	
20.	Rajasthan	2987.54	3168.91	3168.91	3107.04	3107.04	3106.65	7470.00	1500.00	574.37	7814.00	7814.00	
21.	Sikkim	87.50	101.50	101.50	91.00	65.00	65.00	216.00	149.20	110.19	226.00	226.00	
22.	Tamil Nadu	274.15	0.00	0.00	285.12	291.39	210.60	684.00	342.00	333.85	716.00	358.00	
23.	Tripura	418.15	485.04	485.04	434.88	434.88	434.88	1044.00	780.00	780.00	1092.00	1092.00	
24.	Uttar Pradesh	502.88	499.12	489.51	523.00	391.28	281.97	1260.00	350.00	0.00	1318.00	1200.00	
25.	Uttarakhand	107.81	107.81	97.77	112.12	20.00	20.00	270.00	120.00	109.64	282.00	250.00	
26.	West Bengal	1854.89	2151.620	2151.62	1929.086	2489.09	2489.09	4635.00	2320.00	0.00	4848.00	4848.00	
Grand Total		36000.00	39027.69	38253.59	37440.00	33978.41	33336.19	90000.00	39910.00	24766.34	94140.00	85530.07	

N.B. Wherever release indicated is in excess of the allocated amount, that is attributable to additional releases for the purpose of innovative grant etc.

\*Utilization of funds released is to be reported only within 12 months, and hence would be monitored only in 2011.12



[English]

**Recovery of amount locked up in Disputes**

\*136. SHRI SONAWANE PRATAP NARAYANRAO: Will the Minister of FINANCE be pleased to state:

(a) whether out of nearly Rs. 2.50 lakh crore arrears, nearly Rs. 99,000 crore is locked in tax disputes between the Income Tax Department and taxpayers;

(b) if so, the steps taken to reform income tax laws to recover pending dues and to reduce unnecessary litigation;

(c) whether the Income Tax Authorities have fixed any target for 2011 and 2012 concerning recovery of pending dues and if so, the details thereof;

(d) the details of companies from whom Income Tax worth more than Rs. One crore is due for recovery and the time since when such amounts are due; and

(e) the efforts made to recover the dues?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) Out of the total arrears, the amount locked up in disputes between the Income Tax Department and taxpayers as on January, 2011 is Rs. 160499 crores.

(b) The Income Tax Act, 1961 contains provisions enabling recovery of pending dues. Besides other institutions provided in the Act, Settlement Commission plays a significant role in speedy recovery of taxes. Through the Finance Bill, 2011 (8 of 2011), the scope of cases where application can be filed before the Commission has been widened. Under the existing provisions an applicant who had been searched and in whose case search assessment proceedings have been initiated, could file an application before the Settlement Commission, if the additional amount of income tax payable on the income disclosed in the application exceeds fifty lakh rupees. As per the new provision, entities related to the aforesaid applicant, who are also the subject matter of search, would now be allowed to file an application for settlement, if additional income-tax payable in their application exceeds ten lakh rupees. It has been decided to set up three more benches of the Settlement Commission.

The various steps taken to reduce unnecessary litigation include:

(i) The monetary limit for filing of appeals by the Income Tax Department before the Income Tax Appellate Tribunal (ITAT), High Court (HC) and Supreme Court (SC) has been increased w.e.f. 9.2.2011 and the same are as follows:

	Old limits (tax effect in Rs. Lakhs)	New limits (tax effect in Rs. Lakhs)
ITAT	2	3
HC	4	10
SC	10	25

As a result, likely reduction in litigation at ITAT level is 13% and at HC and SC level 25-30%.

(ii) National Judicial Reference System is being developed which will be repository of direct tax judgments of ITAT, High Courts & the Supreme Court and will help the Department in reducing litigation on covered issues.

(iii) The Central Board of Direct Tax (CBDT) has issued communication/guidelines from time to time to its field formation for judicious application of mind while filing appeals & filtering out frivolous appeals.

(c) The CBDT fixes the target for recovery of pending dues for every Financial year. The target for recovery of arrear demand for the Financial year 2010-11 is Rs. 13,906 crore. The target for cash collection out of current demand has been fixed at 40% of demand due during the financial year.

(d) Data base regarding the outstanding demand against companies from whom income tax exceeding Rs. one crore is due and the time since such amount is due is not maintained centrally. However, total demand due (arrear + current) from companies upto the month of December 2010 is Rs. 1,02,763 crore.

(e) Apart from the statutory measures taken for recovery of outstanding tax dues as prescribed under the Income Tax Act, 1961 including attachment of bank accounts, attachment and sale of immovable property etc., the following special measures are being taken to expedite recovery of direct tax arrears:

(i) Monitoring of the outstanding arrears above Rs. 10 crore by C.B.D.T. alongwith the Directorate of Income Tax (Recovery).



- (ii) Identification of cases involving substantial amount pending before Commissioners (Appeals) and ITAT and requesting these authorities to dispose of such appeals early so that the amount can be collected during current financial year itself.
- (iii) Assessing Officers have been directed to focus on the recovery of outstanding demand specifically during the last quarter of the financial year.

#### **Large Area Prospecting Licences**

\*137. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of MINES be pleased to state:

- (a) the salient features of the National Mineral Policy (NMP);
- (b) whether the Government proposes to grant licences under the Large Area Prospecting Licences (LAPLs) for mineral deposits on First-cum-First Served Basis under NMP;
- (c) whether some of the mineral bearing States have expressed their opposition to introduction of LAPLs;
- (d) if so, the reaction of the Government thereto;
- (e) whether competitive bidding is not considered as one of the option for grant of LAPL;
- (f) if so, the reasons therefor; and
- (g) the details of areas where LAPL granted, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI DINSHA PATEL): (a) Salient features of the National Mineral Policy, 2008, are given in the enclosed Statement. The text of the policy, which was tabled in Rajya Sabha on 16th April 2008 and in the Lok Sabha on 20th March 2008 is available on the website of the Ministry of Mines (<http://mines.nic.in>).

(b) to (f) The total area currently under lease for major minerals is 4914.4 sq km. mostly of surfacial deposits, such as Limestone, Bauxite and Iron ore, whereas the Obvious Geological Potential (OGP) area for exploration is nearly 5,70,000 sq. km. in most of which minerals are likely to be also available at depth. The National Mineral Policy, 2008, recognizes the need

to explore for deep-seated and concealed deposits and states that regional and detailed exploration needs to be carried out systematically in the entire geologically conducive mineral bearing area of the country using state-of-the-art technique in a time bound manner. This requires exploration at a depth of 50 metres or more below the surface based on integrated geological studies and theoretical concepts developed around the country's cratonic blocks of West Dharwar, East Dharwar, Bastar, Singhbhum and Bundelkhand, etc. where major mineral resources are likely to be located. Advanced geophysics particularly gravity and magnetic surveys, using aircraft and helicopters mounted with very sophisticated, sensitive and expensive sensors is used, which also requires complex proprietary software to analyse the huge volume of raw data generated along the flight path. This is a high-cost and high-risk specialized enterprise, which can only be done using venture capital. Unless it is done, the deeper deposits cannot be located and country will continue to suffer from a shortage of these mineral resources, due to failure to locate them.

Recognising this fact, the National Mineral Policy, 2008 has recommended a special exploration licence called the Large Area Prospecting Licence (LAPL) designed to attract large investments and high technology. This licence will only be available to search for deposits of base metals, like copper, and noble metals like gold etc. which occur in thin veins and lodes or in deep stratabound structures and need high cost geophysics and advanced computer modeling software for location. The exploration is generally done initially in large areas (typically upto 5000 sq. km.) through rapid airborne surveys and 'anomalies' in the nature of high or low magnetic or gravity values are analysed to do general exploration including open spaced drilling in a few tens of square kilometers for further geological and geophysical evaluation. This in turn can narrow down the search area to detailed exploration of a few square kilometers for closed spaced drilling to intersect the veins and lodes at depth at various angles to precisely estimate the size and disposition of the ore body. Since a LAPL can be only granted for deep-seated deposits for multiple minerals (other than iron ore, bauxite, limestone etc.) and primarily needs to commence from regional scale exploration over a large area, a bid value cannot be estimated at the start of the enterprise as the nature of deposit in terms of the minerals, their quantity, technology of the extraction etc. will not be known at the time of grant of concession. For this reason competitive bidding has not been recommended for LAPL, and it is



proposed to grant this concession on the basis of chronological priority of the applicants, who would be required to furnish exploration data to the State Governments and mandatorily surrender a portion of the explored area to the State Government each year over the period of six years (which will be available to other applicants). LAPL as a concession is thus not an asset with a value; rather it is a method of locating an asset of value. However the licence fee for LAPL is likely to be very high.

A few mineral bearing State Governments have sent suggestions on the new legislation being framed pursuant to the National Mineral Policy, 2008. It is not possible to indicate the reaction of the Union Government till the draft legislation is finalized.

(g) Does not arise in view of the fact that LAPL as a concession instrument is still under consideration of the Government, and will need to be included in the legislative framework.

#### **Statement**

##### *Salient features of National Mineral Policy, 2008*

The salient features of the National Mineral Policy 2008 (NMP 2008) are as under:

- (i) To exploit the country's geological potential it is important that scientific prospecting is carried out in search of its rich mineral wealth. It will be ensured that Regional and Detailed Explorations are carried out systematically in the entire geologically conducive mineral bearing area of the country using state-of-the-art techniques and in a time bound manner. The Geological Survey of India (GSI) will be strengthened to the maximum extent possible. However, the task of Regional Exploration being mammoth and the efforts of the GSI being constrained by manpower, resources and technology, private sector investment in the risk bearing areas of survey, exploration and prospecting will be encouraged.
- (ii) The regulatory environment will be improved to make it more conducive to investment and technology flows into prospecting and mining. Capital market structures will be developed to attract risk investment into survey and prospecting. Security of tenure will be assured

along with transparency in the allocation of concessions. A new concession instrument (LAPL) will be introduced and terms and conditions of existing instruments will be liberalised where needed. Simultaneously, the regulatory environment will be tightened to ensure adherence to commitments in respect of expenditure, data filing and so on. Transparency and fair play in the allocation of ore bodies for mining will be ensured. Eligibility conditions will be strictly enforced. Procedures for grant of concessions will be streamlined so as to minimize delays.

- (iii) The development of a proper inventory of resources and reserves, a mining tenement registry and a mineral atlas will be given priority. Enforcement of mining plans for adoption of proper mining methods and optimum utilisation of minerals will be ensured. For this purpose also the Geological Survey of India and the India Bureau of Mines will be strengthened with man power, equipment and skill sets upgraded to the level of state of the art.
- (iv) A significant part of the nation's known reserves of some important minerals are in areas which are under forest cover. Further, mining activity is an intervention in the environment and has the potential to disturb the ecological balance of an area. However, the needs of economic development make the extraction of the nation's mineral resources an important priority. A framework of sustainable development will be designed to take care of bio diversity issues and to ensure that mining activity takes place along with suitable measures for restoration of the ecological balance. Special care will be taken to protect the interest of host and indigenous (tribal) populations on the basis of international best practice. Project affected persons will be protected through comprehensive relief and rehabilitation packages in line with the National Rehabilitation and Resettlement (R&R) Policy.
- (v) As the country develops and industry grows, assured availability and proximity of mineral resources will play an important role in giving a competitive edge to Indian industry. In view of the multiplier effect of minerals processed into metals on downstream industrialisation value



addition will be actively encouraged. However, such value addition will go hand in hand with the growth of the mineral sector as a stand alone industrial activity. While, appropriate linkages between exploitation of minerals and their end use including the development of industry based on the minerals will be supported wherever feasible, a downward curve in an industrial sector using a particular mineral within the country will not be allowed to effect the growth of mining activity for that mineral. Hence employment and tertiary sector spin offs from both value addition as well as from mining will be promoted so as to maximise the contribution of the mineral sector to the country's gross domestic product.

- (vi) Mining infrastructure requires a special thrust as the economic efficiency of evacuation of minerals from pit mouth to user point or port or rail head is closely linked to the end use value of the mineral and of the viability of the industry using the mineral. Innovative structures will be devised for developing and financing the infrastructure needs of the mining sector. While assistance through viability gap funding will be extended where required the principle of user charges and Private Public Participation will be the basis on which mining infrastructure will be built.
- (vii) India is a federal structure with a single economic space. Nevertheless, the legitimate fiscal interests of states which are mineral rich need to be protected. The revenues from minerals will be rationalised to ensure that the mineral bearing states get a fair share of the value of the minerals extracted from their grounds. New sources of revenue will be developed for the states and state agencies involved in mineral sector development and regulation will be encouraged to modernise in the areas of prospecting as well as regulation.
- (viii) To promote the use of state of the art exploration techniques, scientific mining and optimal use of minerals through ore dressing and beneficiation technologies a special impetus will be given to research and development and to the establishment of appropriate educational and training facilities for human resource development to meet the manpower

requirements of the mineral industry. A comprehensive institutional framework for R & D and Training will be developed.

#### **Vocational Training Centres**

**\*138. SHRI CHANDRAKANT KHAIRE:  
SHRI HARIBHAU JAWALE:**

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the number of vocational training centres (VTCs) for tribals established in the country during each of the last three years and the current year, State-wise;

(b) the details of tribals employed after their training from the said VTCs during the said period, State-wise;

(c) whether the Government proposes to upgrade and make it at par with Industrial Training Institutes (ITIs);

(d) if so, the details thereof; and

(e) the mechanism in place to monitor proper utilisation of funds by the State Governments under the said Scheme?

THE MINISTER OF TRIBAL AFFAIRS (SHRI KANTILAL BHURIA): (a) The State-wise number of Vocational Training Centres for which grant-in-aid was released during the last three years and the current year is given in statement.

(b) The scheme is implemented through State/UTs and NGOs and the data of employment gained by trainees is not maintained in the Ministry.

(c) and (d) The scheme revised w.e.f. 1.4.2009 has a provision that the Vocational Training Centre (VTC) is recognized/affiliated/accredited under 'Modular Employable Skills' from the Regional Directorate of Apprenticeship Training of State Governments/UT Administrations or recognition/affiliation under "Craftsmen Training Schemes (CTS)" from National Council of Vocational Training (NCVT) under Directorate General of Employment and Training, Ministry of Labour and Employment, Government of India as applicable. The attachment of VTCs with ITIs/ Polytechnics or other recognized institutions and the finalization of the course content for a particular trade in consultation with local ITIs/Polytechnics is also provided in the revised scheme.

(e) The proper utilization of funds is ensured by receipt of "Utilization Certificate" in GFR 19-A format as well as physical progress reports from the State Governments/UTs and NGOs. Further, the VTCs run by

NGOs are annually inspected by district authorities and their proposals are scrutinized by multidisciplinary State Level Committees every year.

**Statement**

Sl. No.	Name of State	No. of VTCs for which grant-in-aid released to State Govts.				No. of VTCs for which grant-in-aid released to NGOs.			
		2007-08 Centres	2008-09 Centres	2009-10 Centres	2010-11 Centres	2007-08 Centres	2008-09 Centres	2009-10 Centres	2010-11 Centres
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	0	0	0	0	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0
3.	Assam	0	20	0	10	3	3	2	1
4.	Bihar	0	0	0	0	0	0	0	0
5.	Chhattisgarh	11	11	0	0	1	0	0	0
6.	Goa	0	0	0	0	0	0	0	0
7.	Gujarat	13	13	0	13	1	1	0	0
8.	Himachal Pradesh	0	0	0	0	0	0	0	0
9.	Jammu and Kashmir	1	0	0	0	0	0	0	0
10.	Jharkhand	0	0	0	0	0	0	0	0
11.	Karnataka	0	0	0	0	2	1	1	1
12.	Kerala	0	0	0	0	0	0	0	0
13.	Madhya Pradesh	10	10	0	10	2	1	0	1
14.	Maharashtra	0	0	0	0	1	0	0	0
15.	Manipur	0	0	0	0	0	0	0	0
16.	Meghalaya	0	0	0	0	1	1	1	0
17.	Mizoram	5	5	0	5	0	0	0	0
18.	Nagaland	0	0	0	0	2	2	2	0
19.	Odisha	0	0	0	0	0	0	0	0
20.	Rajasthan	0	0	0	0	0	0	0	0
21.	Sikkim	8	8	0	0	0	0	0	0
22.	Tamil Nadu	0	0	0	0	1	0	0	1
23.	Tripura	0	8	0	0	0	0	0	0
24.	Uttar Pradesh	0	0	0	0	0	0	0	0



1	2	3	4	5	6	7	8	9	10
25.	Uttarakhand	0	0	0	0	0	0	0	0
26.	West Bengal	0	0	0	0	0	0	0	0
27.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0
28.	Daman and Diu	0	0	0	0	0	0	0	0
Total		48	75	0	38	14	9	6	4

### Illegal Mining Activities

\*139. SHRI P.K. BIJU: Will the Minister of MINES be pleased to state:

(a) whether the Government has taken note of illegal mining activities including disappearance of seized iron ore from some of the mineral producing States;

(b) if so, the details thereof;

(c) whether the Union Government has urged the concerned State Governments to inquire into the reported cases of disappearance of seized iron ore;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI DINSHA PATEL): (a) to (d) As per information made available by the State Government, the Karnataka State Forest Department has seized about 8,05,991.083 metric tonnes of ore without valid permits. A Forest offence case was filed vide FIR No. 17/2009-10 dated 15.3.2010 under section 2(7)(b)(iv) 62, 80, 24 Karnataka Forest Act and Rule 143 and 162 of Karnataka Forest Rules. The seized material was kept at the disposal of Port Conservator, Belikere Port for safe custody. However, on the basis of a report on 20.6.2010 that the seized material has been exported illegally, the Karnataka State Forest Department investigated the matter, which revealed that 6.00 lakh metric tonnes of seized material has been illegally exported. The State Government has initiated action against the erring Port Conservator and he has been kept under suspension. Further the investigation by the Hon'ble Lokayukta and State Corps of Detective is in progress and the State

Government has stated that stringent action would be initiated against the culprits. Hon'ble High Court of Karnataka has also prohibited export of ore seized in the Belekeri port.

The State Government of Karnataka has reported that it has put in place the following systems/measures in the State:

- The State Government has framed the rules under 23C of MMDR Act. The State Government could not implement the rules as the Hon'ble High Court of Karnataka had issued a stay order. The State Government has now succeeded in addressing all the issues raised in the petitions and has convinced the Hon'ble Court to vacate the stay orders. The rules would be further amended keeping in view the new challenges and circumstances to tackle illegal mining and transportation effectively.
- The State Government has set up Task Forces, State Coordination-cum-Empowered Committee, formulation of State Mineral Policy etc. to control illegal mining, and the Action Plan for the purpose has been put in place to control illegal mining.
- The State Government has set up a Special Cell headed by the Director, Mines & Geology represented by the Senior Officers of the Departments of Transport, Forest, Home, Indian Bureau of Mines, Customs and Ports etc., to ensure that various measures incorporated in the action plan to control illegal mining are fully implemented. This Cell has already held its first meeting and several measures have been initiated as per the action plan.



- The State Government has set up 13 Composite Check Posts in strategic locations to monitor and control illegal transport of minerals. These check posts are manned by Departments of Mines, Transport, Forest officials, and have started functioning 24x7. In one of the most sensitive areas, bordering State of Karnataka and Andhra Pradesh, the check post has been equipped with cameras also.
- The State Government took initiative to take up a study of mining leases using high-resolution satellite imagery to identify encroachments. The Karnataka State Remote Sensing Application Centre has submitted its first report in respect of 47 leases situated in Bellary District. The State Government is initiating further action based on the findings of this report.
- The State Government has set up 3 survey teams comprising Officers of the Forest, Revenue and Mines to carry out general survey of leases/Report mentioned in Lokayukta having exceeded the area granted. These teams would also conduct surveys of leased areas pending for renewal.
- The State Government has decided to bring in a system of issuing mineral despatch permits - one permit per one vehicle - at the 'mine head' itself.
- The State Government has also taken steps to streamline the system of establishment of stock yards and has cancelled a number of stock yards established in violation of the guidelines. Necessary rules for establishment of stock yards would also be incorporated in the rules, issued under section 23C of MMDR Act.

(e) The Central Government is responsible for ensuring the proper regulation and development of mineral resources in the country and the Parliament has enacted the Mines and Minerals (Development and Regulation) Act, 1957. While section 23C of the said Act provides for State Government to formulate Rules to control illegal mining, the Central Government has been advising and coordinating activities and initiatives to help all States, including Karnataka, to curb illegal mining, inter-alia as follows:

- The State Governments have been advised to set up State Coordination-cum-Empowered

Committee (SCEC) to coordinate efforts to control illegal mining by including representatives of Railways, Customs and Port authorities. Separately the State Governments have also been advised to prepare and adopt an Action Plan with specific measures to detect and control illegal mining including, use of remote sensing, control on traffic, gather market intelligence, registration of end-users and setting up of special cells etc.

- Eighteen States have framed Rules under Section 23C of the Mines and Minerals (Development and Regulation) Act, 1957, and twenty one States have set up Task Force at State and/or District level to check illegal mining as per the instruction of Central Government.
- Up-to September, 2010, this State Governments detected 43317 cases of illegal mining of minor and major minerals as compared to 41578 cases detected in the full year 2009.
- A Central Coordination-cum-Empowered Committee has been set by Government, with representation from State Governments and Central Ministries concerned, to consider all mining related issues, including specifically, matters relating to coordination of activities to combat illegal mining at regular intervals.
- The Central Government has appointed Shri Justice M.B. Shah Commission of Inquiry under the Commission of Inquiry Act, 1952 to inquire into the large scale mining of iron ore and manganese ore without lawful authority in several States vide Notification S.O. 2817 dated 22nd November, 2010. The Commission has started functioning from its Camp Office at Ahmedabad.
- The Central Government amended Rule 45 of the Mineral Conservation and Development Rules, 1988, making it mandatory for all miners, traders, stockists, exporters and end-users to register with the Indian Bureau of Mines and report on movement of minerals to Indian Bureau of Mines and State Government as one of the measures to combat illegal mining vide notification G.S.R. 75(E) dated 9.2.2011.



**Restructured Accelerated Power  
Development and Reforms Programme**

\*140. SHRI ANANTH KUMAR:

SHRI JAYWANT GANGARAM AWALE:

Will the Minister of POWER be pleased to state:

(a) the progress made so far in the effective implementation of the Restructured Accelerated Power Development and Reforms Programme (R-APDRP) in the country along with the benefits of technology enhancement and the total estimated energy savings achieved as a result thereof, State-wise;

(b) the details of funds allocated, sanctioned and released to various States and power distribution companies under R-APDRP during each of the last three years and the current year;

(c) whether there has been a shortfall in release of funds to various States as compared to the sanctioned amounts;

(d) if so, the State-wise details thereof along with the reasons therefor; and

(e) the corrective measures taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) The Restructured-Accelerated Power Development and Reforms Programme (R-APDRP) was launched by the Ministry of Power in July 2008 as a Central Sector Scheme for improving the urban power distribution sector in the country. The focus of R-APDRP Scheme is on actual demonstrable performance by utilities in terms of sustained Aggregate Technical & Commercial (AT&C) loss reduction. The projects under the scheme are taken up in two parts: Part-A & Part-B. Part-A of the scheme is dedicated to the establishment of an IT enabled system for achieving reliable & verifiable baseline data that shall enable evaluation of exact & verifiable AT&C losses in towns where the scheme is being implemented. Part-B of the scheme is for actual up-gradation and strengthening of the sub-transmission and distribution system. The focus of Part-B is on real AT&C loss reduction which is to be maintained on a sustainable basis. The AT&C loss reduction shall be measured from a year after the implementation of Part-

A of the scheme and verified by independent agency appointed by MOP. The AT&C loss reduction shall be measured for a period of five years.

The present status of the R-APDRP scheme is given below:

- Under Part-A (IT) of the scheme, a loan of Rs. 5177 Crores has been sanctioned for funding of all eligible 1401 schemes in 29 states/UTs and an amount of Rs. 1475 Crores has already been disbursed.
- Under Part-B of R-APDRP, schemes worth Rs. 14854 Crores have been sanctioned for 775 out of 1100 eligible towns and an amount of Rs. 1781 Crores has already been disbursed.
- Under Part-A (SCADA), a loan amount of Rs. 472 Crores has been sanctioned for funding of SCADA schemes in 18 of 60 eligible towns and an amount of Rs. 100 Crores has already been disbursed.
- Third Party Independent Evaluating Agencies-Energy Accounting appointed for all states are in process of verification of initial baseline AT&C losses.

Since, the R-APDRP is still under implementation, the benefits of technology enhancement and the total estimated energy savings achieved as a result thereof will be known only after the completion of the projects. It is expected that on successful completion of the scheme, the AT&C losses will be reduced to 15% in the project areas.

(b) The details of project sanctioned and fund released under the Part-A & B of R-APDRP programme are enclosed at Statements-I and II respectively.

(c) to (e) Till date, there has been no shortfall in release of funds for the sanctioned schemes. The demands of utilities are being catered to as per R-APDRP guidelines.

In R-APDRP, initially 30% of scheme cost as first tranche for Part-A projects and upto 15% of scheme cost for Part-B projects is provided to the states after sanction of the projects.

## Statement I

## Sanction-Disbursement status (Part-A IT) State-wise &amp; Utility-wise

State	Utility	San- tioned Schemes Part-A/IT	San- tion Towns 2008-09	San- tion Towns 2009- 10	San- tion Towns 2010- 11	Sanction 08-09	Sanction 09-10	Sanction 10-11	Sanction Amount Cum.	Disburse 08-09	Disburse 09-10	Disburse 10-11	Disbursed Amount
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Haryana	UHBVNL	20.00	20.00	0.00		75.16	0.00	0.00	75.16	21.47	1.07	0.00	22.54
	DHBVNL	16.00	16.00	0.00		70.88	19.59	0.00	90.47	20.24	6.90	0.00	27.14
	Total	36.00	36.00	0.00		146.04	19.59	0.00	165.63	41.71	7.97	0.00	49.68
HP	HPSEB	14.00		14.00		0.00	81.06	15.34	96.40	0.00	24.32	4.60	28.92
J&K	J&K POD	30.00		30.00		0.00	134.49	17.50	151.99	0.00	40.35	0.00	40.35
Punjab	PSEB	47.00		47.00		0.00	272.85	0.00	272.85	0.00	81.85 «	0.00	81.85
Chandigarh	ED	1.00		0.00	1.00	0.00	0.00	33.34	33.34	0.00	0.00	0.00	0.00
Rajasthan	AVNL	29.00	29.00	0.00		52.03	0.00	0.00	52.03	14.87	0.75	0.00	15.62
	JaVNL	27.00	27.00	0.00		163.53	0.00	0.00	163.53	46.50	2.32	0.23	49.06
	JbVNL	31.00	31.00	0.00		100.38	0.00	0.00	100.38	28.68	1.43	0.00	30.11
	TOTAL	87.00	87.00	0.00		315.94	0.00	0.00	315.94	90.05	4.50	0.23	94.79
UP	MVNL	43.00	5.00	38.00		2.50	228.36	0.00	230.86	0.00	69.26	0.00	69.26
	PoonavVNL	29.00		29.00		0.00	108.97	0.00	108.97	0.00	32.69	0.00	32.69
	PaschimVNL	56.00		56.00		0.00	203.01	0.00	203.01	0.00	60.90	0.00	60.90
	DVNL	40.00		40.00		0.00	93.69	0.00	93.69	0.00	27.37	0.00	27.37
	Total	168.00	5.00	163.00		2.50	663.00	0.00	665.50	0.00	190.22	0.00	190.22
	UPCL	31.00	12.00	19.00		8.55	117.27	0.00	125.82	2.44	35.31	0.00	37.75
Total Utilities	14.00	414.00	140.00	273.00	1.00	473.03	1259.29	66.18	1796.50	134.20	384.52	4.83	523.55
MP	MPPKWCL(E)	27.00	26.00	0.00	1.00	86.50	0.00	0.80	87.30	0.00	22.14	0.00	22.14
	MPMKWCL(C)	32.00	32.00	0.00		92.04	0.00	0.00	92.04	0.00	31.40	0.00	31.40
	MPPKWCL(W)	24.00	24.00	0.00		49.55	0.00	0.00	49.55	0.00	14.87	0.00	14.87
	Total	83.00	82.00	0.00	1.00	228.09	0.00	0.80	228.89	0.00	68.40	0.00	68.40
Gujarat	PGVCL	36.00		36.00		0.00	75.26	0.00	75.26	0.00	22.58	0.00	22.58
	DGVCL	11.00		11.00		0.00	23.38	0.00	23.38	0.00	7.01	0.00	7.01
	MGVCL	17.00	17.00	0.00		47.37	46.38	0.00	93.75	13.54	14.59	0.00	28.13



1	2	3	4	5	6	7	8	9	10	11	12	13	14
	UGVCL	20.00		20.00		0.00	32.97	0.00	32.97	0.00	9.89	0.00	9.89
	Total	84.00	17.00	67.00		47.37	177.99	0.00	225.36	13.54	54.07	0.00	67.61
Chhattisgarh	CSEB	20.00		20.00		0.00	122.45	0.00	122.45	0.00	36.74	0.00	36.74
Maharashtra	MSEDCL	130.00	107.00	23.00		162.18	162.24	0.00	324.42	46.34	50.99	0.00	97.33
	BEST	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Goa	GOA ED	4.00	4.00	0.00		104.89	5.84	0.00	110.73	0.00	31.47	0.00	31.47
Daman & Diu	ED	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total (West)	12.00	321.00	210.00	110.00	1.00	542.53	468.52	0.80	1011.85	59.88	241.67	0.00	304.54
AP	APCPDCL	30.00	31.00	0.00	-1.00	175.03	0.00	0.00	175.03	50.03	2.49	0.00	52.52
	APEPDCL	29.00	28.00	0.00	1.00	60.66	0.00	0.79	61.45	17.38	0.82	0.00	18.20
	APNPDCL	22.00	22.00	0.00		44.50	0.00	0.00	44.50	12.75	0.58	0.00	13.33
	APSPDCL	32.00	32.00	0.00		107.83	0.00	0.00	107.83	30.84	1.51	0.00	32.35
	Total	113.00	113.00	0.00		388.02	0.00	0.79	388.81	111.00	5.40	0.00	116.40
Karnataka	BESCOM	25.00	25.00	0.00		260.57	0.79	0.00	261.36	0.00	78.17	0.24	78.41
	GESCOM	12.00	12.00	0.00		27.73	0.00	0.00	27.73	0.00	8.32	0.00	8.32
	GESCOM	21.00	15.00	6.00		30.32	7.05	0.00	37.37	0.00	11.21	0.00	11.21
	HESCOM	29.00	29.00	0.00		52.62	0.00	0.00	52.62	0.00	15.78	0.00	15.78
	MESCOM	11.00	11.00	0.00		12.07	0.00	0.00	12.07	0.00	3.62	0.00	3.62
	Total	98.00	92.00	6.00		383.31	7.84	0.00	391.15	0.00	117.11	0.24	117.34
Kerala	KSEB	43.00		43.00		0.00	214.40	0.00	214.40	0.00	64.31	0.00	64.31
Tamil Nadu	TNEB	110.00	27.00	83.00		70.04	346.96	0.00	417.00	19.93	105.17	0.00	125.10
Puducherry	PD	4.00		4.00		0.00	27.53	0.00	27.53	0.00	0.00	0.00	0.00
Total (South)	12.00	368.00	232.00	136.00	0.00	841.37	596.73	0.79	1438.89	130.93	291.99	0.24	423.15
Bihar	BSEB	71.00	10.00	61.00		81.18	113.40	0.00	194.58	0.00	58.37	0.00	58.37
Jharkhand	JSEB	30.00	5.00	25.00		8.82	151.78	0.00	160.60	0.00	30.00	0.00	30.00
West Bengal	WBSEDCL	62.00		62.00		0.00	159.98	4.39	164.37	0.00	47.99	0.00	47.99
A&N Islands	PD	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total (East)	4.00	163.00	15.00	148.00	0.00	90.00	425.16	4.39	519.55	0.00	136.37	0.00	136.37
Assam	APDCL			0.00		0.00	0.00	0.00	0.00		0.00	0.00	
				0.00		0.00	0.00	0.00	0.00		0.00	0.00	
				0.00		0.00	0.00	0.00	0.00		0.00	0.00	
	Total	67.00		66.00	1.00	0.00	173.18	0.60	173.78		51.95	0.00	51.95

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Arunachal	FD	10.00		0.00	10.00	0.00	0.00	37.68	37.68		0.00	0.00	0.00
Nagaland	FD	9.00		0.00	9.00	0.00	0.00	34.58	34.58		0.00	0.00	0.00
Manipur	FD	13.00		13.00		0.00	31.55	0.00	31.55		0.00	0.00	0.00
Meghalaya	MeSEB	9.00		9.00		0.00	33.97	0.00	33.97		0.00	10.19	10.19
Mizoram	FD	9.00		8.00	1.00	0.00	34.26	0.86	35.12		0.00	10.54	10.54
Sikkim	FD	2.00		2.00		0.00	26.30	0.00	26.30		7.89	0.00	7.89
Tripura	FD	16.00		16.00		0.00	34.37	0.82	35.19		10.31	0.00	10.31
Total (NE)	8.00	135.00		114.00	21.00	0.00	333.63	74.54	408.17		70.14	20.73	90.87
				0.00		0.00	0.00						
Total	50.00	1401.00	597.00	781.00	23.00	1946.93	3083.33	146.70	5176.96	325.01	1124.69	25.80	1475.49

Source: PFC

*Sanction - Disbursement Status (Part-A-SCADA) State-wise & Utility-wise*

(Rs. Crore)

State	Utility	Sanctioned Schemes Part-A SCADA	Sanction Towns 2009-10	Sanction 2009-10	Sanction Towns 2010-11	Sanction 2010-11	Sanction Amount cum.	Disburse 2010-11	Total Disbursed Amount
Rajasthan	AVVNL	1	1	19.55			19.55	5.87	5.87
	JaVVNL	2	1	22.3	1	52.32	74.62	22.38	22.38
	JoVVNL	2	1	23.96	1	32.77	56.73	17.019	17.019
	Total	5	3	65.81	2	85.09	150.9	45.269	45.269
Gujarat	PGVCL	3		0	3	63.67	63.67	0	
	DGVCL	1		0	1	14.84	14.84	0	
	MGVCL	1		0	1	26.18	26.18	0	
	UGVCL	1		0	1	33.82	33.82	0	
	Total	6	0	0	6	138.51	138.51	0	0
Tamil Nadu	TNEB	7		0	7	182.17	182.17	54.65	54.65
Total	50	18	3	65.81	15	405.77	471.58	99.919	99.919

Source: PFC



**Statement II***Sanction-Disbursement status (Part-B) State-wise and Utility-wise*

(Rs. Crore)

State	Utility	Sanctioned Schemes Part-B	Sanction Towns 2009-10	Sanction Towns 2010-11	Sanction 09-10	Sanction 2010-11	Sanction Amount Cum.	Disburse 2009-10	Disburse 2010-11	Total Disbursed Amount
1	2	3	4	5	6	7	8	9	10	11
Haryana	UHBVNL	0			0	0	0			0
	DHBVNL	0			0	0	0			0
	Total	0	0		0	0	0	0		0
HP	HPSEB	14		14	0	322.18	322.18		96.654	96.654
J&K	J&K PDD	0			0	0	0		0	0
Punjab	PSEB	15	15		511.8	0	511.83	68.55	0	68.55
Chandigarh	ED	0			0	0	0		0	0
Rajasthan	AVVNL	29	10	19	135.5	255.63	391.09	18.14	2.18	20.32
	JaVVNL	22	6	16	41.48	423.74	465.22	5.55	63.56	69.11
	JoVVNL	31		31	0	684.16	684.16		102.6255	102.6255
	Total	82	16	66	176.9	1363.53	1540.47	23.69	168.3655	192.0555
UP	MVVNL	42		42	0	470.93	470.93		0	0
	Poorva VVNL	26		26	0	350.85	350.85		0	0
	Paschim VVNL	51		51	0	474.11	474.11		0	0
	DVVNL	36		36	0	535.81	535.81		0	0
	Total	155	0	155	0	1831.7	1831.7	0	0	0
Uttarakhand	UPCL	0			0	0	0		0	0
Total Utilities (N)	14	266	31	235	688.8	3517.41	4206.18	92.42	265.0195	357.2595
MP	MPPKVVCL(E)	26			26	0	653.01	653.01	97.968	97.968
	MPMKVVCL(C)	31	4	27	23.02	810.37	833.30	3.45	121.5615	125.0115
	MPPKVVCL(W)	24	8	16	338	143.77	481.8	50.71	21.576	72.286
	Total	81	12	69	361.1	1607.15	1968.2	54.16	241.1055	295.2655
Gujarat	PGVCL	36	36		562.3	103.26	665.57		84.348	84.348
	DGVCL	8	8		183.2	17.34	200.56		27.48	27.48
	MGVCL	13	13		103	0	103.03		15.45	15.45
	UGVCL	6	6		24.62	0	24.62		3.69	3.69
	Total	63	63		873.2	120.6	993.78	0	130.968	130.968

1	2	3	4	5	6	7	8	9	10	11
Chhattisgarh	CSEB	0			0	0	0		0	0
Maharashtra	MSEDCL	66		66	0	1314	1314		197.09	197.09
	BEST	0			0	0	0		0	0
Goa	GOA ED	0			0	0	0		0	0
Daman and Diu	ED	0	0	0	0	0	0			
Total (West)	12	210	75	135	1234	3041.75	4275.98	55.16	569.1635	623.3235
AP	APCPDCL	7		7	0	823.91	823.91		123.585	123.585
	APEPDCL	1	1		3.31	0	3.31		0.498	0.498
	APNPDCL	22	22		160.9	0	160.94	24.14	0	24.14
	APSPDCL	12	12		68.43	0	68.43	10.27	0	10.27
	Total	42	35	7	232.7	823.91	1056.59	34.41	124.083	158.493
Karnataka	BESCOM	24	24		290.3	0	290.28		43.542	43.542
	CESCOM	12	12		103.1	76.42	179.56		26.93	26.93
	GESCOM	21	21		200.8	0	200.79		30.1185	30.1185
	HESCOM	31	31		205.5	72.88	278.36		0	0
	MESCOM				0	0	0		0	0
	Total	88	88		799.7	149.3	948.99	0	100.5905	100.5905
Kerala	KSEB	40		40	0	503.43	503.43		54.165	54.165
Tamil Nadu	TNEB	82	10	72	103.9	3143.87	3247.78	15.59	471.4315	487.0215
Puducherry	PD	0			0	0	0			0
Total (South)	12	252	133	119	1136	4620.51	5756.79	50	750.27	800.27
West Bengal	WBSEDCL	45		45	0	547.02	547.02		0	0
Total (East)	4	45	0	45	0	547.02	547.02	0	0	0
Sikkim	PD	2		2	0	68.46	68.46		0	0
Total (NE)	8	2	0	2	0	68.46	68.46	0	0	0
Total	50	775	239	536	3059	11795.2	14854.43	196.4	1584.453	1780.853

Source: PFC

**MNCs in India**

1381. SHRI K.J.S.P. REDDY: Will the Minister of FINANCE be pleased to state:

(a) the aims and objectives of Multinational Companies (MNCs) in India;

(b) whether the MNCs having operations in India made certain demands to the Government;

(c) the details of their demands made; and

(d) the revenue generated and the amount sent to foreign countries by each MNC in Eleventh Five Year



Plan and the tax paid in India at the same time during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (c) This Ministry has no information about the demands made by Multinational Companies (MNCs) having operations in India.

(d) Separate data pertaining to direct and indirect taxes paid by MNCs in India and amount sent by them to foreign countries is not maintained centrally.

#### **Tax Evasion of Tiles Manufacturers**

1382. SHRI AVTAR SINGH BHADANA: Will the Minister of FINANCE be pleased to state:

(a) whether ceramic tiles manufacturing companies in the various commissionerates of Mumbai city were found to have evaded income tax, service tax and wealth tax;

(b) if so, the details of such companies during each of the last three years;

(c) whether any department or agency under the control of the Ministry of Finance has probed any case of investment of such companies on land worth about Rs.500 crores in Alibagh in Maharashtra; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (d) The information relating to evasion of direct taxes by ceramic tiles manufacturing companies of Mumbai and details of their investments is not maintained centrally in Central Board of Direct Taxes (CBDT). Collection of the requisite details would require examination of individual case records, involving considerable time and effort, which may not be commensurate with the objective sought to be achieved. However, necessary actions in accordance with the provisions of the Direct Tax Laws are taken by the officers having jurisdiction over such cases, to bring to tax the undisclosed income detected in each case.

With regard to evasion of service tax by ceramic tiles manufacturing companies in various commissionerates of Mumbai, the information is being collected and will be laid on the Table of the House.

#### **Withdrawal of Stimulus Package**

1383. SHRIMATI J. SHANTHA: Will the Minister of FINANCE be pleased to state:

(a) whether Government is considering withdrawal of the stimulus package that was given to tide over the impact of global recession;

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

(c) whether the Government had held any consultation with experts in this regard; and

(d) the present position of the Government on the issue?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (d) Government announced three stimulus packages and various measures were taken under Foreign Trade Policy FTP, 2009-14 and thereafter as an immediate relief to the domestic industries including the export sectors in the wake of impact of global economic slowdown. Keeping in view the financial and overall economic constraints/implications, and based on well callibrated analysis, some of the concessions have been reduced or withdrawn by the Government.

#### **Measures, undertaken in this directions include:**

- (i) Withdrawal or reduction of incentives under Vishesh Krishi and Gram Udyog Yojana for some of the products on 23rd August, 2010.
- (ii) Extension of most popular exporter friendly Duty Entitlement Pass Book (DEPB) scheme for only six months upto 30.6.11.
- (iii) Moderating the sectoral spread of interest rate subvention benefit to limited need based sectors. Now the facility has been allowed to limited sectors till 31.3.2011 viz. Handlooms, Handicrafts, Carpets, SMEs, Leather (only one Tariff line i.e., for Leather gloves instead of earlier entire leather group of 182 tariff lines), Jute yarn, Engineering goods (allowed only to 54 tariff lines against a total tariff lines of 3600); and Textiles (allowed only on exports of Terry towel; Unbleached other polyester fabrics; Cotton shirts hand crocheted; Suits of cotton; Suits of wool/fine animal hair; Blouses etc. of other fibers; Others under cotton yarn, fabrics & made-ups).



- (iv) Limiting the benefits under Income Tax Act to Export Oriented Units & Software Technology Parks of India till 31.3.2011. No further extension has been allowed.
- (v) Partial roll back of the central excise duty concessions in the Budget, 2010-11.
- (vi) To make available adequate liquidity with the banks during the global economic slowdown in 2008-09, RBI reduced the Cash Reserve Ratio (CRR), Statutory Liquidity Ratio (SLR), Repo and Reverse Repo rates. Now RBI has rolled back the rates over a period of time.

#### **Service Tax**

1384. SHRI MAHENDRASINH P. CHAUHAN: Will the Minister of FINANCE be pleased to state:

(a) whether various Divisions of Commissioners of Service Tax have issued letter to service-tax payers demanding to submit total gross amount received and total service-tax paid etc., for the last four years, and as on date, in the country particularly in Kolkata city;

(b) if so, the details thereof, particularly those who are working in Hotels and computer trade business;

(c) whether a number of cases of Hawala and Angadia illegal cash transactions have been found at Bara Bazar in Kolkata till 31 December 2010 in Kolkata;

(d) if so, the details of such transactions and name of the persons found to have been involved in such transactions till 31 December 2010; and

(e) the steps taken or proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (e) The information is being collected and will be laid on the Table of the House.

[*Translation*]

#### **Loans for Establishment of Cold Storage**

1385. SHRI RAMKISHUN:  
SHRI KAUSHALENDRA KUMAR:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to include the loans given for the establishment of cold storages in the priority sector lendings in order to attract more investments in the said sector;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) the other steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) Reserve Bank of India (RBI) has reported that under the priority sector lending guidelines, it has fixed a target of 18 per cent of Adjusted Net Bank Credit (ANBC) or credit equivalent amount of Off-Balance Sheet Exposure, whichever is higher for domestic scheduled commercial banks for lending to the Agriculture and allied activities.

Loans for construction and running of storage facilities (warehouse, market yards, godowns, and silos), including cold storage units designed to store agriculture produce/products, irrespective of their location have been included as part of the RBI's priority sector lending guidelines for lending to Agriculture and Allied activities.

[*English*]

#### **Drugs Manufacturing Companies**

1386. SHRI KAMLESH PASWAN:  
SHRI PRALHAD JOSHI:

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

(a) whether the Government has set up any mechanism to regulate and monitor the manufacturing and marketing of drugs by registered companies;

(b) if so, the details thereof;

(c) whether manufacturing and marketing of drugs by unregistered companies have been reported in the country;

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

(e) the action taken by the Government against those found guilty alongwith the measures taken to check such companies?



THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. The Drugs and Cosmetics Act, 1940 and Rules made thereunder lays down mechanism to regulate and monitor the manufacturing and marketing of drugs by registered Companies.

(c) The manufacturing of drugs is a licensed activity. However, drug control authorities do receive complaints about sale of spurious and not-of-standard drugs which are enquired into a appropriate action is taken as per law.

(d) and (e) Does not arise.

#### NABARD's Financial Assistance

1387. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of FINANCE be pleased to state:

(a) whether the NABARD has provided financial assistance to projects for providing water and sewerage facilities to the States;

(b) if so, the details thereof alongwith the coverage of such projects, State-wise including Haryana;

(c) the details of funds allocated to such projects; and

(d) the time by which such projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (d) National Bank for Agriculture and Rural Development (NABARD) has reported that it has provided financial assistance to the States for projects for providing rural drinking water supply. The details of rural drinking water projects financed under the Rural Infrastructure Development Fund (RIDF), State-wise including Haryana are furnished given in Statement. The State Governments allocate funds to various Sectors/Departments based on their own priorities within the overall amount allocated to them by NABARD under RIDF. Normally a period of three to four years is given for completion of projects financed under RIDF.

#### Statement

*State-wise details of Rural Drinking Water Supply Projects sanctioned under RIDF (Cummulative)  
(As on 31.01.2011)*

(Rs. in crore)

Sl.No.	State	No.	Sanction
1	2	3	4
1.	Andhra Pradesh	2325	1127.72
2.	Arunachal Pradesh	6	46.86
3.	Assam	0	0.00
4.	Bihar	74	243.76
5.	Goa	12	29.89
6.	Gujarat	44	1707.02
7.	Haryana	747	583.41
8.	Himachal Pradesh	435	413.19
9.	Jammu and Kashmir	197	181.41
10.	Karnataka	21	26.55
11.	Kerala	70	527.36
12.	Madhya Pradesh	0	0.00
13.	Maharashtra	240	304.34
14.	Manipur	1450	9.24
15.	Meghalaya	56	39.54
16.	Mizoram	52	49.52
17.	Nagaland	0	0.00
18.	Odisha	1	24.00
19.	Punjab	2434	711.60
20.	Rajasthan	21	2627.68
21.	Tamil Nadu	2076	356.78
22.	Tripura	0	0.00
23.	Uttar Pradesh	0	0.00
24.	West Bengal	138	81.75
25.	Sikkim	50	81.27



1	2	3	4
26.	Jharkhand	21	58.00
27.	Chhattisgarh	0	0.00
28.	Uttarakhand	31	6.92
29.	UT of Puducherry	22	70.91
All India Total		10523	9308.73

**Additional Customs Duty on  
Imported goods**

1388. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is collecting additional customs duty on imported goods;

(b) if so, the details thereof;

(c) the amount collected so far during the last three years from each country on each item; and

(d) the details of revenue collected during the same period as additional revenue, item-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) Yes, Madam. Additional Duties of Customs are leviable under sub-sections (1) and (5) of the Customs and Tariff Act, 1975 equivalent to duty of Excise as leviable on such domestically manufactured goods and to counter balance sales tax, value added tax, local tax, respectively.

(c) and (d) During 2007-08, 2008-09 and 2009-10, the revenue collected from these Additional duties was Rs. 58702 crore, Rs. 59401 crore and Rs. 46517 crore respectively. The details of major item-wise revenue collected during the same period are given below. Data regarding country-wise collection of additional duties is not being maintained.

(Rs. crore)

Description of goods	2007-08	2008-09	2009-10
Petroleum	5199	4109	2399
Ferrous & Non-Ferrous metal	9324	9446	6736
Machinery	21508	21873	16843
Other goods	22677	24004	20556

**Open Access System**

1389. SHRI G.M. SIDDESHWARA: Will the Minister of POWER be pleased to state:

(a) whether the Government has finalised the decision to open access system which will enable power producers to sale electricity to the power consumers;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) the time by which the decision in this regard is likely to be implemented and the extent to which it is likely to help producers and consumers?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (c) Open Access is defined in Section 2(47) of the Electricity Act, 2003 as, "Non-discriminatory provision for the use of transmission lines or distribution system or associated facilities with such lines or system by any licensee or consumer or a person engaged in generation in accordance with the regulations specified by the Appropriate Commission". Open access in transmission has been introduced to promote competition amongst the generating companies who can sell to different licensees and consumers across the country. Open access to distribution networks by the respective State Commissions enables bulk consumers to buy directly from competing generators. The competition in the market is expected to result in increasing availability of power at competitive rates.

Open Access in inter-state transmission is effective. Central Electricity Regulatory Commission (CERC) has notified regulations on open access in Inter-State transmission. A statement indicating the volume of transactions in inter-State transmission is given in Statement-I

At State level, implementation of Intra-State Open Access rests with the State Electricity Regulatory Commissions. As per information available with Forum of Regulators (FOR), detailed status of implementation of intra-State open access is given in Statement-II.

**Statement I**

*A statement indicating the volume of transactions in  
inter-State transmission*

**Volume of Electricity Transacted by Trading Licensees**

Period	Volume (MUs)*
1	2
2005-06	14188.81
2006-07	15022.74
2007-08	20964.77
2008-09	21916.92



1	2
2009-10	26819.15
2010-11 (Apr-Nov 10)	20162.99

\*The volume during 2009-10 and 2010-11 Includes the volume transacted through Term Ahead Market (TAM) of Power Exchanges. This is for the reason that the procedure for transactions through trading licensees and TAM is similar.

*Volume of Electricity Transacted through Power Exchanges (Day Ahead Market)*

Period	Volume (MUs)	
	IEX	PXIL
2008-09	2623.22	149.36
2009-10	6170.93	915.30
2010-11 (Apr-Nov 10)	7056.07	982.53

**Statement-II**

*Detailed status of implementation of intra-State open access*

*Status of open access regulations, phasing & charges (11.02.2011)*

Sl.No.	SERC	Notification of OA Regulations	Determination of Surcharge	Open Access allowed to consumers with connected load of 1 MW and above	Determination of Wheeling Charges	Determination of Transmission Charges
1	2	3	4	5	6	7
1.	APERC	Yes	Yes	Yes	Yes	Yes
2.	AERC	Yes	Yes	Yes	Yes	Yes
3.	BERC	Yes	Yes	Yes	Yes	Yes
4.	CSERC	Yes	Yes	Yes	Yes	Yes
5.	DERC	Yes	Yes	Yes	Yes	Yes
6.	GERC	Yes	Yes	Yes	Yes	Yes
7.	HERC	Yes	Yes	Yes	Yes	Yes
8.	HPERC	Yes	Yes	Yes	Yes	Yes
9.	J&KSERC	Yes	Yes	Yes	No	No
10.	JSERC	Yes	Yes	Yes	Yes	Yes
11.	KERC	Yes	Yes	Yes	Yes	Yes
12.	KSERC	Yes	Yes	Yes	No	Yes
13.	MPERC	Yes	Yes	Yes	NA	Yes
14.	MERC	Yes	Yes	Yes	Yes	Yes
15.	MsERC	Yes	No	Yes	No	Yes

1	2	3	4	5	6	7
16.	OERC	Yes	Yes	Yes	Yes	Yes
17.	PSERC	Yes	Yes	Yes	Yes	Yes
18.	RERC	Yes	Yes	Yes	Yes	Yes
19.	TNERC	Yes	Yes	Yes	Yes	Yes
20.	TERC	No	No	No	No	No
21.	UPERC	Yes	Yes	Yes	Yes	Yes
22.	UERC	Yes	Yes	Yes	Yes	Yes
23.	WBERC	Yes	Yes	Yes	Yes	Yes
24.	JERC-M&M	Yes	No	Yes	No	No
25.	JERC-Uts	Yes	No	Yes	No	No
Total		24	21	25	18	21

\*SERC: State Electricity Regulatory Commission

#OA: Open Access

Note: More details are available in the website of Forum of Regulators (FOR).

[Translation]

#### Census for Handloom and Powerloom Sectors

1390. SHRI BADRI RAM JAKHAR: Will the Minister of TEXTILES be pleased to state:

(a) whether any census/survey for the handloom and powerloom sector has been conducted recently;

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

(c) whether the census/survey report in this regard has since been submitted to the Government;

(d) if so, the details thereof; and

(e) if not, the time by which the census/survey in this regard is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) As far as Handloom Sector is concerned, work relating to Census has been completed. No census, however, has been carried out for the Powerloom sector.

(b) As per Handloom Census of India (2009-10), there are 43.31 lakh handloom weavers including allied workers in the country working on 23.77 lakh handlooms.

(c) The report on Handloom Census of India (2009-10) has been released on 23.12.2010.

(d) The salient findings of the Census are as follows:

Sl. No.	Description	As per 2009-10 Census
1.	Nos. of Handlooms	23.77 lakh
2.	Number of Weavers & allied workers	43.32 lakh
3.	Scheduled Caste	10.13%
4.	Scheduled Tribe	18.12%
5.	Other Backward Class	45.18%
6.	Women weavers	77.90%
7.	Man days worked per weaver per annum	234 days
8.	Share of full time weavers to total weavers	64%
9.	Share of the idle looms	4%

(e) Does not arise.



[English]

**Farm Income Insurance Scheme**

1391. DR. RATTAN SINGH AJNALA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has launched Farm Income Insurance Scheme (FIIS) to provide income protection to the farmers;

(b) if so, the details thereof, State-wise and if not, the reasons therefor; and

(c) the other steps taken/being taken by the Government to protect the income of farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The Government had implemented a Pilot Project on the Farm Income Insurance Scheme (FIIS) during Rabi (2003-04) season (in Assam, Bihar, Chhattisgarh, Gujarat, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Tamil Nadu, Uttar Pradesh, Uttarakhand) and Kharif (2004) season (in Gujarat, Jharkhand, Maharashtra, West Bengal) in selected Districts/states for wheat and paddy (Rabi) crops. The details of State-wise coverage of FIIS during Rabi (2003-04) and Kharif (2004) are enclosed as Statement. However, this Scheme was discontinued with effect from Rabi 2004-05 season for the following reasons:

- (i) Majority of States were not keen to implement the scheme as yield and price has offsetting behavior.

(ii) The premium rates were substantially high despite the premium subsidy given by the Government.

(iii) Some of the States were of the view that the guaranteed income was not attractive since the market prices of the superior varieties grown never go below MSP.

(iv) Since price and yield are negatively co-related, the probability of claim arises only when price and yield both go below the guaranteed level.

(v) Non-availability of past as also current data at implementation level was also a hindrance for smooth implementation of the scheme.

(c) The Government introduced National Agricultural Insurance Scheme (NAIS) from Rabi (1999-2000) season to protect the farmers against losses suffered by them due to crop failure on account of all non-preventable natural calamities so as to restore the credit worthiness of loanee farmers. The scheme is available to non-loanee farmers as well. The scheme, at present covers 73 different crops during the year which includes food crops cereals, millets and pulses) and oilseeds etc. Another scheme, namely, Pilot Weather Based Crop Insurance Scheme (WBCIS) aims to mitigate the hardship of the insured farmers against the likelihood of financial loss on account of anticipated crop loss resulting from incidence of adverse conditions of weather parameters like rainfall, temperature, frost, humidity etc. is also under implementation. While NAIS specifically indemnifies the cultivator against shortfall in crop yield, WBCIS is built upon the fact that weather conditions affect crop production even when a cultivator has taken all the care to ensure good harvest.

**Statement****Farm Income Insurance Scheme (FIIS)****Season: RABI 2003-04**

Amount (In Lakhs)

Sl. No.	State	Farmers Covered	Area (In Hec.)	Sum Insured	Premium	Claims	Farmers Benefitted
1	2	3	4	5	6	7	8
1.	Assam	1740	1256.83	110.52	3.92	7.05	1740
2.	Bihar	187	200	24.28	1.77	0.13	11
3.	Chhattisgarh	3930	5382.7	256.22	27.97	65.49	2146

1	2	3	4	5	6	7	8
4.	Gujarat	484	611	72.63	2.25	0	0
5.	Jharkhand	1154	829.34	75.84	5.72	10.49	570
6.	Karnataka	59	40.53	8.93	0.79	0	0
7.	Madhya Pradesh	71450	90878.89	9461.97	558.72	0	0
8.	Maharashtra	981	462.41	33.56	2.92	1.25	124
9.	Tamil Nadu	199	214.26	50.79	2.49	0	0
10.	Uttar Pradesh	98193	90297	13747.93	793.94	58.83	6709
11.	Uttarakhand	1829	854	71.89	5.76	0.41	23
Total		180206	191026.96	23914.56	1406.25	143.65	11323

**Season: Kharif 2004**

Amount (In Lakhs)

Sl. No.	State	Farmers Covered	Area (In Hec.)	Sum Insured	Premium	Claims	Farmers Benefitted
1.	Gujarat	16918	22442	1235.7	305.35	0	0
2.	Jharkhand	71254	51878.75	3794.97	182.37	1223.93	57481
3.	Maharashtra	95865	114424.98	9647.61	841.22	1469.46	35906
4.	West Bengal	50789	22049.29	3404.48	109.51	37.58	3315
Total		234826	210795.02	18082.76	1438.45	2730.97	96702

*[Translation]***Fiscal Deficit-GSDP Ratio of States**

1392. SHRI TARACHAND BHAGORA: Will the Minister of FINANCE be pleased to state:

(a) the details of loan waiver to States provisionally allowed for the years 2008-09 and 2009-10 alongwith the State's ratio of fiscal deficit to gross state domestic product pertaining to the same period, State-wise including Rajasthan; and

(b) the State-wise details of debt actually waived during the same period alongwith reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) As

recommended by the Twelfth Finance Commission (TFC), during its award period 2005-10, under the Debt Consolidation and Relief Facility (DCRF), in order to reduce the time lag in providing debt relief, based on the revenue deficit indicated in the revised estimates of the preceding year, provisional debt waiver is allowed so that the relief in respect of a year is available in the immediately succeeding year and necessary adjustment is carried out subsequently once the finance accounts become available. A statement showing details of debt waiver allowed provisionally to States during 2008-09 and 2009-10, along with fiscal deficit (FD) to gross state domestic product (GSDP) ratios based on available finance accounts and State Budgets and status of debt actually waived is given in the enclosed Statement.



**Statement***Provisional Debt Waiver and FD to GSDP ratios of States for the year 2008-09*

States	2008-09		Reasons for eligibility
	Debt provisionally waived (Rs. in crore)	FD/GSDP ratio as per Finance Account [surplus (-)/deficit(+) (in percent)]	
1	2	3	4
1. Assam	105.41	-1.62	Debt waiver allowed on actuals, as FD/GSDP ratio is less than 3.5%
2. Bihar	384.93	2.47	
3. Madhya Pradesh	363.06	3.26	
4. Maharashtra	339.97	2.29	
5. Manipur	37.54	2.91	
6. Mizoram	12.92	2.69	
7. Odisha	381.90	0.61	
8. Tamil Nadu	263.27	2.86	
9. Andhra Pradesh	703.08	3.88	Not eligible for debt waiver on actual, as FD/GSDP ratio is above 3.5%, the prescribed bench mark.
10. Rajasthan	308.70	4.46	
11. Uttar Pradesh	1063.91	5.59	
12. Arunachal Pradesh	20.21		Reassessment yet to be done.
13. Chhattisgarh	93.26		
14. Gujarat	471.87		
15. Haryana	96.67		
16. Jharkhand	104.96		
17. Karnataka	358.31		
18. Meghalaya	14.90		
19. Nagaland	15.87		
20. Uttarakhand	13.08		
21. Tripura	Nil	2.39	Debt waiver of Rs.22.25 crore allowed based on Finance Accounts as FD/GSDP ratio is less than 3.5%
22. Goa	Nil	4.44	Not eligible for debt waiver as FD/GSDP ratio is above 3.5%, the prescribed bench mark.

	1	2	3	4
23.	Himachal Pradesh	Nil	6.54	
24.	Jammu and Kashmir	Nil	7.78	
25.	Kerala	Nil	3.85	
26.	Punjab	Nil	4.50	

*Provisional Debt Waiver and FD/GSDP ratios for the year 2009-10*

States	2009-10		Reasons for eligibility
	Debt provisionally Waived (Rs. in crore)	Budgeted FD/GSDP ratio [surplus (-)/ deficit(+)] (in percent)	
1. Andhra Pradesh	703.08	3.70	Provisional debt waiver given as the estimated FD/GSDP ratio was less than 4%, prescribed for 2009-10. The final eligibility for debt waiver can be assessed upon receipt of finance accounts.
2. Bihar	384.93	2.80	
3. Chhattisgarh	93.26	2.90	
4. Gujarat	471.87	3.40	
5. Jharkhand	104.96	2.30	
6. Karnataka	358.32	2.90	
7. Madhya Pradesh	363.06	3.30	
8. Maharashtra	339.97	3.20	
9. Tamil Nadu	263.28	3.52	
10. Odisha	Nil	1.69	Debt waiver of Rs. 381.90 crore, allowed based on Finance Accounts as FD/GSDP ratio is less than 4.0%.

**Loans to SHGs**

1393. SHRI MAHESHWAR HAZARI: Will the Minister of FINANCE be pleased to state:

(a) the number of Self Help Groups (SHGs) and women SHGs which have been sanctioned loans by Banks during the last three years and the current financial year in the country, State-wise including Bihar; and

(b) the steps taken/being taken by the Government to encourage SHGs to avail the credit benefits?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The SHG-Bank Linkage Programme was launched by

NABARD in 1992, by synthesizing the formal financial system and informal sector. At present, a large number of Self Help Promoting Institutions (SHPIs), the banking agencies and Microfinance Institutions (MFIs) are pursuing this programme for upliftment of the poor. The programme is also the main contributor towards the financial inclusion process in the country. As on 31 March 2010, there were more than 69.53 lakh saving-linked SHGs and more than 48.51 lakh credit-linked SHGs and thus about 9.7 crore poor households have been covered under the programme.

The data in respect of SHGs and Women SHGs which have been sanctioned loans by bank during the last three years is placed in Statement-I.



The State-wise data in respect of SHGs which have been disbursed loan by banks during the last three years is given at in Statement-II.

The following are some of the initiatives that have been taken to encourage bank lending to SHGs, including women SHGs.

- (i) To give an impetus to microfinance the Reserve Bank of India (RBI) has categorized microfinance under priority sector lending and lending to SHGs has been brought under advances to weaker sections in priority sector lending. Once SHGs attain maturity in handling their own resources, Banks grade them and extend credit to the qualified Groups in multiples of their savings.
- (ii) RBI has permitted banks to use the services of Non Governmental Organizations (NGOs)/ SHGs, Micro Finance Institutions (MFIs) and other Civil Society Organisations as

intermediaries in providing financial and banking services through Business Facilitator (BF) and Business Correspondent (BC) models.

- (iii) RBI has advised banks to provide adequate incentives to their branches for financing SHGs.
- (iv) NABARD extends refinance to Banks for on lending to SHGs at a rate of 8.25% p.a. to commercial banks [7.75% p.a. for financing in NER including Sikkim] and at 7.75% p.a. to RRBs and Cooperatives (subject to periodic revision).
- (v) NABARD has introduced training and capacity building of SHGs/grading of SHGs, etc.
- (vi) A Microfinance Development and Equity Fund has been set up in NABARD with a corpus of Rs. 200 crore. This corpus has been enhanced by another Rs. 200 crore in the Financial Year 2010-11

#### *Statement I*

##### *State-wise SHGs credit linked*

				(Number)
Sl.No.	State	During 2007-08	During 2008-09	During 2009-2010
1	2	3	4	5
1.	Haryana	2,582	4,573	4,023
2.	Himachal Pradesh	4,297	4,957	3,797
3.	Punjab	2,113	2,227	1,790
4.	Jammu and Kashmir	470	307	675
5.	Rajasthan	21,891	29,687	26,674
6.	New Delhi	2,327	937	416
7.	Assam	1,459	26,448	39,058
8.	Meghalaya	20,318	1,003	1,895
9.	Nagaland	578	94	603
10.	Tripura	2,143	4,766	5,424
11.	Arunachal Pradesh	775	391	919
12.	Mizoram	543	919	417

1	2	3	4	5
13.	Manipur	668	903	538
14.	Sikkim	2,635	982	24,309
15.	Bihar	18,116	18,502	12,065
16.	Jharkhand	11,284	9,729	117,226
17.	Odisha	103,544	93,433	123,520
18.	West Bengal	52,558	114,543	326
19.	Andaman and Nicobar Islands	39,435	582	13,609
20.	Chhattisgarh	18,384	22,912	16,042
21.	Madhya Pradesh	12,884	26,345	5,559
22.	Uttarakhand	23,094	31,563	5,559
23.	Uttar Pradesh	18386	20,240	42,636
24.	Goa	10,452	11,157	1,784
25.	Gujarat	41,557	44,705	37,059
26.	Maharashtra	38,432	69,311	110,287
27.	Andhra Pradesh	406,386	636,816	564,089
28.	Karnataka	112,240	134,225	104,151
29.	Kerala	76,584	60,376	62,058
30.	Tamil Nadu	181,637	236,953	259,161
31.	Puducherry			6,259

*Statement II*

(Amount Rs. in lakh)

Particulars	Year	Total SHGs		Exclusive Women SHGs		% Age of Women SHGs to Total SHGs	
		No.	Amt.	No.	Amt.	No	Amt.
Saving linked SHGs	31.03.2008	5009794	3785.39	3986093	3108.65	79.57	82.12
	31.03.2009	6121147	5545.62	4863921	4434.03	79.46	79.96
	31.03.2010	6953250	6198.71	5310436	4498.66	76.37	72 57
Loans disbursed	2007-08	1227770	8849.26	1040996	7474.26	84.79	84.46
	2008-09	1609586	12253.51	1374491	10632.59	85.39	86.77
	2009-10	1586822	14453.30	1294476	12429.37	81.58	86.0
Loans Outstanding	31.03.2008	3625941	16999.91	2917259	13335.61	80.46	78.45
	31.03.2009	4230391	24542.56	3277355	19514.82	77.47	79.51
	31.03.2010	4851356	28038.28	3897797	23030.36	80.3	82



(Amount Rs. in lakh)

Particulars	Year	Total SHGs		Exclusive Women SHGs		% Age of Women SHGs to Total SHGs	
		No.	Amt	No.	Amt	No	AMT.
Saving linked SHGs	31.03.2008	95869	4562.89	56148	2270 98	58.57	49.77
	31.03.2009	130005	6788.41	84120	4039.01	64.71	59.50
	31.03.2010	140824	8539.57	88322	5546.08	62.72	64.95
Loans disbursed	2007-08	18116	13833.64	10494	8248.00	57.93	59.62
	2008-09	18502	17934.57	11935	12465.65	64.51	69.51
	2009-10	24309	22576.85	16207	16349 73	66.67	72.42
Loans Outstanding	31.03.2008	73750	38555.03	41558	17886.41	56.35	46.39
	31.03.2009	83444	45483.00	47820	28843.95	57.31	63.42
	31.03.2010	82215	55777.30	48208	25597.10	58.64	45.89

*[English]***Upliftment of Tribal Population**

1394. SHRI S. PAKKIRAPPA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government is aware of the fact that the tribal population in the country is still reeling under various kind of superstitions; and

(b) if so, the steps taken by the Government for the upliftment of the tribal population?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) It is a fact that several superstitions are prevailing among the tribal communities of the country. The Ministry of Tribal Affairs is implementing several Central Sector/Centrally Sponsored Schemes/programmes for the socio-economic development of tribal people in the country. Some schemes of the Ministry for promoting education amongst the Scheduled Tribes, namely, Girls/Boys Hostels for ST students, Ashram Schools in TSP Areas, Post Matric Scholarship for ST students, Upgradation of Merit for ST students, Educational Complex, etc., aim at creating awareness and raising education level amongst the tribal people would help reduce belief in superstitions.

**FEMA Violation**

1395. SHRIMATI JAYAPRADA:  
SHRI YASHVIR SINGH:  
SHRI NEERAJ SHEKHAR:

Will the Minister of FINANCE be pleased to state:

(a) whether a statutory autonomous body of the Government of India had made payment of Rs.146 crore to United Kingdom based firm without permission of Reserve Bank of India (RBI) and thereby has violated the Foreign Exchange Management Act, 1999 (FEMA);

(b) if so, the details thereof;

(c) whether Enforcement Directorate has enquired into the matter;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the details of action taken by his Ministry against the real culprits?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (f) Investigations in the matter have been initiated by the Directorate of Enforcement under the provisions of

Foreign Exchange Management Act, 1999 (FEMA), which are currently in progress.

[Translation]

#### **Power Generation**

1396. SHRI BHOOPENDRA SINGH: Will the Minister of POWER be pleased to state:

(a) whether the State Government of Madhya Pradesh has sought additional financial assistance from the Union Government through the 13th Finance Commission for increasing power generation in the State;

(b) if so, the details thereof;

(c) whether the Government proposes to sanction the funds required for the said purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) No, Madam.

(b) to (d) Do not arise.

#### **CGHS Facilities to Journalists**

1397. SHRI GHANSHYAM ANURAGI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to provide facilities of Central Government Health Scheme (CGHS) to journalists;

(b) if so, the details thereof; and

(c) the amount of funds likely to be spent annually on this purpose?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. The accredited journalists of PIB, Delhi are already availing CGHS facilities.

(c) The expenditure on treatment facilities provided to journalists under CGHS is met from the Consolidated Fund of India and no separate account is maintained.

#### **Banking Licences**

1398. SHRI RAMESH BAIS: Will the Minister of FINANCE be pleased to state:

(a) whether the Government/RBI has completed the process of framing guidelines/eligibility criteria for issuing fresh banking licences to new companies and industrial houses;

(b) if so, the details thereof and if not, the reasons therefor;

(c) the details of the new companies and industrial houses which have been issued banking licence in the recent past;

(d) whether the Government/RBI has held discussions with the public Sector Banks in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) The final guidelines on licencing of new banks in private sector have not yet been issued by Reserve Bank of India (RBI). RBI has informed that the draft guidelines are under preparation which would be placed in RBI website shortly for public comments. Thereafter the final guidelines will be issued and applications from the interested parties will be invited for issuing banking licences.

#### **MoU Signed by Ministry of Railway for Health Care Infrastructure**

1399. SHRI SYED SHAHNAWAZ HUSSAIN:  
SHRI P. VISWANATHAN:

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

(a) whether the Ministry has signed a Memorandum of Understanding (MoU) with the Ministry of Railways to develop health care infrastructure including big and medium level hospitals and diagnostic centres along the railway network in the country;

(b) if so, the details thereof alongwith locations identified for the purpose, Statewise;

(c) whether the Ministry of Railways has handed over the land to the Ministry of Health and Family Welfare for constructing health care big and medium level hospitals; and

(d) if so, the details thereof and the time by which such hospitals are likely to be operational?



THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) Ministry of Health and Family Welfare (MoHFW) and Ministry of Railways (MoR) have signed an MoU for setting up infrastructural health care facilities, like diagnostic laboratories/OPD, hospitals, super speciality hospitals, etc., on Railway land near Railway Stations and terminals at identified locations all over India, for the benefit of common people

living in those areas, passengers and railwaymen.

The list of locations identified by the Ministry of Railway for the above purpose is attached as Statement.

It is proposed to set up on a pilot basis diagnostic laboratories with OPD facilities at a few identified locations.

**Statement**

*Area : 200 Sq.M*

Sl. No.	Name of Railway Station	Division	District	State	Estimated requirement of Area*	Preliminary Comment regarding Feasibility (if any)
1	2	3	4	5	6	7
1.	Secunderabad	SCR	Secunderabad	Andhra Pradesh	200 sqm	
2.	Anantapur	SCR	Anantapur	Andhra Pradesh	200 sqm	
3.	Bhimavaram Town	SCR	West Godavari	Andhra Pradesh	200 sqm	
4.	Chirala	SCR	Prakasam	Andhra Pradesh	200 sqm	
5.	Cuddapah	SCR	Cuddapah	Andhra Pradesh	200 sqm	
6.	Gudur	SCR	Kurnool	Andhra Pradesh	200 sqm	
7.	Guntakal	SCR	Anantpur	Andhra Pradesh	200 sqm	
8.	Kakinada Town	SCR	Kakinada	Andhra Pradesh	200 sqm	
9.	Kazipet	SCR	Warangal	Andhra Pradesh	200 sqm	
10.	Khammam	SCR	Khammam	Andhra Pradesh	200 sqm	
11.	Manchiryal	SCR	Adilabad	Andhra Pradesh	200 sqm	
12.	Nellore	SCR	Nellore	Andhra Pradesh	200 sqm	
13.	Nizamabad	SCR	Nizamabad	Andhra Pradesh	200 sqm	
14.	Ongole	SCR	Prakasam	Andhra Pradesh	200 sqm	
15.	Rajahmundry	SCR	East Godavari	Andhra Pradesh	200 sqm	
16.	Renigunta	SCR	Chittoor	Andhra Pradesh	200 sqm	
17.	Tadepalligundem	SCR	West Godavari	Andhra Pradesh	200 sqm	
18.	Tenali	SCR	Guntur	Andhra Pradesh	200 sqm	
19.	Warngal	SCR	Warngal	Andhra Pradesh	200 sqm	
20.	Adoni	SCR	Kurnool	Andhra Pradesh	200 sqm	

1	2	3	4	5	6	7
21.	Bapatla	SCR	Guntur	Andhra Pradesh	200 sqm	
22.	Chittoor	SCR	Chittoor	Andhra Pradesh	200 sqm	
23.	Kavali	SCR	Nellore	Andhra Pradesh	200 sqm	
24.	Mahubabad	SCR	Warangal	Andhra Pradesh	200 sqm	
25.	Machilipatnam	SCR	Krishna	Andhra Pradesh	200 sqm	
26.	Mahabubnagar	SCR	Mahabubnagar	Andhra Pradesh	200 sqm	
27.	Nandyal	SCR	Kurnool	Andhra Pradesh	200 sqm	
28.	Palakollu	SCR	West Godavari	Andhra Pradesh	200 sqm	
29.	Sirpur Kagaznagar	SCR	Kagaznagar	Andhra Pradesh	200 sqm	
30.	Tanuku	SCR	West Godavari	Andhra Pradesh	200 sqm	
31.	Tandur	SCR	Ranga Reddy	Andhra Pradesh	200 sqm	
32.	Tuni	SCR	East Godavari	Andhra Pradesh	200 sqm	
33.	Bhimawaram JN	SCR	West Godavari	Andhra Pradesh	200 sqm	
34.	Dharmavram	SCR	Vizianagaram	Andhra Pradesh	200 sqm	
35.	Dhone	SCR	Kurnool	Andhra Pradesh	200 sqm	
36.	Dornakal	SCR	Warangal	Andhra Pradesh	200 sqm	
37.	Gooty	SCR	Anantpur	Andhra Pradesh	200 sqm	
38.	Nadikudi	SCR	Guntur	Andhra Pradesh	200 sqm	
39.	Nidadavolu	SCR	West Godavari	Andhra Pradesh	200 sqm	
40.	Pakala	SCR	Chittoor	Andhra Pradesh	200 sqm	
41.	Purna	SCR	Prabhni	Andhra Pradesh	200 sqm	
42.	Vikarabad	SCR	Ranga Reddy	Andhra Pradesh	200 sqm	
43.	Annavaram	SCR	East Godavari	Andhra Pradesh	200 sqm	
44.	Basar	SCR	Adilabad	Andhra Pradesh	200 sqm	
45.	Bhadrachalam Road	SCR	West Godavari	Andhra Pradesh	200 sqm	
46.	Mantralayam Road	SCR	Kurnool	Andhra Pradesh	200 sqm	
47.	Nalgonda	SCR	Nalgonda	Andhra Pradesh	200 sqm	
48.	Srikalasthi	SCR	Chittoor	Andhra Pradesh	200 sqm	
49.	Visakhapatnam	ECOR	Visakhapatnam	Andhra Pradesh	200 sqm	
50.	Vizianagaram	ECOR	Vizianagaram	Andhra Pradesh	200 sqm	
51.	Hindupur	SWR	Anantpur	Andhra Pradesh	200 sqm	



1	2	3	4	5	6	7
52.	Kokarajhar JN	NF	Kokarajhar	Assam	200 sqm	
53.	Bongaigaon	NF	Bongaigaon	Assam	200 sqm	
54.	New Bongaigaon	NF	Bongaigaon	Assam	200 sqm	
55.	Rangia JN	NF	Kamrup	Assam	200 sqm	
56.	Tezpur	NF	Tezpur	Assam	200 sqm	
57.	Rangapara Horth	NF	Rangapara	Assam	200 sqm	
58.	Silchar	NF	Cachhar	Assam	200 sqm	
59.	Diphu	NF	Karbi Anglong	Assam	200 sqm	
60.	Lumding	NF	Nagaon	Assam	200 sqm	
61.	Dibrugarh Town	NF	Dibrugarh	Assam	200 sqm	
62.	Bhagalpur	ER	Bhagalpur	Bihar	200 sqm	
63.	Jamalpur	ER	Munger	Bihar	200 sqm	
64.	Sultanganj	ER	Bhagalpur	Bihar	200 sqm	
65.	Katihar	NF	Katihar	Bihar	200 sqm	
66.	Araria Court	NF	Ararai	Bihar	200 sqm	
67.	Barsoi JN	NF	Katihar	Bihar	200 sqm	
68.	Chhapra JN	NER	Saran	Bihar	200 sqm	
69.	Siwan JN	NER	Siwan	Bihar	200 sqm	
70.	Mairwa	NER	Siwan	Bihar	200 sqm	
71.	Samastipur	ECR	Samastipur	Bihar	200 sqm	
72.	Saharsa	ECR	Saharsa	Bihar	200 sqm	
73.	Banmakhi JN	ECR	Purnia	Bihar	200 sqm	
74.	Bettiah	ECR	West Champaran	Bihar	200 sqm	
75.	Raxaul	ECR	East Champaran	Bihar	200 sqm	
76.	Narkatiaganj	ECR	West Champaran	Bihar	200 sqm	
77.	Sagauli JN	ECR	Eest Champaran	Bihar	200 sqm	
78.	Madhubani	ECR	Madhubani	Bihar	200 sqm	
79.	Sitamarhi	ECR	Sitamarhi	Bihar	200 sqm	
80.	Hasanpur Road	ECR	Samastipur	Bihar	200 sqm	
81.	Bagaha	ECR	West Champaran	Bihar	200 sqm	
82.	Chakia	ECR	Eest Champaran	Bihar	200 sqm	

1	2	3	4	5	6	7
83.	Muzaffarpur	ECR	Muzaffarpur	Bihar	200 sqm	
84.	Hajipur	ECR	Hajipur	Bihar	200 sqm	
85.	Barauni	ECR	Begusarai	Bihar	200 sqm	
86.	Khagaria	ECR	Khagaria	Bihar	200 sqm	
87.	Begusarai	ECR	Begusarai	Bihar	200 sqm	
88.	Mansi	ECR	Khagaria	Bihar	200 sqm	
89.	Navgachia	ECR	Bhagalpur	Bihar	200 sqm	
90.	Patna	ECR	Patna	Bihar	200 sqm	
91.	Rajendranagar Terminus	ECR	Patna	Bihar	200 sqm	
92.	Danapur	ECR	Danapur	Bihar	200 sqm	
93.	Buxer	ECR	Buxer	Bihar	200 sqm	
94.	Mokamah	ECR	Patna	Bihar	200 sqm	
95.	Ara	ECR	Ara	Bihar	200 sqm	
96.	Bakhtiyarpur	ECR	Patna	Bihar	200 sqm	
97.	Kiul	ECR	Lakhisarai	Bihar	200 sqm	
98.	Patna City	ECR	Patna	Bihar	200 sqm	
99.	Rajgir	ECR	Nalanda	Bihar	200 sqm	
100.	Bihar Sharif	ECR	Patna	Bihar	200 sqm	
101.	Dildar Nagar	ECR	Gahazipur	Bihar	200 sqm	
102.	Lakhisarai	ECR	Lakhisarai	Bihar	200 sqm	
103.	Jhajha	ECR	Jhajha	Bihar	200 sqm	
104.	Barh	ECR	Munger	Bihar	200 sqm	
105.	Hazrat Nizamuddin	NR		Delhi	200 sqm	
106.	New Delhi	NR		Delhi	200 sqm	
107.	Delhi Cantt	NR		Delhi	200 sqm	
108.	Delhi Sarai Rohilla	NR		Delhi	200 sqm	
109.	Delhi Shahdara	NR		Delhi	200 sqm	
110.	Shakur Basti	NR		Delhi	200 sqm	
111.	Nangloi	NR		Delhi	200 sqm	
112.	Panipat	NR	Panipat	Haryana	200 sqm	



1	2	3	4	5	6	7
113.	Sonipat	NR	Sonipat	Haryana	200 sqm	
114.	Karnal	NR	Karnal	Haryana	200 sqm	
115.	Rohtak	NR	Rohtak	Haryana	200 sqm	
116.	Faridabad	NR	Faridabad	Haryana	200 sqm	
117.	Ballabhgarh	NR	Ballabhgarh	Haryana	200 sqm	
118.	Kalka	NR	Panchkula	Haryana	200 sqm	
119.	Kurukshetra	NR	Kurukshetra	Haryana	200 sqm	
120.	Palwal	NR	Palwal	Haryana	200 sqm	
121.	Gurgaon	NR	Gurgaon	Haryana	200 sqm	
122.	Bahadurgarh	NR	Bahadurgarh	Haryana	200 sqm	
123.	Jind	NR	Jind	Haryana	200 sqm	
124.	Una	NR	Una	Himachal Pradesh	200 sqm	
125.	Jammu Tawi	NR	Jammu	Jammu and Kashmir	200 sqm	
126.	Udhampur	NR	Udhampur	Jammu and Kashmir	200 sqm	
127.	Kathua	NR	Kathua	Jammu and Kashmir	200 sqm	
128.	Madhupur	ER	Deogarh	Jharkhand	200 sqm	
129.	Sahebganj	ER	Sahebganj	Jharkhand	200 sqm	
130.	Tatanagar	SER	Jamshedpur	Jharkhand	200 sqm	
131.	Ranchi	SER	Ranchi	Jharkhand	200 sqm	
132.	Hatia	SER	Ranchi	Jharkhand	200 sqm	
133.	Chakradharpur	SER	West Singhbhum	Jharkhand	200 sqm	
134.	Kishanganj	NF	Kishanganj	Jharkhand	200 sqm	
135.	Dhanbad	ECR	Dhanbad	Jharkhand	200 sqm	
136.	Koderma	ECR	Koderma	Jharkhand	200 sqm	
137.	Daltonganj	ECR	Daltonganj	Jharkhand	200 sqm	
138.	Gomoh	ECR	Dhanbad	Jharkhand	200 sqm	
139.	Parasnath	ECR	Giridih	Jharkhand	200 sqm	
140.	Barkakana	ECR	Hazaribagh	Jharkhand	200 sqm	
141.	Garhwa Road	ECR	Garhwa	Jharkhand	200 sqm	
142.	Gulbarga	CR	Gulbarga	Karnataka	200 sqm	
143.	Raichur	SCR	Raichur	Karnataka	200 sqm	

1	2	3	4	5	6	7
144.	Yadgir	SCR	Yadgir	Karnataka	200 sqm	
145.	Bidar	SCR	Bidar	Karnataka	200 sqm	
146.	Banglore City	SWR	Banglore	Karnataka	200 sqm	
147.	Yashwantpur	SWR	Banglore	Karnataka	200 sqm	
148.	Sri Satya Sai Prashanti Nilayam	SWR	Anantpur	Karnataka	200 sqm	
149.	Bangarpet	SWR	Kolar	Karnataka	200 sqm	
150.	Mandya	SWR	Mandya	Karnataka	200 sqm	
151.	Tumkur	SWR	Tumkur	Karnataka	200 sqm	
152.	Birur	SWR	Chikmanglur	Karnataka	200 sqm	
153.	Harihar	SWR	Davangere	Karnataka	200 sqm	
154.	Bhadravati	SWR	Shimoga	Karnataka	200 sqm	
155.	Bellary	SWR	Bellary	Karnataka	200 sqm	
156.	Hospet	SWR	Bellary	Karnataka	200 sqm	
157.	Gadag	SWR	Gadag	Karnataka	200 sqm	
158.	Gahataprabha	SWR	Belguom	Karnataka	200 sqm	
159.	Londa	SWR	Belguom	Karnataka	200 sqm	
160.	Shoranur JN	SR	Palaghat	Kerala	200 sqm	
161.	Kasargode	SR	Kasargode	Kerala	200 sqm	
162.	Trichur	SR	Trichur	Kerala	200 sqm	
163.	Kollam JN	SR	Kollam	Kerala	200 sqm	
164.	Gwalior	NCR	Gwalior	Madhya Pradesh	200 sqm	
165.	Morena	NCR	Morena	Madhya Pradesh	200 sqm	
166.	Khajuraho	NCR	Chattarpur	Madhya Pradesh	200 sqm	
167.	Khandawa	CR	Khandawa	Madhya Pradesh	200 sqm	
168.	Burhanpur	CR	Burhanpur	Madhya Pradesh	200 sqm	
169.	Betul	CR	Betul	Madhya Pradesh	200 sqm	
170.	Ghoradongari	CR	Betul	Madhya Pradesh	200 sqm	
171.	Singrauli	ECR	Sidhi	Madhya Pradesh	200 sqm	
172.	Jabalpur	WCR	Jabalpur	Madhya Pradesh	200 sqm	
173.	Rewa	WCR	Rewa	Madhya Pradesh	200 sqm	



1	2	3	4	5	6	7
174.	Damoh	WCR	Damoh	Madhya Pradesh	200 sqm	
175.	Satna	WCR	Satna	Madhya Pradesh	200 sqm	
176.	Katni	WCR	Katni	Madhya Pradesh	200 sqm	
177.	Sagour	WCR	Sagour	Madhya Pradesh	200 sqm	
178.	Maihar	WCR	Maihar	Madhya Pradesh	200 sqm	
179.	Pipariya	WCR	Pipariya	Madhya Pradesh	200 sqm	
180.	Narsingpur	WCR	Narsingpur	Madhya Pradesh	200 sqm	
181.	Itarsi	WCR	Itarsi	Madhya Pradesh	200 sqm	
182.	Vidisha	WCR	Vidisha	Madhya Pradesh	200 sqm	
183.	Bina	WCR	Bina	Madhya Pradesh	200 sqm	
184.	Hoshangabad	WCR	Hoshangabad	Madhya Pradesh	200 sqm	
185.	Ganj Basoda	WCR	Vidisah	Madhya Pradesh	200 sqm	
186.	Guna	CR	Guna	Madhya Pradesh	200 sqm	
187.	Mumbai CST	CR	Mumbai	Maharashtra	200 sqm	
188.	Mumbai LTT	CR	Mumbai	Maharashtra	200 sqm	
189.	Kalyan	CR	Thane	Maharashtra	200 sqm	
190.	Thane	CR	Thane	Maharashtra	200 sqm	
191.	Lonavala	CR	Pune	Maharashtra	200 sqm	
192.	Akola	CR	Akola	Maharashtra	200 sqm	
193.	Bhusawal	CR	Jalagoan	Maharashtra	200 sqm	
194.	Nasik Raod	CR	Nasik	Maharashtra	200 sqm	
195.	Badnera	CR	Amravati	Maharashtra	200 sqm	
196.	Chalisgaon	CR	Jalagoan	Maharashtra	200 sqm	
197.	Manmad	CR	Nasik	Maharashtra	200 sqm	
198.	Shegaon	CR	Buldhana	Maharashtra	200 sqm	
199.	Wardha	CR	Wardha	Maharashtra	200 sqm	
200.	Chandrapur	CR	Chandrapur	Maharashtra	200 sqm	
201.	Ballarshah	CR	Chandrapur	Maharashtra	200 sqm	
202.	Kolhapur	CR	Kolhapur	Maharashtra	200 sqm	
203.	Miraj	CR	Sangli	Maharashtra	200 sqm	
204.	Solapur	CR	Solapur	Maharashtra	200 sqm	

1	2	3	4	5	6	7
205.	Ahmadnagar	CR	Ahmadnagar	Maharashtra	200 sqm	
206.	Daund	CR	Pune	Maharashtra	200 sqm	
207.	Kopergaon	CR	Ahmadnagar	Maharashtra	200 sqm	
208.	Matheran	CR	Alibag	Maharashtra	200 sqm	
209.	Malkpur	CR	Buldhana	Maharashtra	200 sqm	
210.	Deolali	CR	Nasik	Maharashtra	200 sqm	
211.	Pachora	CR	Jalgaon	Maharashtra	200 sqm	
212.	Sewagram	CR	Wardha	Maharashtra	200 sqm	
213.	Sangli	CR	Sangli	Maharashtra	200 sqm	
214.	Kurduwadi	CR	Solapur	Maharashtra	200 sqm	
215.	Shirdi	CR	Ahmadnagar	Maharashtra	200 sqm	
216.	Aurangabad	SCR	Aurangabad	Maharashtra	200 sqm	
217.	Jalna	SCR	Jalna	Maharashtra	200 sqm	
218.	Nanded	SCR	Nanded	Maharashtra	200 sqm	
219.	Mudkhed	SCR	Nanded	Maharashtra	200 sqm	
220.	Nagarsol	SCR	Nasik	Maharashtra	200 sqm	
221.	Parli Vaijnath	SCR	Beed	Maharashtra	200 sqm	
222.	Dimapur	NF	Dimapur	Nagaland	200 sqm	
223.	Rourkela	SER	Sundergarh	Odisha	200 sqm	
224.	Jharsuguda	SER	Jharsuguda	Odisha	200 sqm	
225.	Balasore	SER	Balasore	Odisha	200 sqm	
226.	Bokaro Steel City	SER	Bokaro	Odisha	200 sqm	
227.	Rajgangpur	SER	Sundergarh	Odisha	200 sqm	
228.	Bhubaneswar	ECOR	Khurda	Odisha	200 sqm	
229.	Balugaon	ECOR	Naygarh	Odisha	200 sqm	
230.	Bhadrak	ECOR	Bhadrak	Odisha	200 sqm	
231.	Brahmpur	ECOR	Braahmpur	Odisha	200 sqm	
232.	Jaipur Keonjhar	ECOR	Keonjhar	Odisha	200 sqm	
233.	Khurda Road	ECOR	Khurda	Odisha	200 sqm	
234.	Bahugaon	ECOR		Odisha	200 sqm	
235.	Sambalpur JN	ECOR	Bolangir	Odisha	200 sqm	



1	2	3	4	5	6	7
236.	Kantabanji	ECOR	Bolangir	Odisha	200 sqm	
237.	Kesinga	ECOR	Kalahandi	Odisha	200 sqm	
238.	Titlagarh	ECOR	Bolangir	Odisha	200 sqm	
239.	Koraput JN	ECOR	Koraput	Odisha	200 sqm	
240.	Rayagada	ECOR	Rayagada	Odisha	200 sqm	
241.	Patilaya	NR	Patilaya	Punjab	200 sqm	
242.	Bhatinda	NR	Bhatinda	Punjab	200 sqm	
243.	Amritsar	NR	Amritsar	Punjab	200 sqm	
244.	Jalandhar City	NR	Jalandhar	Punjab	200 sqm	
245.	Ludhiana	NR	Ludhiana	Punjab	200 sqm	
246.	Firozpur	NR	Firozpur	Punjab	200 sqm	
247.	Beas	NR	Beas	Punjab	200 sqm	
248.	Chakki Bank	NR	Chakki	Punjab	200 sqm	
249.	Jalandhar Cantt	NR	Jalandhar	Punjab	200 sqm	
250.	Pathankot	NR	Pathankot	Punjab	200 sqm	
251.	Phagwara	NR	Phagwara	Punjab	200 sqm	
252.	Faridkot	NR	Faridkot	Punjab	200 sqm	
253.	Jodhopur	NWR	Jodhpur	Rajasthan	200 sqm	
254.	Falna	NWR	Pali	Rajasthan	200 sqm	
255.	Rani	NWR		Rajasthan	200 sqm	
256.	Jaisalmer	NWR	Jaisalmer	Rajasthan	200 sqm	
257.	Hanumangar	NWR	Hanumangar	Rajasthan	200 sqm	
258.	Lalgarh	NWR	Bikaner	Rajasthan	200 sqm	
259.	Merta Road	NWR	Nagaur	Rajasthan	200 sqm	
260.	Pali Marwar	NWR	Pali	Rajasthan	200 sqm	
261.	Nagaur	NWR	Nagaur	Rajasthan	200 sqm	
262.	Kota	WCR	Kota	Rajasthan	200 sqm	
263.	Sawai Madhopur	WCR	Sawai Madhopur	Rajasthan	200 sqm	
264.	Bharatpur	WCR	Bharatpur	Rajasthan	200 sqm	
265.	Gangapur City	WCR	Sawai Madhopur	Rajasthan	200 sqm	
266.	Katpadi JN	SR	Vellore	Tamil Nadu	200 sqm	

1	2	3	4	5	6	7
267.	Chengalpattu	SR	Kancheepuram	Tamil Nadu	200 sqm	
268.	Erode JN	SR	Erode	Tamil Nadu	200 sqm	
269.	Karur JN	SR	Karur	Tamil Nadu	200 sqm	
270.	Kumbakonam	SR	Rhanjavore	Tamil Nadu	200 sqm	
271.	Villipuram JN	SR	Villipuram	Tamil Nadu	200 sqm	
272.	Tirunvelveli JN	SR	Tirunvelveli	Tamil Nadu	200 sqm	
273.	Virudunagar JN	SR	Virudunagar	Tamil Nadu	200 sqm	
274.	Rameswaram	SR	Rameshwaram	Tamil Nadu	200 sqm	
275.	Nagercoil JN	SR	Nagercoil	Tamil Nadu	200 sqm	
276.	Hospur Town	SWR	Krishnagiri	Tamil Nadu	200 sqm	
277.	Jhansi	NCR	Jhansi	Uttar Pradesh	200 sqm	
278.	Banda	NCR	Banda	Uttar Pradesh	200 sqm	
279.	Lalitpur	NCR	Lalitpur	Uttar Pradesh	200 sqm	
280.	Aligarh JN	NCR	Aligarh	Uttar Pradesh	200 sqm	
281.	Fathehpur	NCR	Fathehpur	Uttar Pradesh	200 sqm	
282.	Mirzapur	NCR	Mirzapur	Uttar Pradesh	200 sqm	
283.	Firozabad	NCR	Mirzapur	Uttar Pradesh	200 sqm	
284.	Agra Cantt	NCR	Agra	Uttar Pradesh	200 sqm	
285.	Raja Ki Mandi	NCR	Agra	Uttar Pradesh	200 sqm	
286.	Mathura	NCR	Mathura	Uttar Pradesh	200 sqm	
287.	Mahoba	NCR	Mahoba	Uttar Pradesh	200 sqm	
288.	Babina	NCR	Jhansi	Uttar Pradesh	200 sqm	
289.	Orai	NCR	Jalaun	Uttar Pradesh	200 sqm	
290.	Khallilabad	NER	Sant Kabir Nagar	Uttar Pradesh	200 sqm	
291.	Lakhimpur	NER	Lakhimpur	Uttar Pradesh	200 sqm	
292.	Azamgarh	NER	Azamgarh	Uttar Pradesh	200 sqm	
293.	Balia	NER	Balia	Uttar Pradesh	200 sqm	
294.	Belthra Road	NER	Balia	Uttar Pradesh	200 sqm	
295.	Deoria Sadar	NER	Deoria	Uttar Pradesh	200 sqm	
296.	Mau JN	NER	Mau	Uttar Pradesh	200 sqm	
297.	Bhatni	NER	Deoria	Uttar Pradesh	200 sqm	



1	2	3	4	5	6	7
298.	Ghazipur City	NER	Ghazipur	Uttar Pradesh	200 sqm	
299.	Kaptanganj JN	NER	Kushinagar	Uttar Pradesh	200 sqm	
300.	Manduadib	NER	Varanasi	Uttar Pradesh	200 sqm	
301.	Salempur	NER	Deoria	Uttar Pradesh	200 sqm	
302.	Renukoot	ECR	Sonbhadra	Uttar Pradesh	200 sqm	
303.	Ghaziabad	NR	Ghaziabad	Uttar Pradesh	200 sqm	
304.	Meerut City	NR	Meerut	Uttar Pradesh	200 sqm	
305.	Meerut Cantt	NR	Meerut	Uttar Pradesh	200 sqm	
306.	Muzaffarnagar	NR	Muzaffarnagar	Uttar Pradesh	200 sqm	
307.	Faizabad	NR	Faizabad	Uttar Pradesh	200 sqm	
308.	Sultanpur	NR	Sultanpur	Uttar Pradesh	200 sqm	
209.	Rai Bareilli	NR	Rai Bareilli	Uttar Pradesh	200 sqm	
310.	Shahaganj	NR	Saharanpur	Uttar Pradesh	200 sqm	
311.	Akbarpur	NR	Akbarpur	Uttar Pradesh	200 sqm	
312.	Barabanki	NR	Barabanki	Uttar Pradesh	200 sqm	
313.	Bhadohi	NR	Bhadohi	Uttar Pradesh	200 sqm	
314.	Janghai	NR	Allahabad	Uttar Pradesh	200 sqm	
315.	Paratpgarh	NR	Paratpgarh	Uttar Pradesh	200 sqm	
316.	Moradabad	NR	Moradabad	Uttar Pradesh	200 sqm	
317.	Hapur	NR	Ghaziabad	Uttar Pradesh	200 sqm	
318.	Hardoi	NR	Hardoi	Uttar Pradesh	200 sqm	
319.	Rampur	NR	Rampur	Uttar Pradesh	200 sqm	
320.	Saharanpur	NR	Saharanpur	Uttar Pradesh	200 sqm	
321.	Deoband	NR	Deoband	Uttar Pradesh	200 sqm	
322.	Sahibabad	NR	Sahibabad	Uttar Pradesh	200 sqm	
323.	Amethi	NR	Amethi	Uttar Pradesh	200 sqm	
324.	Ayodhya	NR	Ayodhya	Uttar Pradesh	200 sqm	
325.	Jaunpur	NR	Jaunpur	Uttar Pradesh	200 sqm	
326.	Prayag	NR	Allahabad	Uttar Pradesh	200 sqm	
327.	Chandausi	NR	Moradabad	Uttar Pradesh	200 sqm	
328.	Amroha	NR	Amroha	Uttar Pradesh	200 sqm	

1	2	3	4	5	6	7
329.	Haridwar	NR	Haridwar	Uttarakhand	200 sqm	
330.	Roorkee	NR	Haridwar	Uttarakhand	200 sqm	
331.	Dehradun	NR	Dehradun	Uttarakhand	200 sqm	
332.	Rishikesh	NR	Rishikesh	Uttarakhand	200 sqm	
333.	Raiwala	NR	Hardwar	Uttarakhand	200 sqm	
334.	Laksar	NR	Hardwar	Uttarakhand	200 sqm	
335.	Asansol	ER	Bardhaman	West Bengal	200 sqm	
336.	Durgapur	ER	Bardhaman	West Bengal	200 sqm	
337.	Raniganj	ER	Bardhaman	West Bengal	200 sqm	
338.	Malda	ER	Malda	West Bengal	200 sqm	
339.	New Farakka	ER	Murshidabad	West Bengal	200 sqm	
340.	Sealdah	ER	Sealdah	West Bengal	200 sqm	
341.	Kolkata Station	ER	Kolkata	West Bengal	200 sqm	
342.	Naihati	ER	South 24 Pargana	West Bengal	200 sqm	
343.	Howrah	ER	Howrah	West Bengal	200 sqm	
344.	Bandel	ER	Hooghly	West Bengal	200 sqm	
345.	Burdwan	ER	Burdwan	West Bengal	200 sqm	
346.	Rampurhat	ER	Birbhum	West Bengal	200 sqm	
347.	Kharagpur	SER	Midnapore	West Bengal	200 sqm	
348.	Midnapore	SER	Midnapore	West Bengal	200 sqm	
349.	Bankura	SER	Bankura	West Bengal	200 sqm	
350.	Purulia	SER	Purulia	West Bengal	200 sqm	
351.	New Jalpaiguri	NF	Jalpaiguri	West Bengal	200 sqm	
352.	Siliguri JN	NF	Siliguri	West Bengal	200 sqm	
353.	New Cooch Behar	NF	Cooch Behar	West Bengal	200 sqm	
354.	New Alipurduar	NF	Jalpaiguri	West Bengal	200 sqm	
355.	Alipurduar JN	NF	Jalpaiguri	West Bengal	200 sqm	
356.	Cooch Behar	NF	Cooch Behar	West Bengal	200 sqm	
357.	Dhupguri	NF	Jalpaiguri	West Bengal	200 sqm	
358.	Binnaguri	NF	Jalpaiguri	West Bengal	200 sqm	
359.	Suraimanpur	NER			200 sqm	
360.	Sonpur	ECR			200 sqm	
361.	Chandigarh	NR			200 sqm	

\*200 sq mt more depending on need and availability of land.



*Land Area : 5 Acres*

Sl. No.	Name of Railway Station	Division	District	State	Estimated requirement of Area	Preliminary Comment regarding Feasibility (if any)
1	2	3	4	5	6	7
1.	Vijaywada	SCR	Krishna	Andhra Pradesh	5 Acre	
2.	Eluru	SCR	Godavari	Andhra Pradesh	5 Acre	
3.	Kakinada Port	SCR	Kakinada	Andhra Pradesh	5 Acre	
4.	Bhadrachalam Road	SCR	East Godavari	Andhra Pradesh	5 Acre	
5.	Bhimavaram JN	SCR	West Godavari	Andhra Pradesh	5 Acre	
6.	Machilipatana	SCR	Machilipatana	Andhra Pradesh	5 Acre	
7.	Mahabubnagar	SCR	Mahabubnagar	Andhra Pradesh	5 Acre	
8.	Palakollu	SCR	West Godavari	Andhra Pradesh	5 Acre	
9.	Tanuku	SCR	West Godavari	Andhra Pradesh	5 Acre	
10.	Pakala	SCR	Chittoor	Andhra Pradesh	5 Acre	
11.	Gooty	SCR	Anantpur	Andhra Pradesh	5 Acre	
12.	Dharmavaram	SCR	East Godavari	Andhra Pradesh	5 Acre	
13.	Palasa	ECOR	Srikakulam	Andhra Pradesh	5 Acre	
14.	Visakhapatnam	ECOR	Visakhapatnam	Andhra Pradesh	5 Acre	
15.	New Bongaigaon	NF	Bongaigaon	Assam	5 Acre	
16.	Rangapara North	NF	Rangapara	Assam	5 Acre	
17.	Guwahati	NF	Guwahati	Assam	5 Acre	
18.	Sultanganj	NF	Bhagalpur	Bihar	5 Acre	
19.	Katihar	NF	Katihar	Bihar	5 Acre	
20.	Gaya	ECR	Gaya	Bihar	5 Acre	
21.	Barauni	ECR	Begu Sarai	Bihar	5 Acre	
22.	Khagaria	ECR	Khagaria	Bihar	5 Acre	
23.	Mansi	ECR	Khagaria	Bihar	5 Acre	
24.	Navgachia	ECR	Bhagalpur	Bihar	5 Acre	
25.	Chandigarh	NR	Chandigarh	Chandigarh	5 Acre	
26.	Morbi Store	WCR	Rajkot	Gujarat	5 Acre	
27.	Ambala	NR	Ambala	Haryana	5 Acre	

1	2	3	4	5	6	7
28.	Sonipat	NR	Sonipat	Haryana	5 Acre	
29.	Kurukshetra	NR	Kurukshetra	Haryana	5 Acre	
30.	Jind	NR	Kurukshetra	Haryana	5 Acre	
31.	Udhampur	NR	Udhampur	Jammu and Kashmir	5 Acre	
32.	Bokaro Steel City	SER	Bokaro	Jharkhand	5 Acre	
33.	Ranchi	SER	Ranchi	Jharkhand	5 Acre	
34.	Hatia	SER	Ranchi	Jharkhand	5 Acre	
35.	Raichur	SCR	Raichur	Karnataka	5 Acre	
36.	Dharwad	SWR	Dharwad	Karnataka	5 Acre	
37.	Birur	SWR	Chikmagalur	Karnataka	5 Acre	
38.	Khandawa	CR	Khandawa	Madhya Pradesh	5 Acre	
39.	Betul	CR	Betul	Madhya Pradesh	5 Acre	
40.	Itarasi	WCR	Katni	Madhya Pradesh	5 Acre	
41.	Kota	WCR	Kota	Madhya Pradesh	5 Acre	
42.	Lonavala	CR	Pune	Maharashtra	5 Acre	
43.	Chandrapur	CR	Chandrapur	Maharashtra	5 Acre	
44.	Ballarshah	CR	Chandrapur	Maharashtra	5 Acre	
45.	Miraj	CR	Sangli	Maharashtra	5 Acre	
46.	Solapur	CR	Solapur	Maharashtra	5 Acre	
47.	Daund	CR	Pune	Maharashtra	5 Acre	
48.	Kurduwadi	CR	Solapur	Maharashtra	5 Acre	
49.	Aurangabad	SCR	Aurangabad	Maharashtra	5 Acre	
50.	Jalna	SCR	Jalna	Maharashtra	5 Acre	
51.	Nagarsol	SCR	Nasik	Maharashtra	5 Acre	
52.	Purna	SCR	Parbhani	Maharashtra	5 Acre	
53.	Jharsuguda	SER	Jharsuguda	Odisha	5 Acre	
54.	Bhadrak	ECOR	Bhadrak	Odisha	5 Acre	
55.	Brahmpur	ECOR	Brahmpur	Odisha	5 Acre	
56.	Jaipur Keonjhar	ECOR	Keonjhar	Odisha	5 Acre	
57.	Kantabanji	ECOR	Balangir	Odisha	5 Acre	
58.	Koraput JN	ECOR	Koraput	Odisha	5 Acre	



1	2	3	4	5	6	7
59.	Rayagada	ECOR	Rayagada	Odisha	5 Acre	
60.	Chakki Bank	NR	Gurdaspur	Punjab	5 Acre	
61.	Lalgarh	NWR	Bikaner	Rajasthan	5 Acre	
62.	Gangapur City	WCR	Sawai Madhapur	Rajasthan	5 Acre	
63.	Tiruchirapalli JN	SR	Tiruchirapalli	Tamil Nadu	5 Acre	
64.	Hosur Town	SWR	Dharampuri	Tamil Nadu	5 Acre	
65.	Kanpur	NCR	Kanpur	Uttar Pradesh	5 Acre	
66.	Aligarh JN	NCR	Aligarh	Uttar Pradesh	5 Acre	
67.	Mathura	NCR	Mathura	Uttar Pradesh	5 Acre	
68.	Paliakalan	NER	Lakhimpur Kheri	Uttar Pradesh	5 Acre	
69.	Sitapur	NER	Sitapur	Uttar Pradesh	5 Acre	
70.	Azamgarh	NER	Azamgarh	Uttar Pradesh	5 Acre	
71.	Mau JN	NER	Mau	Uttar Pradesh	5 Acre	
72.	Sultanpur	NR	Sultanpur	Uttar Pradesh	5 Acre	
73.	Partapgarh	NR	Partapgarh	Uttar Pradesh	5 Acre	
74.	Hapur	NR	Ghaziabad	Uttar Pradesh	5 Acre	
75.	Paglachandi	ER	Nadia	West Bengal	5 Acre	
76.	Asansol	ER	Bardhaman	West Bengal	5 Acre	
77.	Malda Town	ER	Malda	West Bengal	5 Acre	
78.	New Farakka	ER	Mushirdabad	West Bengal	5 Acre	
79.	Bankura	SER	Bankura	West Bengal	5 Acre	
80.	New Jalpaiguri	NF	Jalpaiguri	West Bengal	5 Acre	
81.	Siliguri JN	NF	Siliguri	West Bengal	5 Acre	
82.	New Cooch Behar	NF	Cooch Behar	West Bengal	5 Acre	
83.	Hubli	SWR	Hubli	West Bengal	5 Acre	
84.	Basar	SCR			5 Acre	
85.	Ballygunge	ER			5 Acre	
86.	Barasat	ER			5 Acre	
87.	Rampurhat	ER			5 Acre	
88.	Uluberia	SER				

*Land Area : 20 Acres*

Sl. No.	Name of Railway Station	Division	District	State	Estimated requirement of Area	Preliminary Comment regarding Feasibility (if any)
1	2	3	4	5	6	7
1.	Vijayawada	SCR	Krishna	Andhra Pradesh	20 Acre	
2.	Nalgonda	SCR	Nalgonda	Andhra Pradesh	20 Acre	
3.	New Bongaigaon	NF	Bongaigaon	Assam	20 Acre	
4.	Rangapara North	NF	Rangapara	Assam	20 Acre	
5.	Guwahati	NF	Guwahati	Assam	20 Acre	
6.	Katihar	NF	Katihar	Bihar	20 Acre	
7.	Chandigarh	NR	Chandigarh	Chandigarh	20 Acre	
8.	Bhuj	WP	Bhuj	Gujarat	20 Acre	
9.	Rajkot	WR	Rajkot	Gujarat	20 Acre	
10.	Rewari	NWR	Rewari	Haryana	20 Acre	
11.	Bokaro Steel City	SER	Bokaro	Jharkhand	20 Acre	
12.	Krishnaraja Nagar Old Station	SWR	Mysore	Karnataka	20 Acre	
13.	Bina	WCR	Sagar	Madhya Pradesh	20 Acre	
14.	Kota	WCR	Kota	Madhya Pradesh	20 Acre	
15.	Bhusawal	CR	Jalgaon	Maharashtra	20 Acre	
16.	Chalisgaon	CR	Jalgaon	Maharashtra	20 Acre	
17.	Wardha	CR	Wardha	Maharashtra	20 Acre	
18.	Miraj	CR	Sangli	Maharashtra	20 Acre	
19.	Purna	SCR	Parbhani	Maharashtra	20 Acre	
20.	Kantabanji	ECOR	Balangir	Odisha	20 Acre	
21.	Bandikui	NWR	Dausa	Rajasthan	20 Acre	
22.	Sawai Madhopur	WCR	Sawai Madhopur	Rajasthan	20 Acre	
23.	Bharatpur	WCR	Bharatpur	Rajasthan	20 Acre	
24.	Mughalsarai	ECR	Chandauli	Uttar Pradesh	20 Acre	
25.	Howrah	ER	Howrah	West Bengal	20 Acre	
26.	Asansol	ER	Bardhaman	West Bengal	20 Acre	



1	2	3	4	5	6	7
27.	Kanchrapara	ER	North 24 Parganas	West Bengal	20 Acre	
28.	Malda Town	ER	Malda	West Bengal	20 Acre	
29.	New Farakka	ER	Murshidabad	West Bengal	20 Acre	
30.	Bankura	SER	Bankura	West Bengal	20 Acre	
31.	Kharagpur	SER	Midinapore	West Bengal	20 Acre	
32.	New Jalpaiguri	NF	Jalpaiguri	West Bengal	20 Acre	
33.	Siliguri JN	NF	Siliguri	West Bengal	20 Acre	
34.	Rampurhat	ER			20 Acre	
35.	Paglachandi	ER			20 Acre	
36.	Dankuni	ER			20 Acre	
37.	Burdwan	ER			20 Acre	
38.	Haldia	SER			20 Acre	
39.	Garden Reach	SER			20 Acre	
40.	Cooch Behar	NF			20 Acre	
41.	New Mal	NF			20 Acre	

[English]

(c) if so, the details thereof; and

**Outstanding Loans of Farmers**

1400. SHRI JOSEPH TOPPO: Will the Minister of FINANCE be pleased to state:

(a) the details of loan and average loans outstanding against the farmers in the North Eastern States particularly in Assam, during the last three years;

(b) whether the Government has any proposal to waive off the loans of farmers in North Eastern States keeping in view that the conditions of farmers in such States is not good and need more attention;

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The State-wise details including Assam of the accounts and amounts outstanding in respect of loans and advances to Agriculture and Allied activities as on the last reporting Friday of March 2008, 2009 and 2010, as reported by the Scheduled Commercial Banks to Reserve Bank of India, are as under:

*State-wise details of loans outstanding against the farmers*

(Accounts in actual and amounts in Rs.'000s)

State/Union Territories	Total Adv to Agri & Allied Activities as on last reporting Friday of March 2008		Total Adv to Agri & Allied Activities as on last reporting Friday of March 2009		Total Adv to Agri & Allied Activities as on last reporting Friday of March 2010	
	No. of Accounts	Balance O/S	No. of Accounts	Balance O/S	No. of Accounts	Balance O/S
	2	3	4	5	6	7
North Eastern region	434001	24359759	380611	27311602	404171	30857683

1	2	3	4	5	6	7
Assam	280516	15143087	245846	18351135	262990	21074450
Meghalaya	37553	1276566	21018	1520736	23511	1666433
Mizoram	13131	2926167	6157	1063188	7800	1343794
Arunachal Pradesh	1422	284744	16880	1541233	13541	1032687
Nagaland	21997	1478144	19805	1058092	22591	1246374
Manipur	21139	1116130	19081	1579093	23290	1898026
Tripura	58243	2134921	51824	2198125	50448	2595919

(b) No such proposal is under consideration of the Government.

(c) Does not arise.

(d) The measures taken by Government of India, Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD) to improve the flow of credit to agriculture (to all the States including the North Eastern States) include the following:

- (i) As per the guidelines on Priority Sector, scheduled domestic commercial banks are required to achieve 18 per cent of their Adjusted Net Bank Credit (ANBC) or Credit Equivalent of off Balance Sheet Items (CE), whichever is higher as on March 31 of the previous year under advances to agricultural sector.
- (ii) In order to provide hassle-free crop loans to farmers, NABARD issued guidelines in August 1998 in respect of Kisan Credit Card (KCC) Scheme. It had revised the scheme in 2004. The revised scheme covers term credit as well as working capital for agriculture and allied activities, and a reasonable component for consumption needs.
- (iii) In order to make credit available at a reasonable cost to the farmers, including small and marginal farmers, since the year 2006-07, Government of India had introduced an Interest Subvention Scheme to ensure that the farmer receives short term credit at an interest rate of 7 per cent per annum, with an upper limit of Rs.3,00,000 on the principal amount. The scheme has been continued ever since. From

the year 2009-10, Government of India had introduced an additional interest subvention in respect of those prompt paying farmers who repay their short-term production credit within one year of disbursement of such loans with an upper limit of Rs.3,00,000 on the principal amount. At present, the effective interest rate charged to such farmers is 5% p.a. For the year 2011-12 the Interest Subvention Scheme proposes to provide prompt repaying farmers short term crop credit @ 4% p.a.

- (iv) The Government of India, in the year 2008, announced a Debt Waiver and Debt Relief Scheme for farmers. The purpose of this Scheme included enhancement of credit flow to agriculture by declogging the institutional channels of credit to agriculture, which got choked on account of indebtedness of farmers. The Scheme covered all agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs), Cooperative Banks (including Urban Cooperative Banks) and Local Area Banks (LABs) up to 31st March, 2007, overdue as on 31st December, 2007 and that remained unpaid until 29.02.2008.
- (v) A number of steps have been initiated for simplification of procedures and processes for agricultural loans over the years:
  - (a) The banks have been advised to dispense with the requirement of "no due" certificate for small loans up to Rs. 50,000 to small and marginal farmers, share-croppers and the like and, instead, obtain self-declaration from the borrower.



- (b) In order to overcome the problem faced by the banks in lending to landless labourers, share-croppers and oral lessees due to the absence of documents verifying their identity and status, it has been advised that banks may accept certificates provided by local administration/panchayati raj institutions regarding the cultivation of crops in case of loans to landless labourers, share-croppers and oral lessees. Where there are difficulties in getting certification from local administration/panchayati raj institutions regarding the cultivation of crops etc., banks have been advised to accept an affidavit submitted by landless labourers, share croppers and oral lessees giving occupational status (*i.e.*, details of land tilled/crops grown) for loans up to Rs. 50,000/-.
- (c) The limit for waiver of margin/security requirements for agricultural loans have been enhanced from Rs. 50,000/- to Rs. 1.00 lakh vide circular dated June 18, 2010. Thus, at present, all agricultural loans up to Rs. 1.00 lakh do not require any collateral. It has been clarified subsequently that the provision of waiver of margin/security requirements for agricultural loans up to Rs. 1 lakh applies, inter alia, to the tenant farmers, share croppers and oral lessees. It has further been clarified that the implementation of the provision of relaxed margin/security norm for agricultural loans is mandatory for the banks.

#### **Promotion of Health Tourism**

1401. SHRI RAVNEET SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has given approval to a number of firms including foreign based firms to work as facilitators and service providers to promote health tourism;

(b) if so, the details thereof; and

(c) the funds sanctioned and utilised by these firms during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) The Ministry of Tourism does not approve any organizations including foreign based firms, to work as facilitators and service providers to promote Health Tourism.

(b) and (c) Do not arise.

[Translation]

#### **Opening of Banks in Rural Areas**

1402. SHRI JEETENDRA SINGH BUNDELA:  
SHRIMATI SUSHILA SAROJ:  
SHRI PRABODH PANDA:  
SHRI P.L. PUNIA:

Will the Minister of FINANCE be pleased to state:

(a) the details of the branches of the Public and Private Sector Banks opened/ proposed to be opened in rural areas during the last three years and in the year 2011-12, State-wise including Bihar, Madhya Pradesh, Uttar Pradesh and West Bengal and Bank-wise alongwith the time by which such proposed branches are likely to be operational;

(b) the criterion to be followed by banks to open their branches in the country;

(c) whether the number of workers under Mahatma Gandhi National Rural Employment Guarantee Scheme of an area is included in the norms for opening of a bank branch;

(d) if so, the details thereof; and

(e) the steps taken/being taken by the Government to encourage banks for providing banking facilities in the rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) The details of number of Bank branches opened by Public Sector Banks and Private Sector Banks in rural areas during the last three years and the current financial year upto December, 2010 are at Statement-I. The State-wise position of number of bank branches opened is at Statement-II.

In order to facilitate opening of bank branches in the villages and to address the issue of the uneven spread of bank branches, RBI since December 2009, has

permitted domestic scheduled commercial banks to freely open branches in Tier 3 to Tier 6 centres with a population of less than 50,000 under general permission, subject to reporting. In the North Eastern States and Sikkim, domestic scheduled commercial banks can now open branches in rural, semi urban and urban centres without the need to take permission from Reserve Bank in each case, subject to reporting.

Further, in order to extend the reach of banking to the rural hinterland, Banks have been advised to provide appropriate banking facilities to habitations having a

population in excess of 2000 (as per 2001 census) by March, 2012. These services will be provided using the Business Correspondent and other models, with appropriate technology back up. Accordingly, the State Level Bankers Committees (SLBCs) have identified approximately 73,000 habitations with a population of 2000 and above for providing banking services. These 73,000 habitations have been allotted to Public Sector Banks, Private Banks, Regional Rural Banks and Cooperative Banks for extending banking services in a time bound manner.

**Statement I**

*Number of Bank Branches Opened (in Rural Areas)*

Sl.No.	Bank group	Name of Banks	No. of branches opened 1.4.2007 to 31.3.2010	No. of branches opened 1.4.2010 to 31.12.2010
1	2	3	4	5
1.	Private Sector Banks	AXIS BANK LIMITED	35	15
2.		BANK OF RAJASTHAN LTD		
3.		CATHOLIC SYRIAN BANK LTD		
4.		CENTURION BANK OF PUNJAB LTD	2	
5.		CITY UNION BANK LIMITED	7	
6.		DEVELOPMENT CREDIT BANK LTD	2	
7.		FEDERAL BANK LTD	15	4
8.		HDFC BANK LTD	43	
9.		ICICI BANK LIMITED	27	15
10.		INDUSIND BANK LTD	9	4
11.		ING VYSYA BANK LTD	5	
12.		JAMMU & KASHMIR BANK LTD	17	
13.		KARNATAKA BANK LTD	2	
14.		KARUR VYSYA BANK LTD	4	
15.		KOTAK MAHINDRA BANK LTD.	14	3
16.		LAKSHMI VILAS BANK LTD	6	
17.		NAINITAL BANK LTD	8	
18.		RATNAKAR BANK LTD		
19.		SOUTH INDIAN BANK LTD	4	3



1	2	3	4	5
20.		TAMILNAD MERCANTILE BANK LTD	3	1
21.		THE DHANALAKSHMI BANK LTD	7	
22.		YES BANK LTD.	16	
	Private Sector Banks Total		226	45
23.	Public Sector Banks	ALLAHABAD BANK	30	7
24.		ANDHRA BANK	21	1
25.		BANK OF BARODA	47	36
26.		BANK OF INDIA	47	5
27.		BANK OF MAHARASHTRA	11	7
28.		CANARA BANK	49	23
29.		CENTRAL BANK OF INDIA	47	9
30.		CORPORATION BANK	22	
31.		DENA BANK	9	
32.		IDBI BANK LIMITED	19	6
33.		INDIAN BANK	48	7
34.		INDIAN OVERSEAS BANK	31	3
35.		ORIENTAL BANK OF COMM ERCE	43	10
36.		PUNJAB AND SIND BANK	8	
37.		PUNJAB NATIONAL BANK	117	8
38.		STATE BANK OF BIKANER AND JAIPUR	12	8
39.		STATE BANK OF HYDERABAD	29	11
40.		STATE BANK OF INDIA	753	59
41.		STATE BANK OF INDORE	6	
42.		STATE BANK OF MYSORE	8	
43.		STATE BANK OF PATIALA	22	53
44.		STATE BANK OF SAURASHTRA		
45.		STATE BANK OF TRAVANCORE	2	c
46.		SYNDICATE BANK	2'	2
47.		UCO BANK	41	2
48.		UNION BANK OF INDIA	6C	16
49.		UNITED BANK OF INDIA	17	?
50.		VIJAYA BANK	16	
	Public Sector Banks Total		1533	291

Note: 1. Data is provisional  
Source DSIM, RBI

## Statement II

Sl.No.	State	Private Sector Banks					Public Sector Banks					Public Sector Banks					Public Sector Banks				
		2007-10 (April 1, 2007 to March 31, 2010)					2010-11* (April 1, 2010 to December 31, 2010)					2007-10 (April 1, 2007 to March 31, 2010)					2010-11* (April 1, 2010 to December 31, 2010)				
		Rural	Semi Urban	Urban	Metro politan	Total	Rural	Semi Urban	Urban	Metro politan	Total	Rural	Semi Urban	Urban	Metro politan	Total	Rural	Semi Urban	Urban	Metro politan	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1
2.	Andhra Pradesh	15	64	115	52	246	4	6	10	13	33	130	202	330	151	913	31	43	21	23	118
3.	Arunachal Pradesh	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	2	0	0	2
4.	Assam	2	22	20	0	44	0	3	2	0	5	28	50	51	0	129	2	6	5	0	14
5.	Bihar	0	10	25	5	40	0	3	5	0	8	55	140	81	46	322	13	23	15	6	57
6.	Chandigarh	2	0	8	0	10	0	0	5	0	5	1	0	42	0	43	0	0	1	0	1
7.	Chhattisgarh	0	19	26	0	45	1	2	2	0	5	30	54	80	0	164	0	9	11	0	20
8.	Dadra and Nagar Haveli	1	3	0	0	4	0	1	0	0	1	2	1	0	0	3	0	2	0	0	2
9.	Daman and Diu	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0
10.	Delhi	2	6	0	171	179	0	0	0	50	50	2	4	0	294	300	1	0	0	54	55
11.	Goa	3	13	0	0	16	3	6	0	0	9	11	34	0	0	45	3	3	0	0	6
12.	Gujarat	17	59	28	76	180	5	26	9	15	55	103	132	79	183	497	25	20	12	17	74
13.	Haryana	14	48	60	14	136	3	8	9	2	22	55	96	168	21	342	21	26	23	3	73
14.	Himachal Pradesh	5	11	3	0	19	1	0	0	0	1	71	40	15	0	126	20	10	1	0	31
15.	Jammu and Kashmir	16	12	20	0	48	1	1	1	0	2	10	10	19	0	39	1	6	0	0	7
16.	Jharkhand	0	16	25	0	41	1	4	3	0	8	35	87	83	0	205	7	18	8	0	33
17.	Karnataka	20	48	57	101	226	0	13	6	17	36	57	148	140	222	567	7	16	13	8	44
18.	Kerala	17	117	58	0	192	4	86	8	0	98	9	211	110	0	330	3	40	15	0	58
19.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
20.	Madhya Pradesh	3	36	43	24	106	2	20	2	3	27	36	158	147	103	444	0	17	17	9	43
21.	Maharashtra	22	73	103	211	409	5	21	18	64	108	104	210	194	316	824	14	28	17	46	105
22.	Manipur	0	0	2	0	2	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0
23.	Meghalaya	0	7	0	0	7	0	0	3	0	3	5	2	6	0	13	0	0	1	0	1
24.	Mizoram	0	0	4	0	4	0	0	0	0	0	1	0	6	0	7	0	1	1	0	2
25.	Nagaland	0	3	0	0	3	0	1	0	0	1	4	3	0	0	7	0	3	0	0	3



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
26.	Odisha	8	41	30	0	79	1	9	4	0	14	100	113	89	0	302	5	32	7	0	44	
27.	Puduchery	0	2	1	0	3	0	0	0	0	0	6	3	11	0	20	0	2	1	0	3	
28.	Punjab	14	63	33	19	129	5	17	6	3	31	91	167	92	65	415	53	44	6	7	110	
29.	Rajasthan	6	43	44	18	111	2	25	4	1	32	43	138	107	58	346	20	47	15	11	93	
30.	Sikkim	1	0	0	0	1	0	2	0	0	2	9	3	0	0	12	1	1	0	0	2	
31.	Tamil Nadu	33	154	67	61	315	3	40	8	13	64	114	278	177	123	692	19	36	15	4	74	
32.	Tripura	0	1	4	0	5	0	0	1	0	1	4	4	9	0	17	0	0	0	0	0	
33.	Uttar Pradesh	8	51	130	58	257	0	18	17	6	41	249	315	324	238	1126	26	63	30	28	147	
34.	Uttarakhand	9	23	11	0	43	0	4	3	0	7	5	0	74	56	0	180	6	21	6	0	33
35.	West Bengal	8	29	50	47	134	4	5	7	23	39	112	107	159	76	454	13	13	8	15	49	
Grand Total		226	999	967	857	3039	45	322	134	210	711	1533	2795	2575	1896	8799	291	533	250	231	1305	

Note: 1. Data is provisional

Source: DSIM, RBI

[English]

### Investor Education

1403. SHRI MANOHAR TIRKEY: Will the Minister of FINANCE be pleased to state:

(a) the amounts being spent on Investor Education by National Stock Exchange and Bombay Stock Exchange during the last three financial years; and

(b) the amounts granted to various Non-Governmental Organisations (NGOs)/ Associations and other bodies during the same period for investor education and training alongwith a detailed list of the same alongwith grants received by each individual organisation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The amount spent on Investor education during the last three financial years, by National Stock Exchange (NSE) and Bombay Stock Exchange (BSE) is given as under:

Stock Exchange	FY 07-08	FY 08-09	FY 09-10
NSE	315.88	353.87	2157.00
BSE	844.51	598.99	765.05

(b) The details of grants received by each NGO and other bodies during the above years, as reported by Ministry of Corporate Affairs (MCA), are given in the enclosed statement. Securities and Exchange Board of India (SEBI) does not provide any grant to either NGOs or other bodies for investor education activities. The Investors' Associations recognized by SEBI are, however, eligible for reimbursement of expenses incurred for conducting investor education workshops/seminars and a portion of their capital expenditure. The details of such reimbursements for the last three years are given in the table below.

Financial Year	Workshop/Seminar Expenditure (Rs.) From SEBI A/c	Capital Expenditure (Rs.) From SEBI A/c
2007-2008	5,27,409.00	2,52,284.00
2008-2009	7,51,801.00	2,78,158.00
2009-2010	814291 (including expenditure from Investor Protection and Education Fund of SEBI.)	96460.00

**Statement***Details of Financial Proposals/Disbursement during the year 2009-10*

Sl.No.	Name of the NGO	Details of Activity	Released Amount during 2009-10
1	2	3	4
1.	M/s. Midas Touch Investors Association, New Delhi	For Investor Helpline project	Rs. 20,37,455/-
		For Investor Helpline project	Rs. 24,70,249/-
2.	Ms. Karimpur Social Welfare Society, West Bengal	For conducting three seminars	Rs. 10,771.20/- (Second & Final Instalment)
3.	Institute of Company Secretaries of India (ICSI), New Delhi	For organizing 50 investor awareness programmes during 'Investor awareness quarter'	Rs. 4,00,000/-
		For organizing 75 investor awareness programmes all over the country	(2nd and final instalment)
		For organizing 25 investor awareness programmes during the month of Sept. 2007	Rs. 4,95,000/- (2nd and final instalment)
		For organizing 40 investors awareness programmes across the country during 2009-2010	Rs. 1,65,000/-
		For organizing 30 more programmes in the second phase	Rs. 20,00,000/- (2nd and final instalment)
		For conducting investor awareness programmes	Rs. 15,00,000/- Rs. 48,717/- (2nd and final instalment)
4.	Institute of Chartered Accountants of India (ICAI), Delhi	For organizing 50 investor awareness programmes during 'Investor awareness quarter'	Rs. 1,88,570/- (2nd and final instalment)
		For organizing 25 investor awareness programmes during the month of Sept. 2007	Rs. 2,16,000/- (2nd and final instalment)
		For organizing 40 investors awareness programmes across the country during 2009-2010	Rs. 20,00,000/-
5.	Institute of Cost and Works Accountants of India (ICWAI), Delhi, Kolkatta	For organizing 40 investors awareness programmes across the country during 2009-2010	Rs. 20,00,000/-
6.	M/s. Bhartiya Mahila Kalyan Samiti, Barabanki, U.P	For conducting two day seminar under IEPF	Rs. 3153.60/-
		For organizing 5 seminars	(2nd and final instalment) Rs. 1,28,000/-



1	2	3	4
7.	M/s. Society for Development of the oppressed Attur Taluk, Salem Distt.	For conducting one-day semihar-cum-workshop	Rs. 26,240/-
8.	M/s. Rajkot Saher Jilla Grahak Suraksha Mandal, Rajkot	For conducting investor awareness workshops/seminars, investor Bachao stalls etc.	Rs. 81,424/-
		For organizing seminars/ workshops/ Janmashtmi Lok Mela	(2nd and final instalment) Rs. 5,34,080/-
9.	M/s. Social Literacy Development Association, Lucknow, U.P.	For conducting a one-day investor education seminar-cum-workshop	Rs. 29,440/-
10.	M/s. Nature Environment Education & Development Society (NEEDS), Distt. Vellore	For conducting two seminar-cum-workshops of one day duration	Rs. 43,520/-
11.	M/s. Raj Manila Shilp Kala Vikas Sansthan, Baharaich, U.P.	For conducting a one-day seminar cum-workshop	Rs. 28,320/-
12.	M/s. Krishna Jan Kalyan Samiti, U.P.	For conducting one seminar	Rs. 11,616/-
13.	M/s. Nehruji Seva Centre Annai Indira Gandhi Voluntary Organisation, Tamil Nadu	For conducting one seminar	Rs. 11,616/-
14.	M/s. Nilachal Seva Pratisthan, Odisha	For conducting two seminars	Rs. 22,232/-
15.	M/s. Mahila Mandal Sewa Sansthan, U.P.	For conducting one seminar	Rs. 11,616/-
16.	M/s. Avadh Samaj Seva Sansthan, U.P.	For conducting one seminar	Rs. 11,616/-
17.	M/s. Bharat Jyoti, Odisha	For conducting one seminar	Rs. 8,960/-
18.	M/s. Agency for Backward Community Development, Odisha	For conducting two seminars	Rs. 23,232/-
19.	M/s. Deepa Rural Development Society, A.P.	For conducting two seminars	Rs. 22,528/-
20.	M/s. Adarsha Rural Development & Training Society, A.P.	For conducting two seminars	Rs. 23,232/-
21.	M/s. SNEKITHI Trust, Tamil Nadu	For conducting one-day seminar	Rs. 10,912/-

1	2	3	4
22.	M/s. Development Education and Welfare Institute (DEWI), Tamil Nadu	For organizing 3 one-day seminars	Rs. 32,736/-
23.	M/s. Chitrakoot Seva Ashram, U.P.	For conducting one investor education seminar-cum-workshop	Rs. 28,160/-
24.	S.K. Sewa Samiti, Rajasthan	For conducting 3 seminars For conducting 15 seminars	Rs. 34,848/- Rs. 1,90,080/-
25.	M/s. Prakritik Chikitsalaya Tatha Samiti, M.P. Gwalior	For conducting one-day seminar-cum-workshop	Rs. 32,320/-
26.	M/s. Federation of consumer Organisations- Tamil Nadu and Puducherry (FEDCOT), Chennai	For conducting ten seminars	Rs. 217,600/-
27.	M/s. Kamalnishta Sansthan, Rajasthan	For conducting two one-day seminar-cum-workshops	Rs. 58,880/-
28.	M/s. Adarsh Seva Sansthan, U.P.	For conducting one-day investor education seminar-cum-workshop	Rs. 27,840/-
29.	M/s. Bhagya Abhivridhi Seva Samsthe, Gulbarga	For organizing one-day seminar/workshop	Rs. 26,880/-
30.	M/s. Sravani Mahila Mandal, A.P.	For conducting two seminars	Rs. 23,936/-
31.	M/s. Community Organised for Oppressed and Depressed Upliftment (COODU), Coimbatore	For conducting two day seminar-cum-workshop	Rs. 22,176/-
32.	M/s. Bright Association for Noble & Decent Human Understanding (BANDH), Puri, Odisha	For conducting two seminars	Rs. 23,232/-
33.	Vivekanand Gramodyog Sansthan, U.P.	For conducting a one-day seminar	Rs. 28,080/-
34.	Womens Organisation for Rural Development (WORD), Tamil Nadu	For conducting one investor education programme of one day	Rs. 20,800/-
35.	Charities & Social Research Foundation, U.P.	For conducting one investor education programme	Rs. 24,640/-
36.	Association for Women Awareness & Rural Development (AWARD), Tamil Nadu	For conducting one investor awareness programme	Rs. 20,800/-
37.	Reena Samaj Seva Samiti, M.P.	For conducting one investor awareness seminar	Rs. 23,840/-



1	2	3	4
38.	Society for Community Development Project, Tamil Nadu	For conducting two investor education and awareness programmes	Rs. 41,600/-
39.	EDUCATOR	For conducting 5 days seminar	Rs. 84,800/-
40.	Awadh Grameen Vikas Sansthan	For conducting 10 seminars of one day	Rs. 1,73,440/-
41.	Kisan Bal Avam Mahila Kalyan Samiti	For conducting one seminar of two days	Rs. 51,200/-
42.	Literate's Welfare Association	For conducting six seminars-cum-workshops one day duration	Rs. 80,000/-
43.	Kartik Shikshan Sansthan	Conducting one seminar for two days	Rs. 49,920/-
44.	PIPAL	Maintenance of website	Rs. 10,00,000/-

Amount released = 1,68,81,308/-

*Details of Financial Proposals/Disbursement during the year 2008-09*

Sl.No.	Name of the NGO	Details of Activity	Released Amount during 2008-09
1	2	3	4
1.	VOICE, New Delhi	For publication of Investors Guidance Booklets during 2004-05	32,000/- Second & final instalment
2.	M/s. Development Education and Welfare Institute (DEWI), Tamil Nadu	For conducting a one day seminar on "Right investment fund education"	Rs. 150/- (as Second & final instalment)
3.	M/s. Rajkot Saher Jilla Grahak Suraksha Mandal, Rajkot, Gujarat	'8' Investor Awareness Workshops/ Seminars at Taluk level	Rs. 1,18,272/-
	-do-	'4' Investor Awareness Workshops/ Seminars at Jamnagar, Rajkot Municipal Area, Shapar Viraval Industrial Area and Rajkot Rural Area	Rs. 59,136/-
	-do-	'8' Investor Awareness Seminars/ Workshops at different cities in Rajkot District and Jamnagar District	Rs. 1,18,272/-
	-do-	Organisation of 'Investor Bachao Stalls' at Janamashtmi Lok Mela at Rajkot during August 22-31, 2008	Rs. 54,208/-
4.	M/s. Midas touch Investors Association, New Delhi	For extension of the project "Investor Helpline" for a further period of 3 years	Rs. 25,66,000/- (50% of the expenses) For the period from 01.07.2008 to 30.6.2009

1	2	3	4
5.	Institute of Company Secretaries of India (ICSI), New Delhi	For organizing 50 Investor awareness programmes during 'Investor Awareness Quarter'	Rs. 16,00,000/-
6.	Society for Capital Market Research and Development (SCMRD), New Delhi	Towards the actual cost of printing of booklet	Rs.17,160/-
7.	PIPAL	For operating and maintaining the website for the period from 01.07.2008 to 31.12.2008	Rs. 15,00,000/-
		For operating and maintaining the website	Rs. 35,00,000/-
		For operating and maintaining the website	Rs. 15,00,000/-
8.	Institute of Chartered Accountants of India (ICAI), NOIDA	For organizing 50 Investor awareness programmes during 'Investor Awareness Quarter'	Rs. 16,00,000/-
Total Released Amount =			Rs. 1,26,65,198/-

*Details of Financial Proposals/Disbursement during the year 2007-08*

Sl.No.	Name of the NGO	Details of Activity	Released Amount during 2007-08
1	2	3	4
1.	S.K. Public School Samiti, Rajasthan, Sriganganagar	For conducting one seminar under IEPF For conducting one seminar under IEPF For conducting 5 seminars during 2007-08	Rs. 12,496/- Rs. 920/-(2nd installment) Rs. 65,472/-
2.	Institute for Technology & Management, Warangal	For conducting three one day Investor Education seminars in three centres of A.P.	Rs. 81,840/-
3.	M/s. Shree Jnanodaya Gramin Vidya Trust, Karnataka	For conducting two day investor awareness workshop	Rs. 19,096/-
4.	M/s. Organisation for Rural Development, Tamil Nadu	For conducting two days seminars on Investor Awareness	Rs. 17,160/-
5.	M/s. Harihar Bahuuddeshiya Sanstha, Maharashtra	For conducting two one-day investor awareness seminars	Rs. 26,136/-
6.	M/s. Basti Area Development Council, Odisha	For conducting one-day investor awareness seminar	Rs. 16,016/-
7.	M/s. Society for Emancopating Neo Social Education (SENSE), Tamil Nadu	For conducting two full day seminars	Rs. 17,600/-
8.	M/s. Arun Institute of Rural Affairs, Odisha	For conducting one full day workshop	Rs. 11,352/-



1	2	3	4
9.	M/s. Centre for Social Education and Development (CSED), Madurai	For conducting five full day seminars	Rs. 40,200/-
10.	M/s. Surya Rural Development Society, Karnataka	For conducting two full day seminars	Rs. 22,368/-
11.	M/s. Education, Communication and Development Trust (EDUCATOR), Tamil Nadu	For conducting two full day seminars	Rs. 27,360/-
12.	M/s. Development Education and welfare Institute (DEWI), Tamil Nadu	For conducting a one-day seminar on "Right investment fund education"	Rs. 10,560/-
13.	M/s. Yuga Murti Seva Ashram, Odisha	For conducting one full day workshop	Rs. 11,352/-
14.	M/s. Citizens Association for Rural Development (CARD), Odisha	For conducting one full day workshop	Rs. 11,352/-
15.	M/s. Gania Unnayan Committee, Odisha	For conducting one one full day workshop	Rs. 11,968/-
16.	M/s. Centre for Community Development, Odisha	For conducting one full day workshop under IEPF	Rs. 11,792/-
17.	M/s. Consumer Association of Puducherry, (Puducherry)	For conducting one full day seminar under IEPF	Rs. 11,160/-
18.	M/s. Society for Consumers and Investors protection, New Delhi	For conducting three seminars	Rs. 12,089/-
19.	Institute of Company Secretaries of India (ICSI), New Delhi	For putting up a stall in the Annual Conference of the IOSCO	Rs.3,53,556
		For conducting 33 seminars	Rs. 2,046 2nd and final instalment
		For organizing 75 programmes on Investor Awareness	Rs. 19,80,000/-
		For organizing 25 investor awareness programmes (September month)	Rs. 6,60,000/-
		For conducting 33 seminars during 2005-06	Rs. 16,678/-
20.	M/s. Society for Consumers and Investors protection, New Delhi	For conducting an extensive survey of Investors & other market intermediaries to construct an Investor Confidence index	Rs. 2,99,200/-

1	2	3	4
21.	M/s. ODD Foundation, Bhubaneswar	For organizing two full day seminars at Khurda District, Odisha	Rs. 21,824
22.	M/s. Rural Development Trust, Tamil Nadu.	For organising 3 Investors Awareness education programmes	Rs. 20636/-
23.	M/s. Consumer Unity and Trust Society (CUTS), Jaipur, Rajasthan	For conducting the three-phased programme in ten cities of Rajasthan Rajasthan	Rs. 7,11,480/-
24.	My Heart, Bhubaneswar	For organizing two full day seminars at Baragarh Dist. Odisha	Rs.23,760/-
25.	Department of Business and Industrial Management	For organizing a full day seminar	Rs. 2,424/- (2nd and final instalment)
26.	Rajkot Saher Jilla Grahak Suraksha Mandal, Rajkot, Gujarat.	For setting up "Investors Bachao" stall in "Janmashami Lok Mela 2007" during 4-9 September, 2007	Rs. 50,800/-
	Rajkot Saher Jilla Grahak Suraksha Mandal, Rajkot, Gujarat	For conducting eight full-day seminar-cum-workshops at village level in School Consumer Clubs level in School Consumer Clubs	Rs.1,63,200/-
	Rajkot Saher Jilla Grahak Suraksha Mandal, Rajkot, Gujarat	For conducting 8 seminar-cum-Workshops at Taluka level of Rajkot Distt.	Rs. 1,33,056/-
27.	Midas Touch Investors Association, New Delhi	For Investor Helpline	Rs. 13,84,000/-
28.	Institute of Chartered Accountants of India (ICAI), NOIDA	For organizing 36 investor awareness programmes (September month)	Rs.8,64,000/-
29.	PIPAL	For website <a href="http://www.watchoutinvestors.com">www.watchoutinvestors.com</a>	Rs. 21,40,000
30.	FEDCOT, Tamil Nadu & Puducherry	For conducting three seminars cum workshops in three districts	Rs. 24,000/-
31.	Kartik Shikshan Sansthan, Kanpur, U.P.	For conducting two-day seminar during 2007-08	Rs. 21,824/-
32.	Karimpur Social welfare Society, West Bengal	For conducting a two day seminar during 2007-08	Rs. 43084.80/- or Rs. 43085/-
33.	M/s. Neelkanth Sarvsewa Sansthan, Lucknow	For conducting a two day seminar during 2007-08	Rs. 14,598.40/-
34.	M/s. Bhartiya Mahila Kalyan Samiti, Faizabad Road, Barabanki, Uttar Pradesh	For conducting a two day seminar during 2007-08	Rs. 12,614.40/-
35.	M/s. TRY, New Selampur Market, Delhi-53	For conducting a two day seminar during 2007-08	Rs. 12,416/-



1	2	3	4
36.	M/s. Seemant Gramin Mahila Vikas Samiti, Uttarakhand	For conducting one seminar during 2007-08	Rs. 7,680/-
37.	Midas Touch Investors Assn., New Delhi	For the website namely www.investorhelpline.in. during 2007-2008	Rs. 13,84,000/-
38	Midas Touch Investors Assn., New Delhi	For the website namely www.investorhelpline.in. during 2007-2008, enhancement in the grant	Rs. 5,45,000/-
Amount released =			Rs. 1,13,30,166.80/-

Amount disbursed to NGOs

Amount released for the year 2007-08 = Rs. 1,13,30,166.80/-

Amount Released for the year 2008-09 = Rs. 1,26,65,198/-

Amount released for the year 2009-10 = Rs. 1,68,81,308/-

#### **Ante-Natal Care under JSY**

1404. SHRI P. LINGAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has made any assessment of the coverage of the Ante- Natal Care (ANC) service in different States, particularly after launch of Janani Suraksha Yojana in the year 2005 with special emphasis on low performing States, identifying the ASHA (Accredited Social Health Activist) as the link between the Government and the women; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Government of India, after the launch of JSY in 2005, has conducted District Level Household Survey (DLHS-III) (2007-08). Coverage Evaluation Survey (2009) has been conducted by UNICEF with technical guidance from Government of India.

Following are some of the key findings of DLHS-III (2007-08) vis-a-vis DLHS-II (2002-04) with respect to ante-natal coverage:

- i. Mothers who received any ANC coverage increased from 73.6% in DLHS-II to 75.2% in DLHS-III
- ii. Mother who received 3+ ANC coverage has remained more or less constant from 50.4% in DLHS-II to 49.8% in DLHS-III

- iii. Full ANC has also increased from 16.5% in DLHS-II to 18.8% in DLHS-III

However, significant improvement has been seen in the Coverage Evaluation Survey (2009) wherein ante-natal coverage has improved significantly.

- i. Any ANC coverage has increased from 75.2% in DLHS-III (2007-08) to 90.4% in CES (2009)
- ii. 3+ ANC coverage increased from 49.8% in DLHS-III (2007-08) to 68.7% in CES (2009)
- iii. Full ANC has also increased from 18.8% in DLHS-III to 26.5% in CES (2009)

The improvement in the ante-natal coverage has been due to sustained and focussed interventions such as demand promotion scheme like JSY and introduction of ASHA as a link between the community and the health system.

[Translation]

#### **Solar Radiation Monitoring Centres**

1405. SHRI DHANANJAY SINGH: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to set up solar radiation monitoring centres in the country; and

(b) if so, the details of the sites identified for the purpose, State-wise?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) and (b) Yes, Madam. The State-wise details of 50 such proposed sites are placed in Statement.

**Statement**

*List of Sites for Solar Radiation Monitoring Stations*

Sl.No.	State	No. of proposed sites
1.	Andhra Pradesh	7
2.	Chhattisgarh	1
3.	Gujarat	11
4.	Jammu and Kashmir	1
5.	Madhya Pradesh	3
6.	Maharashtra	3
7.	Karnataka	5
8.	Puducherry	1
9.	Rajasthan	12
10.	Tamil Nadu	6

**Foreign Exchange Reserves**

1406. SHRI GOPINATH MUNDE: Will the Minister of FINANCE be pleased to state:

(a) the foreign exchange reserves in the country as on 31st December, 2010 and the difference in the reserves as compared to the previous year;

(b) whether foreign exchange reserves are decreasing; and

(c) if so, the reasons therefor alongwith the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The foreign exchange reserves of the country stood at US\$

297.3 billion as on 31st December 2010, showing an increase of US\$ 13.8 billion over the level of US\$ 283.5 billion as on 31st December 2009.

[English]

**Hydro Power Projects**

1407. SHRI P. KARUNAKARAN: Will the Minister of POWER be pleased to state:

(a) whether various State Governments have submitted proposals to the Union Government for setting up of hydro power projects;

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

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (c) Detailed Project Reports (DPRs) of 16 hydro electric (HE) projects in the State-sector were received from various State Governments for concurrence of Central Electricity Authority (CEA) during the last three years (from 2007-08 onwards). No DPR from Kerala Government was submitted for concurrence during this period.

Out of the above 16 DPRs, DPRs of 3 HE projects, namely Gundla HE Project Stage-I (200 MW) - Karnataka, Baglhar HE project Stage-II (450 MW)-J&K and Sainj HE project (100 MW) - Himachal Pradesh have been accorded concurrence by CEA. DPR of one project, namely Shongtong Karcham HE project (450 MW) in Himachal Pradesh, is under examination by CEA, Central Water Commission (CWC) and Geological Survey of India (GSI). DPRs of remaining 12 HE projects have been returned to State Governments on account of various deficiencies/inadequacies in the DPR, cost of the project being less than Rs. 500 crores for which concurrence of CEA is not required, etc. The States have been advised to resubmit these DPRs after incorporating the required details/inputs in the DPRs. The details of these 16 DPRs including the action taken thereon are given in Statement.

**Statement**

*Status of state-sector hydro-electric schemes*

(Year 2007-08 onwards)

Sl.No.	Schemes	State	Inst. Cap. (MW)	Status
1	2	3	4	5
Year-wise				
2007-08				
1.	Kundah Pump Storage HEP	Tamil Nadu	500	Returned to State Govt. in 12/07



1	2	3	4	5
2.	Kirthal-I	Jammu and Kashmir	240	Returned to State Govt. in 01/08
3.	Bowala Nand Prayag	Uttarakhand	300	Returned to State Govt, in 02/08
4.	Bhalronghati	Uttarakhand	381	Returned to State Govt. in 02/08
	Total 2007-08		1421	
	<b>2008-09</b>			
5.	Gundla	Karnataka	200	Concurred on 25.4.2008
6.	Integrated Kashang St-I	Himachal Pradesh	130	Returned to State Govt, in 08/08
7.	Karbi langpi (Upper Borpani)	Assam	60	Returned to State Govt, in 12/08
	Total 2008-09		390	
	<b>2009-10</b>			
8.	Integrated Kashang St-II&III	Himachal Pradesh	130	Returned to State Govt in 06/09
9.	Polavaram	Andhra Pradesh	960	Returned to State Govt. in 03/10
	Total 2009-10		1090	
	<b>2010-11</b>			
10.	Lower Kopili	Assam	150	Returned to State Govt. in 6/10
11.	Tiuni Plasu	Uttarakhand	72	Returned to State Govt. in 10/10
12.	Dagmara	Bihar	125	Returned to State Govt. in 11/10
13.	Shongtong Karcham	Himachal Pradesh	450	Under Examination in CEA CWC/GSI
14.	Vyasi	Uttarakhand	120	Returned to State Govt. in 12/10
15.	Baglihar St-II	Jammu and Kashmir	450	Concurred/Appraised on 29.12.2010
16.	Sainj	Himachal Pradesh	100	Concurred on 29.12.2010
	Total 2010-11		1467	
	Total 2007-11		4368	

#### Circular Trade in Diamonds

1408. SHRI ASADUDDIN OWAISI: Will the Minister of FINANCE be pleased to state:

(a) whether the information has since been collected;

(b) if so, the details thereof and the action taken or being taken in this regard; and

(c) if not, the reasons for the delay and time by which information will be laid?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Madam. The implementation report for fulfillment of the Lok Sabha USQ No.5084 for answer on 27-08-2010 regarding investigation of circular trade (Under Assurance) was forwarded to the Under Secretary, (Lok Sabha), (Implementation-I Section), Ministry of Parliament Affairs, New Delhi-110001 vide Office Memorandum F.No. 391/35/2010-Cus (AS) dated 24th November, 2010 before due date for fulfillment i.e. 27.11.2010 with the approval of the competent authority.

(b) and (c) During the financial years 2007-08 onwards till July 2010, one case was detected against four parties in the year 2008-09 namely; (i) M/s Multistar Gems & Jewellery Pvt Ltd., (ii) M/s. Manan Exports Pvt Ltd. (iii) M/s Danish Exports Pvt Ltd. and (iv) M/s Prakash Diamonds Pvt Ltd. The above said importers were found involved in circular trading of rough diamonds in connivance with Hong Kong based suppliers by way of over invoicing the actual value of the goods.

On completion of investigation, Show cause Notice was issued and the case has since been adjudicated. The diamonds were absolutely confiscated and penalties totally amounting to Rs. 7.40 crores were imposed on firms/individuals involved.

[*Translation*]

#### **Use of Solar Energy**

1409. SHRI HANSRAJ G. AHIR: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to introduce grant based loan scheme with the help of National Bank for Agriculture and Rural Development (NABARD) for encouraging the use of solar energy in the country;

(b) if so, the details thereof;

(c) whether the Government plans to provide the necessary solar energy equipment to implement the said scheme; and

(d) if so, the details thereof?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) and (b) Yes, Madam. Ministry of New and Renewable Energy (MNRE) is implementing a scheme to promote off-grid applications of solar energy such as solar lanterns, home lights, other small capacity photovoltaic systems and solar water heating systems with a 30% capital subsidy and/or loan at 5% through NABARD. An amount of Rs. 35 crore has been released in 2010-11 to NABARD to provide funds to the regional rural banks to support solar lighting systems.

(c) and (d) No, Madam. The solar energy systems/equipment are directly marketed by the eligible manufacturers/system integrators. The Ministry has laid down the performance criterion for purchase of such systems.

[*English*]

#### **Industry on Monetary Policy**

1410. SHRI P. BALRAM: Will the Minister of FINANCE be pleased to state:

(a) whether the Confederation of Indian Industry has urged Reserve Bank of India (RBI) to pause on its monetary policy;

(b) if so, the details thereof for the remaining Eleventh Plan; and

(c) the manner it would be helpful to the common man?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The Reserve Bank of India has not received any request from Confederation of Indian Industry (CII) to pause on its monetary policy.

(c) Does not arise.

#### **Solar Power Technologies**

1411. SHRIMATI HARSIMRAT KAUR BADAL: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to encourage production of solar power technologies through a planned effort in the country;

(b) if so, the details thereof; and

(c) the total allocation proposed to be made by the Government for encouraging solar technologies in the country in the current financial year?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) to (c) Government has launched the Jawaharlal Nehru National Solar Mission to encourage large scale use of solar energy technologies in the country. Government has approved a target to set up 1,100 MW grid connected solar plants, including 100 MW capacity plants as rooftop and other small solar power for the first phase of the Mission till March 2013. In addition, a target of 200 MW capacity equivalent off-grid solar applications and 7 million square meter solar thermal collector area were also approved.



Ministry has so far sanctioned 802 MW capacity of grid connected solar projects and 38.5 MW of off-grid solar PV projects. In addition during the year, 5 lakh sq meter of solar thermal collector area has been installed.

An amount of Rs. 360 crore has been allocated for the activities of the Mission during 2010-11.

[Translation]

#### **Child Delivery Facility to Rural Women**

1412. SHRIMATI SUMITRA MAHAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has formulated a scheme to provide delivery facility to the rural women of far-flung areas at the sub-health centres in various States in the country;

(b) if so, the details thereof;

(c) the number of sub-health centres where this facility is proposed to be provided in various States particularly in Madhya Pradesh under the said scheme, State-wise; and

(d) the time by which the work on the said scheme is likely to be started?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) The Government is promoting institutional deliveries in Government health facilities with a special focus on expanding access for women in farflung, difficult and remote rural areas. Though there is no separate scheme to provide facilities for delivery to the rural women of far-flung areas only at the sub-health centres, States have identified specific Sub-Centres in remote areas for conducting normal deliveries.

Under the National Rural Health Mission (NRHM) and the Reproductive and Child Health Programme within its umbrella, the Government of India is strengthening Sub Centres, PHCs, CHCs and Sub-District /District Hospitals with the necessary infrastructure, drugs, supplies, equipments and trained service providers with a special focus on remote and far-flung areas. These include Sub Centres, PHCs, CHCs and Sub-District/ District Hospitals in the State of Madhya Pradesh also.

To enable public health institutions to conduct safe deliveries, the following steps have been taken:

1. Janani Suraksha Yojana (JSY), a conditional cash transfer scheme to promote Institutional Delivery with a special focus on Below Poverty Line (BPL) and SC/ST pregnant women. The scheme has brought about significant increase in institutional delivery.
2. Infrastructure up gradation of public health institutions including labour rooms.
3. Providing drugs, supplies and equipment for obstetric care.
4. Augmenting the availability of skilled manpower by training ANMs in Skilled Birth Attendance and MBBS doctors in emergency Obstetrical care and life saving anaesthetic skills.
5. Appointment of an Accredited Social Health Activist (ASHA) in the village to facilitate accessing of services at these health centres by pregnant women.
6. Referral systems including emergency referral transport, for which the states have been given flexibility to use different models to transport pregnant women for delivery from home to the facilities and also to higher facility in case of any complications.
7. Strengthening of Government health facilities by providing them with flexible funds.

[English]

#### **Research and Development in Renewable Energy Sector**

1413. SHRI MILIND DEORA:  
SHRI GANESH SINGH:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the details of funds allocated alongwith the expenditure incurred' on research and development in renewable energy sector in the country during the last three years and the current year;

(b) whether there is large potential for cost reduction in renewable energy technologies and achieve grid parity with electricity generated from renewable energy sources through Research and Development (R&D);



(c) if so, the present policy in this regard alongwith the incentives given by the Government to promote Public Private Partnerships (PPPs) for rapid scaling-up of investments in high quality R&D in this field;

(d) whether any such partnerships have been developed in the country so far; and

(e) if so, the details thereof, and if not, the Government's plan to operationalise such PPPs during the current year?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) A budgetary provision of Rs. 253.06 crore has been made for research and development in new and renewable energy for the first four years of the 11th Five Year Plan of the Ministry of New and Renewable Energy (MNRE). Against this provision an expenditure of Rs. 199.74 crore has been incurred on R&D in renewable energy sector during the last three years and the current year (upto February, 2011).

(b) The 11th Plan has a special emphasis on efficiency improvement and cost reduction of new and renewable energy systems and devices. The Government has launched Jawaharlal Nehru National Solar Mission (JNNSM) with the objective to create conditions through rapid scale-up of capacity and technological innovation to drive down costs towards grid parity. With the current level of fiscal and financial incentives the other renewable power sectors such as wind, small hydro, biomass cogeneration/ combustion and biogas based power have nearly achieved grid parity. However, R&D and technology demonstration projects are promoted to make it still better, specially for low capacity systems.

(c) The present policy and guidelines of MNRE for research, design, development, demonstration and manufacture for new and renewable energy provides for promoting Public Private Partnerships (PPPs) for rapid scaling of investments in high quality R&D in this field. It has provisions to support R&D for technology development and demonstration through various academic and research institutions including autonomous bodies and industry. Financial assistance for projects that involve partnership with industry/civil society organizations is normally restricted upto 50% of the project cost.

(d) and (e) Under the Jawaharlal Nehru National Solar Mission (JNNSM), a number of mega projects in

the area of solar thermal and solar photovoltaics have been sanctioned to consortiums involving academic institutions and industry. In order to promote public-private partnerships in other renewable energy sectors R&D and technology demonstration projects have also been undertaken in the areas of hydrogen energy, bio-fuels and biogas generation, purification and bottling through entrepreneurs/industry and their associations.

### **Raw Material Security Policy**

1414. SHRI VARUN GANDHI: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government proposes to formulate a comprehensive raw material security policy;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to ensure surplus yarn for domestic sector?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Madam. The National Fiber Policy, 2010 has been formulated for boosting and taking adequate care for sustainable growth of man-made fiber, yarn and fabric industries in India including raw material security to ensure improved supply chain for raw material for textile industry.

(c) With a view to increase the availability of cotton yarn at reasonable price to domestic industry, the government has taken the following initiatives:

- I. Establishment of a Yarn Advisory Board for formulation of a Yarn Balance sheet to ensure adequate yarn availability for handlooms and garments sector;
- II. Hank Yarn obligation expanded from 40s counts to 80s counts w.e.f. 31.03.2010.
- III. Strict monitoring of hank yarn.
- IV. Registration of cotton yarn export made mandatory with the Office of Textile Commissioner w.e.f. 09.04.2010. The Govt. has further fixed a ceiling of 720 mn kg.
- V. Duty Entitlement Pass Book (DEPB) of 7.67% on export of cotton yarn has been withdrawn w.e.f. 21.04.2010.



VI. Duty drawback on cotton yarn has been withdrawn w.e.f. 29.04.2010.

VII. In the Handloom Sector, the Government is implementing Mill Gate Price Scheme so as to ensure uninterrupted supply of yarn at mill gate price.

#### **IIFC's Provision for Infrastructure Projects**

1415. DR. KRUPARANI KILLI: Will the Minister of FINANCE be pleased to state:

(a) whether India Infrastructure Finance Company Limited (IIFC) proposes to provide foreign currency i.e., foreign exchange reserves for infrastructure projects; and

(b) if so, the details thereof and the extent by which the initiative has achieved the desired object?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) India Infrastructure Finance Company Limited (IIFCL) has set up its wholly owned subsidiary in April 2008, namely, IIFC (UK) Ltd at London to provide foreign currency loan to Indian companies implementing infrastructure projects in the country for the purpose of meeting their capital expenditure solely outside India. For this purpose Reserve Bank of India has sanctioned a line of credit of USD 5 billion out of foreign exchange reserves.

(b) Till 31st January 2011, the cumulative sanctions of IIFC (UK) amounted to USD 1.95 billion to 17 infrastructure projects in power sector and mass rapid transport (metro rail) sector.

IIFC (UK) has raised the first tranche of USD 250 million from the Reserve Bank of India by issuance of USD denominated bonds. IIFC(UK) has disbursed USD 278.93 million in 5 projects till 31st Jan 2011.

#### **Reduction of Interest on Central Loan to Gujarat**

1416. SHRI KUNVARJIBHAI MOHANBHAI BAVALIA: Will the Minister of FINANCE be pleased to state:

(a) whether Central Government is taking major steps to reduce interest rate on Debts towards Central loan sanctioned to Government of Gujarat;

(b) if so, whether any proposal has been received by the Ministry from State Government in this regard; and

(c) if so, the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The Twelfth Finance Commission for its award period 2005-2010 had recommended a Debt Consolidation and Relief Facility, which provided for consolidation of central loans (from Ministry of Finance) contracted till 31.3.2004 and outstanding as on 31.3.2005 for a fresh tenure of twenty years at an interest rate of 7.5% per annum. Loans from Ministry of Finance to 26 States, including Gujarat, which had enacted their Fiscal Responsibility and Budget Management Acts (FRBMA), have been consolidated. Interest Relief amounting to Rs. 1,673.47 crore has been provided to Government of Gujarat during the period 2005-10 as a result of their debt consolidation.

(b) No, Madam.

(c) Does not arise.

#### **Vaccination of New Born Children**

1417. SHRI P. VISWANATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of vaccines which are injected free to all new born children in the country under the National Immunisation Programme (NIP);

(b) whether Hepatitis B is more lethal than HIV;

(c) if so, the names of States in the country in which the Hib is injected free to new born children;

(d) whether the Union Government has any proposal to extend the programme under NIP countrywide;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Under the Universal Immunization Programme (UIP), the following vaccines are provided free to all children including new born:

(1) DPT (Diphtheria-Pertussis-Tetanus)

(2) OPV/Oral Polio Vaccine

(3) Measles

(4) BCG (Bacillus Calmette-Guerin)

(5) Hepatitis B (In selected States and selected cities)

(6) J.E. (In selected areas)



(b) Hepatitis B is more infectious than HIV.

(c) At present, Goa is the only State where Hib vaccine is administered to children in 5 backward and remote taluks from their State funds. Haemophilus influenza (Hib) vaccine is not administered to new born children under Universal Immunization Programme (UIP).

(d) to (f) No. There is no proposal for inclusion of Hib vaccine in the entire country under the Universal Immunization Programme (UIP).

#### **Tax Evasion in Takeover**

1418. SHRI SUKHDEV SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether Government fix the liability of Capital gain on the buyer alone whenever any foreign multinational company take-over/buy the business interest of another foreign multinational in India in spite of the fact that the seller do have a capital gain in the deal; and

(b) if so, the reaction of the Union Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) No, Madam.

(b) Does not arise.

#### **Investing Savings from Capital Markets in Agriculture**

1419. SHRI RAJIAH SIRICILLA: Will the Minister of FINANCE be pleased to state:

(a) whether redirecting public savings from capital markets to public investment in agriculture will stimulate farm output;

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

(c) the steps taken in this direction so far?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Government does not have the mandate to redirect savings (of the general public or public sector enterprises) that comes into the securities markets for investments in agriculture so as to stimulate farm output. However, securities markets provide an opportunity for farm based companies to raise capital- equity as well as debt.

(c) Government attaches great importance to the growth of agriculture and allied sector. The Eleventh Plan has set a target of 4 per cent growth for agriculture sector. Department of Agriculture and Cooperation, Government of India has been implementing various crop development programmes such as National Food Security Mission, Rashtriya Krishi Vikas Yojna, Integrated Scheme of Oilseeds, Pulses, Maize and Oilpalm (ISOPOM), Integrated Cereal Development Programme for Rice, Wheat and Coarse Cereals, etc. for increasing the production and productivity of agricultural crops in the country. Besides, new schemes of extending the Green Revolution to Eastern region of the country and organizing 60,000 'Pulses and Oilseed Villages' have been initiated during 2010-11 to tap the potential of eastern Indian states for enhancing agriculture production and promotion of mechanization in watershed area for enhancing the productivity of the dry land farming areas respectively. Minimum Support Prices are declared every year for various crops to ensure remunerative prices to the growers with a view to encourage higher investment and production. Various initiatives taken by the Government has had the effect of increased investment in agriculture over the years. The details of the investment measured in terms of gross capital formation made in the agriculture sector during the last six years are as follows:

#### *Gross Capital Formation (GCF) in Agriculture and Allied Sector (at 2004-05 prices)*

(Rs. Crore)

Year	GDP	Agriculture & Allied Activities		GCF/GDP in Agriculture & Allied Activities	GCF in Agriculture & Allied Activities as per cent of total GDP
		GCF	GDP		
1	2	3	4	5	6
2004-05	29,71,464	76,096	5,65,426	13.46	2.56



1	2	3	4	5	6
2005-06	32,54,216	86,611	5,94,487	14.57	2.66
2006-07	35,66,011	90,710	6,19,190	14.65	2.54
2007-08	38,98,958	1,05,034	6,55,080	16.03	2.69
2008-09 P	41,62,509	1,28,659	6,54,118	19.67	3.09
2009-10 QE	44,93,743	1,33,377	6,56,975	20.30	2.97

Notes: P-provisional.

QE-quick estimates.

Source: Central Statistics Office.

### Public Finance for Healthcare

1420. SHRI PONNAM PRABHAKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether increasing public financing for health-care, allotting 70 per cent of funds for primary healthcare and regulating drug prices are the key factors that would go towards providing universal health coverage in India; and

(b) if so, the details thereof and the steps taken in this direction during the Eleventh Five Year Plan, State-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Increased public financing for health care along-with regulating drug prices are among the factors that result in providing universal health coverage in India. In this direction, the public expenditure on health sector, which inter-alia includes primary healthcare, increased substantially over the past few years. During the Eleventh Five Year Plan (2007-08 to 2011-2012), the actual allocation to health sector increased to Rs. 99191 crore as against an actual expenditure of Rs. 36079 crore in the Tenth Five Year Plan (2002-03 to 2006-07).

"Health" being a State subject, it is primarily the responsibility of State Governments to ensure adequate, affordable and accessible health care to its citizens by taking necessary steps to increase the public financing. However, to improve access to primary and secondary health delivery services, Government of India provides financial assistance to State Governments for up-gradation of health infrastructure development as per need. State-wise allocation of funds by Union Government

in respect of National Rural Health Mission and National Aids Control Programme for the years 2007-08 and 2010-11 is given statement. Similarly, opening of Jan Aushadhi Stores to make available quality generic medicines at affordable prices to all would also help in providing universal health coverage. So far, 81 Jan Aushadhi Stores have been opened in the States of Punjab (20), Rajasthan (36), Haryana (04), Uttarakhand (02), Andhra Pradesh (03), Odisha (08), West Bengal (02), Delhi (03) and Chandigarh (03).

### Statement

*State-wise allocation of funds under National Rural Health Mission (NRHM) and AIDS Control Programme*

(Rs. in Lakh)

Sl. No.	Name of State/UT	Central Allocation 2007-08	Central Allocation 2010-11
1	2	3	4
1.	Andhra Pradesh	69215.92	89503.23
2.	Arunachal Pradesh	5333.34	5588.21
3.	Assam	65781.93	80421.46
4.	Bihar	63478.62	97729.57
5.	Chhattisgarh	22922.45	34129.83
6.	Goa	1790.58	2366.07
7.	Gujarat	41266.68	57924.37
8.	Haryana	14909.70	21900.72

1	2	3	4
9.	Himachal Pradesh	7868.69	12177.74
10.	Jammu and Kashmir	9115.26	16074.75
11.	Jharkhand	27304.21	39985.60
12.	Karnataka	44235.11	60908.22
13.	Kerala	25666.25	33787.21
14.	Madhya Pradesh	70677.09	78870.45
15.	Maharashtra	69757.61	106994.26
16.	Manipur	9317.65	10891.62
17.	Meghalaya	6333.86	8092.05
18.	Mizoram	4882.84	6453.29
19.	Nagaland	8017.37	9193.32
20.	Odisha	39953.10	48441.97
21.	Punjab	17279.77	26731.44
22.	Rajasthan	61066.53	76960.56
23.	Sikkim	2114.33	3104.03
24.	Tamil Nadu	50657.70	73251.29
25.	Tripura	9214.95	11598.53
26.	Uttar Pradesh	141721.99	209691.74
27.	Uttarakhand	9155.99	14247.31
28.	West Bengal	60838.90	79937.99
29.	Delhi	10217.41	16821.09
30.	Puducherry	1354.01	1669.81
31.	Andaman and Nicobar Islands	866.85	2144.40
32.	Chandigarh	1199.22	1715.13
33.	Dadra and Nagar Haveli	485.47	614.57
34.	Daman and Diu	485.20	601.80
35.	Lakshadweep	291.91	331.87
Grand Total		974778.49	1340855.50

**Economic Forum in Davos**

1421. SHRI PRABODH PANDA: Will the Minister of FINANCE be pleased to state:

(a) whether India had participated in the Davos World Economic Forum;

(b) if so, the details thereof;

(c) whether unearthing of some big scams in recent times has lowered the prestige of the country among investing countries;

(d) if so, the details thereof; and

(e) the steps taken by the Government to uplift the prestige of the country in the international arena?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Yes Madam. Leaders from the Government such as Shri Kamal Nath as Minister of Road transport and Highways, Shri Anand Sharma as Minister of Commerce and Industry, Shri Praful Patel as Minister of Civil Aviation, Shri Montek Singh Ahluwalia as Deputy Chairman Planning Commission and Shri P. Chidambaram as Minister of Home Affairs along with various other officials of the Government and business participated in the WEF from India.

(c) and (d) No Madam. In 2010, Standard & Poor's upgraded its Foreign Currency outlook for India from negative to stable, FITCH upgraded its Local Currency outlook from negative to stable and Moody's upgraded their Local Currency outlook from Ba2 to Ba1. Further, Foreign Institutional Investor Investment in the Indian Capital Markets has increased by 1.86% from US \$ 30251.55 million in the year 2009-10 to US \$ 30813.14 million in the year 2010-11 (upto 24th February, 2011). India has also been admitted as a member of the Financial Action Task Force (FATF) which helps to build the capacity to fight terrorism and trace terror funds, to successfully investigate and prosecute money laundering and terrorist financing offences.

(e) Does not arise. However, some of the steps taken by Government for improving the prestige of the country in the international arena include the constitution of a high level Joint-Committee under the Chairmanship of Director General (Directorate of Currency), for examining issues relating to India's Sovereign Credit Ratings and providing recommendations for its up-gradation.



Government has also joined the Task Force on Financial Integrity and Economic Development in order to bring transparency and accountability in the financial system.

[Translation]

#### **Anemia among Children**

1422. SHRIMATI USHA VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the number of children suffering from Anemia has reduced by only 4 per cent since 1998 till date;

(b) if so, the details thereof alongwith the number of cases of iron deficiency in children reported during the last three years, State/UT-wise;

(c) whether various schemes implemented by the Government in this regard have not yielded the desired results;

(d) if so, the reasons therefor; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) As per NFHS - III (2005-06) the percentage of children with anaemia has reduced by 4.8 percent since 1998-99. There is no data available regarding the number of cases of iron deficiency in children in the last three years.

(c) to (e) The interventions to manage anaemia among children are being implemented as part of the Reproductive and Child Health Programme under the National Rural Health Mission. The steps been taken by the Government under this programme to check anaemia among children are:

(i) Supplementation of all children found to be anaemic with iron supplements from the age of 6 months to 10 years. Iron Folic Acid (IFA) in the form of tablets and liquid formulation are being supplied by the Government of India in RCH Kit A and are distributed through the sub-centres and through out-reach activities at Village Health and Nutrition Days.

(ii) Food supplements to children up to the age of 6 years under the Integrated Child Development

Scheme (ICDS) and the provision of a hot cooked meal under the Mid Day Meal scheme.

(iii) Health and nutrition education to improve over all dietary intakes and promote consumption of iron and folate-rich foodstuffs.

(iv) Provision of deworming of children twice a year.

#### **Electricity Act**

1423. SHRI JAI PRAKASH AGARWAL: Will the Minister of POWER be pleased to state:-

(a) whether the Electricity Act, 2003 was enacted to speed up the reforms in power sector;

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

(c) whether there has been any improvement in generation and distribution of power after implementation of the above said Act in the country; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (d) Yes, Madam. The Electricity Act, 2003 was enacted to speed up the reforms in power sector by consolidating the laws relating to generation, transmission, distribution, trading and use of electricity and generally for taking measures conducive to development of electricity industry, promoting competition therein, protecting interest of consumers and supply of electricity to all areas, rationalization of electricity tariff, ensuring transparent policies regarding subsidies, promotion of efficient and environmentally benign policies, constitution of Central Electricity Authority, Regulatory Commissions and establishment of Appellate Tribunal and for matters connected therewith or incidental thereto.

Various reforms measures undertaken with the implementation of the Electricity Act, 2003, have resulted in significant improvement in power generation and distribution in the country. The electricity generation has gone up from 531.6 Billion Unit (BU) during 2002-03 to 771.6 BU during 2009-10. The generation in the current year 2010-11 (upto January, 2011) has been 669 BU.

Further, four Ultra Mega Power Projects (UMPPs) viz. Mundra UMPP (5x800 MW) in Gujarat, Sasan UMPP (6x660 MW) in Madhya Pradesh, Krishnapatnam UMPP



(5x800 MW) in Andhra Pradesh & Tilaiya UMPP (6x660 MW) in Jharkhand have already been awarded viz. Mundra to M/s Tata Power Company and Sasan, Krishnapatnam & Tilaiya to M/s Reliance Power Limited on tariff based competitive bidding. The total installed generation capacity which was 107877.36 MW in 2002-03 (as on 31.3.2003) has gone upto 170228.86 MW by 2010-11 (upto 31.01.2011). Captive power generation has also benefited from the provisions of the Electricity Act and has reached a capacity of 19,509 MW as on 31.03.2010. The implementation of the reforms envisaged in the Electricity Act, 2003 has also resulted in significant improvement in distribution sector. The AT&C losses have been reduced from 30.62% in 2006-07 to 28.44% in 2008-09. In addition, there has been significant achievement in the areas of 11 kv feeder metering and consumer metering.

#### Quality of Bottled Water

1424. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has appointed any regulatory body for ensuring quality of bottle water;

(b) if so, the details thereof;

(c) whether the Government has received complaints regarding bottling and marketing of contaminated water by certain companies;

(d) if so, the details thereof during the last three years and the current year, Statewise/UT-wise; and

(e) the action taken by the Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (e) The Standards of packaged drinking water and mineral water have been prescribed under the Prevention of Food Adulteration Rules (PFA), 1955. To regulate the quality of packaged drinking water and mineral water, there is a mandatory provision that no person shall manufacture, sell or exhibit for sale mineral water except under Bureau of Indian Standards (BIS) Certification mark. Accordingly, companies obtain license from BIS for manufacturing and selling packaged drinking water and mineral water under BIS Certification mark.

The implementation of the PFA Act & Rules is carried out by the State/UT Governments who take action in case of any violation of the PFA Rules, 1955. No data is maintained centrally.

In compliance with the orders of the Hon'ble High Court of Delhi a task force has been constituted to check all local units manufacturing and selling packaged drinking water without licence and BIS Certification Mark. The teams of Government of NCT Delhi have conducted raids and five illegal units manufacturing packaged drinking water without BIS certification have been sealed under section 133 Cr.PC.

[English]

#### Junk Food

1425. SHRI HAMDULLAH SAYEED:  
SHRIMATI J. SHANTHA:

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

(a) whether the Government has taken note of various studies which have revealed that consumption of junk and fast food causes various diseases including obesity, cardiovascular ailments and diabetes, particularly among children;

(b) if so, the details thereof;

(c) whether any survey has been conducted by the Government to ascertain the number of people, particularly children suffering from these diseases due to consumption of junk food in the country;

(d) if so, the details alongwith the findings thereof;

(e) whether the Government proposes various measures including curbs on marketing and advertisement of junk/fast food products and also mandatory display of their nutritional value; and

(f) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) The fundamental cause of obesity and overweight is an energy imbalance between calories consumed and calories expended. Global increase in overweight and obesity are attributable to a number of factors including:

- a global shift in diet towards increased intake of energy-dense foods that are high in fat and sugars but low in vitamins, minerals and other micronutrients; and



- a trend towards decreased physical activity due to the increasingly sedentary nature of many forms of work, changing modes of transportation, and increasing urbanization.

However, only few studies have shown that fast food and junk foods leads to obesity in children.

A study titled 'Assessment of effects of consumption of 'Carbonated water beverages and soft drinks' on health of Adolescents and young Adults, has been initiated in Andhra Pradesh in 2010 by National Institute of Nutrition, Indian Council of Medical Research (ICMR), Hyderabad will be completed by the end of March 2012.

(e) and (f) The Government of India has initiated a National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Disease and Stroke at an estimated outlay of Rs. 1230.90 crore for the 11th Five Year Plan. The programme, inter alia, emphasise on healthy life style.

The National Institute of Nutrition has initiated multi-component intervention programmes in the selected schools as pilot programmes. Based on its success, scaling up of the programme can be done in other schools.

Government of India has initiated the process for regulation and promotion of healthy foods in the school canteens and avoidance of sale/availability of junk foods in the premises.

The nutrition labelling has been made mandatory on pre-packaged foods as part of food regulations dealt by the Food Safety and Standards Authority of India,

Ministry of Health and Family Welfare, Government of India.

### Informal Section in the Economy

1426. SHRI JAYANT CHAUDHARY: Will the Minister of FINANCE be pleased to state:

(a) whether the "informal economy" contributes to about two-thirds of India's Gross Domestic Products (GDP);

(b) if so, the details thereof;

(c) whether there is any institutional and legislative framework that regulates, monitors and supports this sector;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether the Government proposes to create such a framework for the same to incorporate this sector into the mainstream "formal economy"; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (f) The Central Statistics office (CSO) publishes disaggregated data on gross domestic product (GDP) components in its publication 'National Accounts Statistics'. As per the latest available publication released in April 2010, the share of unorganized sector in the GDP at current prices was above 50 per cent in recent years (Table below).

	(Rs. crore)				
Sector	2004-05	2005-06	2006-07	2007-08	2008-09
GDP-Unorganised	1674524	1892252	2164058	2500177	2841930
GDP of the Economy	2967600	3402316	3941865	4540987	5228650
% share of Un-organised in economy	56.43	55.62	54.90	55.06	54.35

The CSO has since revised the GDP data for the period 2004-05 to 2009-10 in its Quick Estimates in January, 2011. The disaggregated data indicating break-up of shares of organised/un-organised sector would continue to be made available by CSO in their subsequent issues of the National Accounts Statistics.

The National Commission for Enterprises in the Unorganized Sector was set up by Government of India in 2004 as an Advisory Body to recommend measures to address various issues of the unorganized sector. The Commission completed its term in 2009. On the basis of its recommendations, the Ministry of Labour &



Employment has notified the Unorganised Workers' Social Security Act, 2008 & its Rules. Besides Rashtriya Swasthya Bima Yojana, the Aam Admi Bima Yojana and the Old Age Pension Scheme are in operation for the welfare of the unorganised workers. Recognising the need for providing social security to the workers in the unorganized sector, and as a follow up to the Unorganised Sector Workers Social Security Act, 2008, the Budget, 2010-11, announced the setting up of National Social Security Fund for unorganized sector workers with an initial allocation of Rs. 1,000 crore. A co-contributory pension Scheme "Swavalamban" was announced in the Budget for 2010-11, which was well received by the workers in the unorganized sector. On the basis of the feed back received, the Budget for 2011-12 has relaxed the exit norms for workers under the Scheme and extended the benefit of Government Contribution from three to five years for all subscribers of Swavalamban who enroll during 2010-11 and 2011-12. Besides, the Budget for 2011-12 lowered the eligibility for pension under the Indira Gandhi National old age Pension Scheme for BPL beneficiaries from 65 years to 60 years.

#### **Grant-in-aid**

1427. SHRI N. CHELUVARAYA SWAMY: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government proposes to reduce grant-in-aid for Non-Governmental Organisations (NGOs) engaged in the implementation of various welfare schemes for tribals in the next financial year; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA):

(a) No, Madam.

(b) Does not arise.

#### **Rights of Forest Dwellers**

1428. SHRI BADRUDDIN AJMAL: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the rights of forest dwellers have not been protected even after the implementation of the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006;

(b) if so, whether the Government has received several complaints on violation of Forest Rights Act from all parts of the country;

(c) if so, the details thereof; and

(d) the action taken by the Government to protect the rights of forest dwellers?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA):

(a) No, Madam. As per the information collected from the State/UT Governments, till 31st January, 2011, more than 30.39 lakh claims have been filed and more than 11.09 lakh titles have been distributed under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006. More than 34 thousand titles were ready for distribution.

(b) to (d) Yes, Madam. Complaints have been received over a period of time concerning denial of rights and eviction of tribals from forests etc. These complaints have been sent to respective States/UTs for taking necessary action as the implementation of the Act lies with the States/UTs.

#### **Ultra Mega Power Projects**

1429. SHRI RAMSINH RATHWA: Will the Minister of POWER be pleased to state:

(a) whether many foreign countries like China, Korea, New Zealand, United States of America (U.S.A) and European countries have shown keen interest in investing in Ultra Mega Power Projects (UMPPs) proposed to be set up in the country;

(b) if so, whether the Government has also received expressions of interest from many domestic and international companies to build these power projects in the country;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) Foreign companies have also shown keen interest in investing in Ultra Mega Power Projects (UMPPs).



(b) As per Power Finance Corporation, the nodal agency for UMPP initiative, bids from many domestic and international companies for development of these power projects in the country have been received during the bidding process of the four UMPPs bid out so far.

(c) The list of the domestic and international companies which have participated in the UMPP bidding process thereby expressing interest to build these power projects enclosed at statement.

(d) The four UMPPs, namely Sasan in Madhya Pradesh, Mundra in Gujarat, Krishnapatnam in Andhra Pradesh and Tilaiya in Jharkhand, bid out so far have already been awarded to the identified developers and are at different stages of development. The Request for Qualification (RfQ) for two UMPPs namely Sarguja in Chhattisgarh and Bedabahal in Odisha have been issued.

**Statement**

*List of companies which have participated in the bidding process of the four UMPPs bid out so far*

Sl.No.	Name of Bidders	Foreign/Indian
1	2	3
1.	AES India Pvt. Ltd.	Indian
2.	CLP Power India Pvt. Ltd. - GMR Energy Power India Pvt. Ltd.	Indian - Foreign
3.	Consortium of Genting Power International Limited and Lanco Infratech Ltd.	Foreign - Indian
4.	Citra Thermal Power & Infrastructure Ltd.	Indian
5.	Dian Wijaya Sdn Bhd	Foreign
6.	GVK Power and infrastructure Ltd/ YTL Power International, Berhad	Foreign - Indian
7.	D.S. Constructions Limited - IEC	Indian - Foreign
8.	Essar Power Limited	Indian
9.	Green Infrastructure Pvt. Limited	Indian
10.	Ittina Energy Pvt. Ltd.	Indian
11.	J.R. Power Systems Pvt. Ltd.	Indian
12.	Khanjee Holdings, GMH and TXU Energy	Foreign
13.	Lanco Infratech Ltd. - Globeleq	Indian - Foreign
14.	Larsen & Toubro Limited	Indian
15.	NTPC Limited	Indian
16.	Reliance Energy Generation Limited	Indian
17.	Reliance Power Limited	Indian
18.	Sterlite Industries (I) Ltd.	Indian
19.	Sumitomo Corporation	Foreign
20.	Tata Power Company Ltd.	Indian
21.	Torrent Power AEC Limited	Indian

1	2	3
22.	YTL Power International Berhad	Foreign
23.	CESC Limited	Indian
24.	EIG Energy infrastructure Group AB	Foreign
25.	Jaiprakash Associates Limited	Indian
26.	Jindal Steel & Power Limited	Indian
27.	Globeleq Singapore Pte, Lanco Infratech Limited	Foreign-Indian
28.	Suez Energy India Pvt. Ltd.	Foreign
29.	Adani Exports Limited, IDFC, Gujarat Adani Port Limited	Indian
30.	SNC Lavalin International Inc.-Lanco Consortium	Foreign-Indian

[Translation]

#### Taxes Outstanding against Persons

1430. SHRI HUKUMDEO NARAYAN YADAV:  
SHRI N.S.V. CHITTHAN:

Will the Minister of FINANCE be pleased to state:

(a) The number of persons against whom more than Rs. 1 crore is outstanding in income tax/excise duty/customs duty and the total amount outstanding against them;

(b) whether the Government proposes to reveal their names; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (c) Information is being collected and will be laid on the Table of the House.

[English]

#### Funding to SMEs

1431. SHRI M. SREENIVASULU REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether there is scope for banks to increase their lending to Small and Medium Enterprises (SMEs);

(b) if so, the details thereof;

(c) whether banks in urban areas have greater scope for such lending as compared to those in semi-urban and rural areas;

(d) if so, the details thereof alongwith the funds provided in the said areas during the last three years and the current financial year, State-wise including Andhra Pradesh; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) Reserve Bank of India (RBI) has reported that there was scope for banks to increase their lending to SMEs. However, the exact quantum of increase cannot be specified.

(d) State-wise (for the last reporting Friday of March of the years 2008, 2009 & 2010) outstanding credit to the MSE sector are as under:

(Rs. in thousand)

States	2008	2009	2010
1	2	3	4
Assam	15248922	18920232	27574394



1	2	3	4
Meghalaya	1815833	1951873	3042070
Mizoram	169064	481190	1124104
Arunachal Pradesh	692682	993737	1668210
Nagaland	479921	1313415	2903165
Manipur	594208	696453	1108066
Tripura	1471002	1748358	3190079
Bihar	13733406	18243351	46878787
Jharkhand	19450859	35883535	55961242
West Bengal	132220862	152605883	278658835
Odisha	32034013	39496183	71613565
Sikkim	1095417	1073792	1720400
Andaman and Nicobar Islands	650874	728730	1455864
Uttar Pradesh	126605613	134668646	241099814
Uttarakhand	13839947	20559437	29478874
Madhya Pradesh	59387491	84019582	121449296
Chhattisgarh	22440201	22845335	37119400
Delhi	144538809	214681657	279261121
Punjab	103431891	116071571	167154423
Haryana	63217894	70671319	109366716
Chandigarh	15276481	23556425	28745767
Jammu and Kashmir	27191405	20028976	39096712
Himachal Pradesh	12571795	13389326	29873144
Rajasthan	84864148	89789425	125669310
Gujarat	128936008	148576735	205960851
Maharashtra	507663998	614559186	715561038
Daman and Diu	440501	920186	995648
Goa	8792298	12046830	20247315
Dadra and Nagar Haveli	491255	571495	742928
Andhra Pradesh	137166540	164090077	225156293
Karnataka	120660200	151659124	199032707
Lakshadweep	83026	23875	63890
Tamil Nadu	264653383	297539560	417876241
Kerala	70288689	84021395	127791593
Puducherry	3187444	2847549	4265591

(e) The Task Force on MSMEs constituted under the chairmanship of the Principal Secretary to the Prime Minister to address the issues of the MSME Sector in its report made various recommendations in the areas of credit, taxation, labour issues, infrastructure/technology/skill development, marketing, etc., for providing an impetus to the growth of the sector. In terms of the recommendations of the Task Force, banks have been advised to achieve a 20% year-on-year growth in credit to micro and small enterprises and a 10% annual growth in the number of micro enterprises accounts. In order to ensure that sufficient credit is available to micro enterprises within the MSE Sector, as per the Reserve Bank of India (RBI)' extant guidelines to banks, 60% of MSE advances should go to the micro enterprises. The banks have been advised that the allocation of 60% of MSE advances to the micro enterprises is to be achieved in stages viz. 50% in the year 2010-11, 55% in the year 2011-12 and 60% in the year 2012-13.

[Translation]

#### Health Proposals From M.P.

1432. SHRI KAILASH JOSHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of proposals received from the State Government of Madhya Pradesh under various Centrally sponsored health schemes and programmes which are pending with the Government; and

(b) the time by which these proposals are likely to be approved?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Details of proposal received from State Government of Madhya Pradesh and the present status of approval are given in the enclosed Statement.

#### Statement

##### *Details of Proposals Received from Government of Madhya Pradesh*

Sl.No.	Details of the proposal
1	2
1.	<b>Department of Health &amp; Family Welfare</b>
	No specific proposal for centrally sponsored health scheme and programme of Madhya Pradesh state is pending. However, under

1

2

National Rural Health Mission (NRHM), State Government of Madhya Pradesh has submitted a Programme Implementation Plan (PIP) for 2011-12. The PIP of the States will be considered in the meeting of National Programme Co-ordination Committee (NPCC) of NRHM commencing from 21.03.2011

#### 2. Department of Ayurveda, Yoga and Naturopathy, Unani, Siddha and Homoeopathy (AYUSH)

Under the Centrally Sponsored Scheme of Development of AYUSH institutions the following proposals received from Government of Madhya Pradesh are pending, whose status is given below:-

- Government Ayurveda College, Rewa. Grant in aid for Rs. 223.54 lakhs have been sanctioned and release of funds is under process.
- Shashikya Homoeopathic Mahavidyalaya, Bhopal seeking grant in aid under the component as Model College. The proposal is pending due to outstanding UCs from the college.
- Government Ayurveda College & Hospital, Jabalpur. The proposal is pending due to outstanding UCs from the college.
- Shivnath Shashtri Auto Government Ayurveda College, Burhanpur. The proposal is pending due to outstanding UCs from the college.

Under the Centrally Sponsored Scheme of Development of AYUSH Hospitals and Dispensaries a proposal for 35 district hospitals and upgradation of 100 AYUSH dispensaries seeking recurring financial assistance has been received. In respect of this proposal the Department has sought the clarification from the State Government on the status of availability of Medical Officers at District Hospitals.

[English]

#### Tax Exemptions

1433. SHRI P. KUMAR: Will the Minister of FINANCE be pleased to state:



(a) whether the Government has received representation for extension of tax benefits to software and merchandise exports under the special schemes by another year; and

(b) if so, the details thereof and reaction of the Government thereon?

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

(b) Under the provisions of sections 10A and 10B of the Income Tax Act, 1961, deduction from the total income of hundred percent of profits and gains derived by undertakings in free trade zones, EHTPIs, STPIs, etc. as well as by hundred percent-export-oriented undertakings from the export of articles or things or computer software is available for a period of 10 consecutive assessment years till 31st March, 2011. The sunset clauses under sections 10A and 10B have been extended twice, first from 31.3.2009 to 31.3.2010 and then, to 31.3.2011 [vide Finance Act, 2008 and Finance (No. 2) Act, 2009, respectively].

Representations have been received for further extension of these tax benefits. It has not been found feasible to further extend these benefits beyond the existing time limit.

[Translation]

#### **Treatment of Patients at AIIMS**

1434. SHRI PREMDAS:  
DR. CHARAN DAS MAHANT:  
SHRI R.K. SINGH PATEL:  
SHRI NARANBHAI KACHHADIA:

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

(a) the number of doctors working in All India Institute of Medical Sciences (AIIMS) vis-a-vis the number of the sanctioned post;

(b) the average number of patients medically examined/treated every day by each doctor in the AIIMS;

(c) whether the patient coming from various parts of the country in general and particularly those suffering from fatal diseases are not getting proper treatment in AIIMS;

(d) if so, the reasons therefor;

(e) whether patients have to get certain tests like Ultrasound, X-Ray etc. done from outside as various types of testing equipment are out of order in AIIMS; and

(f) if so, the action plan formulated by Government to overcome these shortcomings?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) There are a total of 629 sanctioned posts of faculty at AIIMS out of which 433 faculty members are working at present. In addition, there are 679 sanctioned posts of Senior Residents and 702 sanctioned posts of Junior Residents.

(b) On an average 39.3 patients are medically examined/treated per doctor in the OPD of the Main Hospital.

(c) and (d) All patients coming to AIIMS from various parts of the country and suffering from all kinds of ailments are attended as per maximum handling capacity.

(e) and (f) various testing equipment are generally not out of order at AIIMS as the institute enters into 3/5/10 years' maintenance contract with the firms at the time of purchase of equipment. As regards laboratory, radio diagnostic and other investigations required for patients, all available tests are being done in various laboratories as per maximum handling capacity. Due priority is given to inpatients and emergency patients so that they do not have to get any test done from outside. However, since the number OPD patients is very large, they have to get certain investigations done from outside due to increased waiting time.

#### **Insurance Cover for Poor**

1435. SHRI MAROTRAO SAINUJI KOWASE: Will the Minister of FINANCE be pleased to state:

(a) whether insurance cover is provided to the poor for reconstruction of their houses in case of natural calamities like fire, flood, cyclone, earthquake etc.;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether the Government proposes to formulate any scheme for the benefit of the poor;

(d) if so, the details thereof; and

(e) the details of the assistance provided at central level for relief during the natural calamities during the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (d) The Public Sector General Insurance Companies have various policies to provide insurance cover to the poor for reconstruction of their houses in case of natural

calamities like fire, flood, cyclone and earthquake as Gramin Suraksha Micro Policy, Farmers Package Policy, Hut Insurance Policy, Tribal Package Policy, Uni-Micro Policy and Long Term House Policy.

(e) Statement showing releases made during 2007-08 to 2009-10 from Calamity Relief Fund (CRF) and National Calamity Contingency Fund (NCCF) is enclosed.

### *Statement*

#### *Assistance released to State Governments*

(Rs. in crore)

Sl. No.	State	2007-08		2008-09		2009-10	
		Centre Share to Calamity Relief Fund	National Calamity Contingency Fund	Centre Share to Calamity Relief Fund	National Calamity Contingency Fund	Centre Share to Calamity Relief Fund	National Calamity Contingency Fund
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	219.99	37.51	298.73	29.82	313.67	685.81
2.	Arunachal Pradesh	22.48	0.00	23.15	26.40	23.86	32.29
3.	Assam	153.36	0.00	157.97	300.00	162.80	0.00
4.	Bihar	233.23	0.00	121.86	1000.00	125.59	267.48
5.	Chhattisgarh	66.57	0.00	45.72	0.00	139.94	0.00
6.	Goa	1.74	0.00	1.83	0.00	1.92	4.04
7.	Gujarat	48.57	0.00	315.29	0.00	224.25	0.00
8.	Haryana	102.85	0.00	54.00	0.00	167.39	0.00
9.	Himachal Pradesh	79.99	24.59	103.63	40.33	63.68	14.58
10.	Jammu and Kashmir	68.68	13.51	35.38	0.00	108.28	0.00
11.	Jharkhand	148.79	0.00	51.58	0.00	157.89	0.00
12.	Karnataka	71.11	68.89	99.55	189.11	104.52	1594.36
13.	Kerala	70.70	50.81	74.23	9.48	77.93	0.00
14.	Madhya Pradesh	151.48	0.00	208.04	0.00	214.41	40.53
15.	Maharashtra	47.70	168.92	0.00	0.00	488.90	182.10
16.	Manipur	10.67	0.00	4.48	5.45	6.96	0.91
17.	Meghalaya	8.96	0.00	9.23	0.00	9.51	0.00



1	2	3	4	5	6	7	8
18.	Mizoram	7.77	8.81	0.00	49.60	10.94	0.00
19.	Nagaland	7.42	0.00	3.12	0.00	3.22	8.47
20.	Odisha	180.87	0.00	324.50	98.87	176.50	0.00
21.	Punjab	178.24	0.00	126.78	0.00	133.12	0.00
22.	Rajasthan	257.34	0.34	360.87	0.00	378.90	115.12
23.	Sikkim	27.46	0.00	14.35	8.36	14.78	0.00
24.	Tamil Nadu	172.88	0.00	229.17	522.51	142.95	0.00
25.	Tripura	10.07	0.00	10.37	0.00	16.09	0.00
26.	Uttar Pradesh	235.10	0.00	242.15	0.00	249.55	148.96
27.	Uttarakhand	73.19	0.00	112.47	0.00	76.39	0.00
28.	West Bengal	186.47	0.00	192.07	0.00	197.93	166.87
Total		2843.66	373.38	3220.48	2279.92	3791.86	3261.52

#### Welfare of STs

1436. SHRIMATI KAMLA DEVI PATLE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has established any apex body at national level for the all round development and security of tribals; and

(b) if so, the details thereof alongwith its constitution and functions assigned to it?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) Yes, Madam. An apex body namely National Council for Tribal Welfare has been constituted with the following objectives:-

- (i) To provide broad policy guidelines to bring about improvement in the lives of the ST community in the country. (ii) To review the implementation of the Forest Rights Act. (iii) To review the implementation of Schedule-V and Schedule-VI of the Constitution. (iv) To monitor the implementation of Tribal Sub-Plan. (v) To monitor programmes aimed at protecting Particularly vulnerable Tribal Groups.

The Council consists of the following members:-

- (1) Minister of Tribal Affairs, Government of India;

- (2) Minister of Finance, Government of India;
- (3) Minister of Agriculture, Government of India;
- (4) Minister of Home Affairs, Government of India;
- (5) Minister of Health & Family Welfare, Government of India;
- (6) Minister of Environment & Forests, Government of India;
- (7) Minister of HRD, Government of India;
- (8) Minister of Rural Development, Government of India;
- (9) Minister of Woman and Child Development, Government of India;
- (10) Minister of Culture, Government of India;
- (11) Minister of Mines, Government of India;
- (12) Minister of Coal, Government of India;
- (13) Minister of Power, Government of India;
- (14) Deputy Chairperson, Planning Commission;
- (15) Chief Ministers of Andhra Pradesh/Gujarat/Himachal Pradesh/Maharashtra/Rajasthan/Odisha/Jharkhand/Madhya Pradesh/

Chhattisgarh/Assam/Meghalaya/Mizoram/Tripura (Schedule V and Schedule VI States);

- (16) Two experts to be nominated by the Prime Minister for a period of 2 years.
- (17) Secretary, Ministry of Tribal Affairs, Government of India as Member Secretary.

[English]

#### **Delisting of PSUs due to New Holding Norms**

1437. SHRI SURESH KUMAR SHETKAR: Will the Minister of FINANCE be pleased to state:

- (a) whether a new rule has been in operation making changes in the proportion of public holding in listed companies;
- (b) if so, the details thereof and reasons therefor;
- (c) whether new holding norms may force delisting of some PSUs;
- (d) if so, the details thereof; and
- (e) the reasons therefor and reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) Yes, Madam.

(b) The Government vide notifications dated June 4, 2010 and August 9, 2010 amended the Securities Contracts (Regulation) Rules, 1957 to modify public shareholding requirements in listed companies. The main features of the new rule are as follows:

- i. The minimum threshold level of public holding for listed public sector companies is 10% and for all other listed companies is 25%.
- ii. Requirements for continuous listing is the same as requirements for initial listing.
- iii. Listed companies with public shareholding below the minimum threshold level are required to reach the minimum level within a period of three years from the date of notification of the amendment.
- iv. If the post issue capital of a non public sector company, other than a public sector company,

calculated at offer price is more than Rs. 4,000 crore, the company may be allowed to go public with 10% public shareholding and comply with 25% public shareholding requirement within three years from the date of listing. For public sector companies, the minimum offer size in every case is 10% only.

- v. If a public shareholding in listed companies falls below minimum threshold at any time, such company shall bring the public shareholding to the minimum threshold level within a maximum period of 12 months from the date of such fall.

(c) As on date, there are only 17 public sector companies having less than 10% public holding. Moreover, since a three year time period has been given to them for increasing the public holding to the 10% level, no forced delisting is expected.

(d) Not applicable in view of reply to (c) above.

(e) The decision to increase public holding was taken to provide depth to the market and to increase the companies' investor base. However, in the case of PSUs, because of their large capitalization and the complexities that may be involved in any fast-paced divestment, the Government permitted a lower public holding requirement and has given three years for reaching the minimum prescribed 10%.

#### **Flow of Illicit Money**

1438. SHRI GURUDAS DASGUPTA: Will the Minister of FINANCE be pleased to state:

(a) whether Indian entities having accounts in Swiss Banks have possibly started routing their funds to India through Dubai and other locations either into stock markets through FII's or the FDI routes;

(b) if so, the details thereof; and

(c) the steps being taken to guard against any such flow of illicit money into the country?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S.PALANIMANICKAM): (a) to (c) No case of such nature has come to the notice of investigative agencies under the Ministry of Finance.



*[Translation]***Power Plant by DVC**

1439. SHRI PASHUPATI NATH SINGH: Will the Minister of POWER be pleased to state:

(a) whether the Damodar Valley Corporation (DVC) proposes to set up a power plant in Bokaro, Jharkhand;

(b) if so, the estimated cost of setting up the plant alongwith the Mega Watts of power likely to be generated from this plant; and

(c) the time by which it is likely to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) Yes, Madam. DVC is implementing two power plants in Bokaro, Jharkhand;

(i) 500 MW (2x250 MW) at Chandrapura; and

(ii) 500 MW (1x500 MW) at Bokaro.

(b) (i) The estimated cost for setting up of the Chandrapura Thermal Power Station (CTPS) Extension Units 7 & 8 is Rs. 2611.34 Crores. 500 MW of power will be generated from this project.

(ii) The estimated cost for setting up of the Bokaro-A TPS (500 MW) project on the basis of revised project cost, being prepared, is around Rs. 3550 Crores. 500 MW of power will be generated from this project.

(c) (i) The CTPS Extn. Units 7 & 8 have been commissioned in November, 2009 and March, 2010 respectively. Commercial Operation is likely to commence within 11th Plan period.

(ii) Bokaro-A TPS (500 MW) is likely to be commissioned in early 12th Plan in Financial Year 2012-13.

**Protection of Pahari Korwa Tribals**

1440. KUMARI SAROJ PANDEY: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Union Government has formulated any special scheme for protection of 'Pahari Korwa' tribal community in Chhattisgarh; and

(b) if so, the details thereof alongwith the funds sanctioned under the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) The Ministry has been implementing a 100% Central Sector Scheme, viz. "Development of Particularly Vulnerable Tribal Group" since 1998-99 for over all development of Particularly Vulnerable Tribal Groups (PTGs) which includes 'Pahari Korwa' tribal community in Chhattisgarh. It is a very flexible scheme. Any activity/work, which is connected with the survival, protection and development of PTGs, can be taken up under the scheme. Funds released to State Government of Chhattisgarh are given in Statement.

**Statement**

*Statement showing the amount released to state under the central sector scheme of development of particularly vulnerable tribal groups (earlier known as scheme of development of Primitive Tribal Groups PTGs) (PTGs) during 2007-08 to 2010-11*

(Rs. in Lakh)

Sl.No.	Name of the UT	2007-08	2008-09	2009-10	2010-11
1.	Chhattisgarh	700.000	615.330	0.000	2244.790

*[English]***Extinction of Tribals**

1441. SHRI BIBHU PRASAD TARAI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Jarawa tribe in Andaman and Nicobar Islands are facing the danger of extinction;

(b) if so, the details thereof;

(c) whether the increased arrival of tourists' visit into the Jarawa reserve has inflicted multiple damage on this stoneage tribe;

(d) if so, the details thereof; and



(e) the measures adopted by this Government for the protection and welfare of this tribe?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA):

(a) No, Madam.

(b) Does not arise.

(c) Tourists are only passing through certain part of the Jarawa Reserve, using the Andaman Trunk Road and they are not allowed to get down inside the Reserve. However, in recent times some of the Jarawas have started coming out of the Reserve and adopted new habits such as wearing of cloths etc. and also seeking medical help in some cases. As per 'Policy on Jarawa Tribe of Andaman Islands', 2004 no interaction is permitted and only minimum intervention is accorded such as medical help.

(d) Does not arise, in view of the reply given at (c) above.

(e) The "Andaman and Nicobar Islands (Protection of Aboriginal Tribes) Regulation, 1956" and the "Policy on Jarawa Tribe of Andaman Islands, 2004" protects the interests of Jarawas. An area of 1028 Sq. Km in South and Middle Andaman inhabited by the Jarawas has been declared as Tribal Reserve. Exclusive Medical Wards in Primary Health Centers at Tushnabad, Kadamtala and G.P. Pant Hospital, Port Blair are provided for treatment of Jarawas.

#### **IT Raids**

1442. SHRI RUDRAMADHAB RAY: Will the Minister of FINANCE be pleased to state:

(a) the details of raids conducted by Income Tax Department and Enforcement Directorate against public servants during the last one year, month and Commissionerate-wise;

(b) the outcome of such raids; and

(c) the action proposed to be taken against the officials alongwith the reasons for delay, if any?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (c) The Income Tax Department conducts search and seizure action on the basis of credible information in case of various persons like individuals, Hindu Undivided

Families(HUFs), Firms, Companies, Association of Persons(AOPs), Body of Individuals(Bols), Local authorities, Artificial Juridical person who are in possession of any money, bullion, jewellery or any other valuable article or thing which represents wholly or partly income or property which has not been or would not be disclosed for the purpose of Income Tax and related Acts. State-wise, category-wise or commissionerate-wise data in respect of search and seizure is not maintained as most persons have activities spread over various sectors, states and commissionerates. Search and Seizure actions, as per the Income Tax Act, 1961, are a continuous and ongoing process based on credible information in the possession of the Income Tax Department.

Search and seizure proceedings are followed by quasi judicial post search proceedings which involve detailed examination of the seized material, post-search enquiries and giving proper opportunity to persons searched to explain their income in accordance with the principle of natural justice and equity. The evidences gathered during search and post search proceedings are used in assessment and re-assessment proceedings of such persons. Such assessments/re-assessments become final only when all appeals before CIT(A), ITAT, High Courts or Supreme Courts are decided.

The outcome of the search and seizure action can be conclusively established after the above proceedings are finalised. Income Tax Department takes appropriate action against the persons who are found guilty as per the statutory provisions of Income Tax and related Acts.

The Directorate of Enforcement has not conducted any raid on a public servant during the last one year.

#### **Central Excise Act**

1443. SHRI K.P. DHANAPALAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is planning to make any amendments in the Central excise act; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) Yes, Madam. Government has proposed some changes in the Central Excise Act, 1944. The important provisions in



respect of which amendments have been proposed relate to recovery of duty, charging of interest, first charge in the case of default in payment and power to issue directions not to file appeal in certain cases. The details have been published in the Finance Bill, 2011.

#### **World Bank's Attempt at Fighting Corruption**

1444. SHRI D.V. SADANANDA GOWDA: Will the Minister of FINANCE be pleased to state:

(a) whether the World Bank has expressed the view that the bank's attempts at fighting corruption in the Government's welfare schemes often got interpreted as acts of interfering; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) No, Madam.

(b) Does not arise.

[Translation]

#### **Rajasthan's Share in Hydro Power Projects of Punjab**

1445. SHRI RAGHUVIR SINGH MEENA: Will the Minister of POWER be pleased to state:

(a) whether the Central Electricity authority or Central Water Commission has prepared any background note regarding the claim of Rajasthan's share from the hydro power projects of Punjab;

(b) if so, the details thereof; and

(c) the action taken or proposed to be taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) A Committee was constituted in the Central Electricity Authority in February, 1999 for preparing a background paper on sharing of power in the hydroelectric power stations of Punjab. The Committee invited views of the concerned States in the matter. After analyzing various points raised by the States of Rajasthan, Haryana & Himachal Pradesh in support of their claims and in the absence of the observations of the Government of Punjab, the Committee concluded that it would be in the best

interest of all the concerned States that the agreement already reached between the States of Punjab, Haryana & Rajasthan and Government of India on 10.05.1984 be followed.

(c) An agreement was reached between the States of Punjab, Haryana and Rajasthan and Government of India on 10.05.1984 wherein it was agreed that in view of the claims raised by Haryana and Rajasthan for sharing of power in Anandpur Sahib Hydel Project, Mukerian Hydel Project, Thein Dam project, UBDC Stage-II and ShahpurKandi Hydel Scheme, the Government of India shall refer the matter to the Supreme Court for its opinion. The opinion of the Supreme Court was to be sought on whether the States of Rajasthan and Haryana are entitled to a share in the power generated from these hydel schemes and in case they are, what would be the share of each State.

However, subsequently in the discussions held between the Chief Ministers of Punjab, Haryana and Rajasthan on 29-30 July, 1992 and 6th August, 1992, a consensus was reached not to refer the matter to the Hon'ble Supreme Court. It was also decided that the States would come to a reasonable agreement through mutual consultations. In order to resolve the issue amicably, a number of formal and informal discussions have taken place. However, no consensus has emerged so far due to the divergent views of the stakeholder States.

[English]

#### **Developments of Handicrafts**

1446. SHRI SUBHASH BAPURAO WANKHEDE: Will the Minister of TEXTILES be pleased to state:

(a) the details of the schemes implemented by the Government for the development of Handicrafts and Protection of traditional handicrafts;

(b) the funds allocated and released under such schemes during each of the last three years and the current year, Scheme wise and State/UT-wise; and

(c) the details of utilization of funds during the said period, Scheme-wise and State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The schemes being implemented for development of handicrafts & Protection of Traditional handicrafts in the

country include: Baba Saheb Ambedkar Hastshilp Vikas Yojana (AHVY) for integrated development of selected craft clusters; Marketing Support & Services; Design & Technology Upgradation; Research & Development; Human Resource Development and Handicraft Artisans

Comprehensive Welfare Scheme.

(b) and (c) The funds allocated scheme-wise during the last three years and current financial year are as under:

(Rs. in crores)

Sl.No.	Name of the Scheme	2007-08 Final grant	2008-09 Final gran	2009-10 Final grant	2010-11 Final grant (Proposed)
1.	Baba Saheb Ambedkar Hastshilp Vikas Yojana	34.57	44.39	56.07	58.90
2.	Marketing Support & Services	34.71	48.58	49.20	61.40
3.	Design & Technology Upgradation	10.96	18.62	16.13	19.34
4.	Research & Development	2.05	6.11	5.95	11.75
5.	Human Resource Development	5.20	4.72	7.80	17.44
6.	Handicraft Artisans Comprehensive Welfare Scheme	71.39	86.52	70.59	41.69

The schemes for promotion and development of handicrafts in the country do not envisages allocation of funds state/UTs wise as these are Central Sector schemes. However, the details of funds released/utilized

state/UT-wise during the last three years and current financial year (upto Dec. 2010) is as per enclosed Statements-I and II.

#### *Statement I*

##### *State-wise, Scheme-wise funds released under Handicrafts Schemes during 2007-08*

Sl.No.	State	AHVY	Design	Marketing	R&D	HRD	Welfare	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	267.29	20.05	210.85		23.27		521.46
2.	Andaman and Nicobar Islands		0			1.20		1.20
3.	Arunachal Pradesh	111.46	1.68	-		5.63		118.77
4.	Assam	264.27	99.07	224.61		78.17		666.12
5.	Bihar	49.44	10.20	28.67	0	7.37		95.68
6.	Chandigarh	0.50	0	-	-	-	-	0.5
7.	Chhattisgarh	0.50	0.9	36.67	-	0.81		38.88
8.	Delhi	19.78	106.66	863.91		36.96		1027.31
9.	Goa	3.00	0	18.87		0		21.87
10.	Gujarat	413.42		141.64		3.86		558.92



1	2	3	4	5	6	7	8	9
11.	Haryana	35.64	4.42	35.42		19.96		95.44
12.	Himachal Pradesh	89.99	5.05	53.24		6.35		154.63
13.	Jharkhand	38.16	7.2	52.78		0.44		98.58
14.	Jammu and Kashmir	172.4	330.58	33.42		56.44		592.84
15.	Karnataka	77.22	50.22	84.89		10.71		223.04
16.	Kerala	70.06	1.8	50.62		5.55		128.00
17.	Madhya Pradesh	66.82	5.35	218.77		16.42		307.35
18.	Maharashtra	7.99	6.35	95.65		2.12		112.11
19.	Manipur	171.96	62.09	71.18	14.80	34.08		354.11
20.	Meghalaya	6.76	0	3.14		4.27		14.17
21.	Mizoram	4.74	0	4.04		0		8.78
22.	Nagaland	30.29	47.95	26.37	7.56	16.39		128.03
23.	Odisha	278.71	36.81	131.70		29.59		476.81
24.	Punjab	37.63	59.5	6.90		8.73		112.76
25.	Puducherry	0	5.2	16.56		1.43		23.19
26.	Rajasthan	57.95	15.65	73.26		24.14		171
27.	Sikkim	57.5	0	6.75		0		64.25
28.	Tamil Nadu	55.28	19.43	49.79		30.9		155.4
29.	Tripura	43.4	3.6	24.03		4.58		75.61
30.	Uttar Pradesh	571.05	346.16	972.81	74.57	114.1		2078.69
31.	Uttanchal	85.33	5.11	39.40		15.05		144.89
32.	West Bengal	76.47	34.57	57.95		3.05		172.04
	All States						7117.00	7117.00
	Total	3165.01	1286.6	3633.89	96.93	561.67	7117.00	15860.00

*State-wise, Scheme-wise funds released under Handicrafts Scheme during 2009-10*

Sl.No.	State	AHVY	Design	Marketing	R&D	HRD	Welfare	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	281.95	28.04	272.33	2.00	18.07		602.39
2.	Andaman and Nicobar Islands	0	0	0	0	0		

1	2	3	4	5	6	7	8	9
3.	Arunachal Pradesh	46.21	4.5	0	0	1.25		51.96
4.	Assam	521.87	71.86	696.82	12.38	49.57		1352.5
5.	Bihar	100.60	22.38	84.59	0	6.23		213.8
6.	Chandigarh	0.00	0	0	0	0		0
7.	Chhattisgarh	12.97	4.45	20.68	0	4.57		42.67
8.	Delhi	162.94	291.79	1859.30	307.64	185.69		2807.36
9.	Goa	10.54	25.81	94.63	0	0		130.98
10.	Gujarat	378.04	52.2	78.10	4.50	12.69		525.53
11.	Haryana	145.15	1.80	34.01	0	5.25		186.21
12.	Himachal Pradesh	53.09	29.07	76.49	0	2.21		160.86
13.	Jharkhand	98.25	1.80	55.65	0	0		155.7
14.	Jammu and Kashmir	254.28	203.49	24.75	12.33	15.22		510.07
15.	Karnataka	59.59	7.20	79.18	0	15.10		161.07
16.	Kerala	78.79	5.90	36.81	0	0.51		122.01
17.	Madhya Pradesh	285.79	45.15	147.15	0	24.26		502.35
18.	Maharashtra	96.36	7.20	35.75	30.00	43.12		212.43
19.	Manipur	450.68	54.58	118.65	6.35	69.07		699.33
20.	Meghalaya	0.75	155	0	0	2.02		4.32
21.	Mizoram	15.73	0	0	0	1.25		16.98
22.	Nagaland	195.14	37.00	17.25	7.36	7.60		264.35
23.	Odisha	212.95	35.50	133.26	16.53	34.80		433.04
24.	Punjab	149.3	6.3	15.84	0	4.66		176.1
25.	Puducherry	0	0	26.24	0	1.61		27.85
26.	Rajasthan	95.17	18.90	243.91	2.05	20.86		380.89
27.	Sikkim	9.53	3.60	17.64	3.42	3.89		38.08
28.	Tamil Nadu	119.83	11.10	167.26	11.90	7.16		317.25
29.	Tripura	175.25	409.18	16.91	0	60.98		662.32
30.	Uttar Pradesh	1034.28	115.85	157.71	161.36	122.68		1591.88
31.	Uttarakhand	147.5	16.20	26.12	0	4.79		194.61
32.	West Bengal	295.09	7.20	22.87	0	37.50		362.66
	All States						6797.00	6797.00
	Total	5487.62	1519.50	4559.90	577.82	762.81	6797.00	19704.55



**Statement II**

*State-wise, Scheme-wise funds released under Handicrafts Schemes during 2008-09*  
*Marketing support & services*

Sl.No.	State	AHVV	Design	Marketing	R&D	HRD	Welfare	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	550.48	35.71	357.16	13.38	13.98		970.71
2.	Arunachal Pradesh	86.48	0	-	0	3.13		89.57
3.	Assam	502.31	141.95	568.64	17.57	39.30		1269.7
4.	Bihar	50.18	13.47	38.51	0	7.98		110.14
5.	Chandigarh	0.75	0	-	0	0		0.75
6.	Chhattisgarh	5.45	1.00	39.11	13.07	0		58.73
7.	Delhi	43.72	115.25	1290.05	209.94	18.58		1677.54
8.	Goa	4.37	10.33	8.37	0	0		23.07
9.	Gujarat	332.00	130.81	238.70	18.15	5.07		724.73
10.	Haryana	39.25	5.40	52.58	0	1.19		98.42
11.	Himachal Pradesh	27.90	18.71	52.58	0	0.90		192.78
12.	Jharkhand	37.72	5.99	27.97	0.00	0		71.68
13.	Jammu and Kashmir	254.04	61.81	64.62	36.58	48.45		468.51
14.	Karnataka	147.17	34.69	164.02	35.50	5.74		387.11
15.	Kerala	198.72	11.36	32.32	3.09	18.34		253.83
16.	Madhya Pradesh	105.58	35.82	211.01	7.37	6.50		366.30
17.	Maharashtra	290.74	15.04	97.24	29.60	24.80		467.42
18.	Manipur	181.52	64.41	117.31	2.83	41.33		407.40
19.	Meghalaya	0.75	0	6.75	3.37	7.15		18.03
20.	Mizoram	52.34	0	47.85	0	0		100.19
21.	Nagaland	124.37	26.80	69.95	0	3.27		224.39
22.	Odisha	60.29	31.11	134.40	12.52	21.22		259.54
23.	Punjab	30.26	46.08	9.03	0	1.50		87.17
24.	Puducherry	0.90	4.50	31.60	0	0.90		37.90
25.	Rajasthan	34.94	85.08	268.19	2.05	25.86		416.12
26.	Sikkim	1.27	0	6.33	0	0		7.65
27.	Tamil Nadu	183.62	52.92	139.33	8	7.58		391.51

1	2	3	4	5	6	7	8	9
28.	Tripura	71.45	4.00	12.61	0	8.72		96.98
29.	Uttar Pradesh	461.13	549.5	609.50	67.11	69.14		1756.30
30.	Uttarakhand	12.86	2.70	45.71	0	5.41		66.86
31.	West Bengal	86.67	104.90	110.36	7.54	13.28		322.71
32.	Daman and Diu	0.62		0.00		0		0.62
33.	All States						8489.20	8489.20
	Total	3979.75	1609.37	4945.01	487.67	399.59	8489.20	19510.59

*State-wise, Scheme-wise funds released under Handicrafts Schemes during 2010-11 upto Dec. 10*

Sl.No.	State	AHVV	Design	Marketing	R&D	HRD	Welfare	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	90.01	23.05	157.58				270.64
2.	Andaman and Nicobar Islands							0
3.	Arunachal Pradesh	14.84	3.4		3.75			21.99
4.	Assam	187.31	69.88	635.69	1.5	76.24		970.62
5.	Bihar	55.12	5.37	41.39	2.35	3.63		107.86
6.	Chandigarh							0
7.	Chhattisgarh	24.40		10.77	2.48			37.65
8.	Delhi	55.94	40.98	749.31	243.64	376.76		1466.66
9.	Goa	27.10		26.80				53.9
10.	Gujarat	205.4	15.37	61.04		2.5		284.31
11.	Haryana	168.84	10.4	16.53				195.77
12.	Himachal Pradesh	34.25	10.4	57.59				102.24
13.	Jharkhand	72.07	2.7	46.65		2.06		123.48
14.	Jammu and Kashmir	186.83	65.8	16.32	0.72	30.61		300.28
15.	Karnataka	56.05	7.5	63.48		12.64		139.67
16.	Kerala	33.46	20.22	18.71		4.61		77
17.	Madhya Pradesh	108.78	23.78	78.22		24.56		235.34
18.	Maharashtra	44.22	6.9	61.92		46.78		159.82
19.	Manipur	287.45	56.14	139.59		1.25		484.43



1	2	3	4	5	6	7	8	9
20.	Meghalaya			6.75				6.75
21.	Mizoram	0.98	1.34		1.5	1.25		5.07
22.	Nagaland	87.24	7.74	45.39	9	3.75		153.12
23.	Odisha	121.97	20.16	151.02	6.5	1.63		301.28
24.	Punjab	82.52	61.32	33.44		21.02		198.3
25.	Puducherry			6.60				6.6
26.	Rajasthan	128.42	27.3	30.96		26.93		213.61
27.	Sikkim		1.8	16.71				18.51
28.	Tamil Nadu	23.97	14.25	186.96	42.38	16.12		333.68
29.	Tripura	18.52	12.45					30.98
30.	Uttar Pradesh	697.54	331.71	449.19	53.59	84.75		1616.78
31.	Uttarakhand	98.99	14.37	12.95		1.25		127.56
32.	West Bengal	49.4	6.11	25.37				80.88
Total		3111.62	860.45	3146.83	367.44	738.34	0.00	8124.78

#### Aam Aadmi Bima Yojana

1447. SHRIMATI POONAM VELJIBHAI JAT: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has conducted any study on implementation of Aam Aadmi Bima Yojana in the different States of the country;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether the said yojana has been properly implemented in all the States/UT;

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

(e) if not, the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) No, Madam. However, Life Insurance Corporation of India (LIC) has been directed to evaluate the Aam Aadmi Bima Yojana (AABY) especially in the context of claim experience.

(c) to (e) As on date, 17 States/UTs in the country are covered under this Scheme. The State/UT-wise details of coverage of beneficiaries under AABY since its inception till 15.02.2011 are as follows:

Sl.No.	State	Total coverage as on 15.02.2011
1	2	3
1.	Himachal Pradesh	5,000
2.	Andhra Pradesh	72,92,606
3.	Maharashtra	11,99,952
4.	Gujarat	8,60,056
5.	Chandigarh	1,297
6.	Jammu and Kashmir	88,155
7.	Madhya Pradesh	13,64,232
8.	Bihar	19,21,604
9.	Jharkhand	37,546
10.	Karnataka	7,16,187

1	2	3
11.	Kerala	3,93,160
12.	Uttar Pradesh	21,03,582
13.	Chhattisgarh	3,33,870
14.	West Bengal	4,57,521
15.	Puducherry	1,48,452
16.	Punjab	6,667
17.	Assam	4,142
Total		1,69,34,029

[Translation]

#### Violation of Code of Ethics

1448. SHRI LALCHAND KATARIA:  
SHRI UDAY PRATAP SINGH:

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

(a) whether the Medical Council of India/the Government has drawn Code of Ethics for medical professionals/doctors in the country;

(b) if so, the details thereof alongwith the mechanism set up to ensure its proper compliance;

(c) whether the MCI has recently recommended action against a number of doctors for the violation of the said code and negligence in treatment of patients;

(d) if so, the details thereof indicating the total number of complaints received, action recommended and punishment awarded thereon during each of the last three years, State/UT-wise;

(e) whether any delay has been observed in awarding punishment to the accused doctors by State Medical Councils; and

(f) if so, the reasons therefor alongwith the corrective measures taken/proposed by the Government in the matter?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. The Medical Council of India (MCI) had notified Indian Medical Council

(Professional conduct, Etiquette and Ethics) Regulations, 2002, which are statutory and binding in character and are to be followed by all medical professionals/doctors in the country. These regulations empower the MCI and respective State Medical Councils to award punishment against any act in violation of Code of Ethics.

(c) and (d) The Medical Council of India (MCI) informed that during the last three years it has recommended action against doctors for violation of the Code of Ethics and negligence in treatment of patients as per details below:

Sl. No.	Year	No. of complaints received	No. of doctors awarded punishment
1.	2008	499	13
2.	2009	684	06
3.	2010	904	18

(e) and (f) Imposition of punishment under the Indian Medical Council (Professional conduct, Etiquette and Ethics) Regulations, 2002 is time consuming process. Role of the Central Government under these Regulations is limited to that of an Appellate Authority.

#### Inspection of Medical and Dental Colleges

1449. SHRI IYARAJ SINGH:  
SHRI HARISH CHOUDHARY:

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

(a) whether the Medical Council of India (MCI) and the Dental Council of India (DCI) undertake periodic inspection of the medical and dental colleges in the country;

(b) if so, the details thereof indicating the number of such colleges inspected and shortcomings noticed therein during the last three years and the current year, State/UT-wise;

(c) whether the Governments gives opportunity to these colleges to remove any shortcomings/deficiencies and undertakes their re-inspection for the purpose before awarding withdrawal of recognition;

(d) if so, the details thereof alongwith the number of medical and dental colleges re-inspected during the said period; and



(e) the number of medical and dental colleges withdrawn recognition during the said period alongwith the procedure adopted for the purpose, State/UT-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Medical Council of India (MCI) and Dental Council of India (DCI) carry out the inspection of medical and dental colleges to maintain the standard of medical/dental education in the country. As per the information received from MCI/DCI, approximately 181 medical colleges and 96 dental colleges were inspected by MCI and DCI respectively during the last three years. The State/UT-wise details are at Statements-I and II.

(c) to (e) The medical/dental colleges which are found not meeting the requirements as per the regulations of the Councils are given an opportunity to rectify the deficiencies. In such event, the colleges are subject to re-inspection for verification of compliance report by MCI/DCI. For the purpose of continuation of recognition, the MCI had issued show cause notices to 15 medical colleges. Besides, MCI and DCI had also recommended to the Central Government for withdrawal of recognition in respect of 10 medical & 03 dental colleges in view of gross deficiencies in terms of teaching faculty & clinical material etc. However, Central Government has not de-recognized any medical/dental college.

**Statement I**

*State/UT-wise list of medical colleges inspected during the last three years*

Sl.No.	State	Year		
		2008	2009	2010
1	2	3	4	5
1.	Andhra Pradesh	5	2	6
2.	Assam	1	0	0
3.	Bihar	1	1	0
4.	Delhi	3	0	1
5.	Gujarat	3	2	1
6.	Jammu and Kashmir	0	4	0
7.	Jharkhand	1	0	2
8.	Karnataka	12	14	10
9.	Kerala	3	1	1

1	2	3	4	5
10.	Maharashtra	28	10	6
11.	Madhya Pradesh	0	0	3
12.	Manipur	1	0	0
13.	Tamil Nadu	14	7	1
14.	Uttar Pradesh	5	7	1
15.	Puducherry	1	1	2
16.	Punjab	8	3	1
17.	Uttarakhand	1	0	0
18.	Rajasthan	6	1	0
Total		93	53	35

**Statement II**

*State/UT-wise list of dental colleges inspected during the last three years*

Sl.No.	State	Year		
		2008	2009	2010
1.	Andhra Pradesh	5	5	0
2.	Chhattisgarh	1	2	0
3.	Gujarat	1	1	2
4.	Haryana	1	1	1
5.	Himachal Pradesh	0	2	1
6.	Karnataka	9	10	2
7.	Kerala	0	2	2
8.	Maharashtra	6	8	4
9.	Madhya Pradesh	2	1	0
10.	Odisha	1	0	0
11.	Tamil Nadu	2	3	0
12.	Uttar Pradesh	6	3	2
13.	Punjab	2	2	1
14.	Uttarakhand	0	0	1
15.	Rajasthan	0	2	1
16.	West Bengal	0	1	0
Total		36	43	17

**Loans Taken by States**

1450. SHRI A.T. NANA PATIL: Will the Minister of FINANCE be pleased to state:

(a) the details of loans taken by each State during each of the last three years;

(b) whether certain States have repaid their loans;

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

(d) the details of loan still outstanding, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) State-wise details of loans released by the Ministry of Finance during the last three years are given in the Statement-I.

(b) to (d) Yes, Madam. The State-wise details of repayment of loans released by Ministry of Finance and loans outstanding as on 31.3.2010 are given in the Statement-II.

**Statement I**

*Loans released by Ministry of Finance (MoF) to States during the last three years*

(Rs. in crore)

Sl.No.	Name of State	Loans released by MoF in		
		2007-08	2008-09	2009-10
1	2	3	4	5
1.	Andhra Pradesh	894.00	394.52	875.49
2.	Arunachal Pradesh	0.36	0.00	0.00
3.	Assam	41.44	45.00	39.93
4.	Bihar	462.17	149.86	764.19
5.	Chhattisgarh	114.63	205.50	220.05
6.	Goa	0.19	0.53	21.66
7.	Gujarat	197.49	226.62	85.91
8.	Haryana	60.00	64.31	137.09
9.	Himachal Pradesh	45.82	10.36	66.54
10.	Jammu and Kashmir	10.14	21.83	29.18
11.	Jharkhand	1.72	2.59	7.39
12.	Karnataka	791.31	596.16	680.82
13.	Kerala	412.85	767.99	562.24
14.	Madhya Pradesh	526.49	1153.68	1344.54
15.	Maharashtra	302.86	385.39	752.06
16.	Manipur	1.71	5.18	0.00
17.	Meghalaya	0.94	0.52	0.70
18.	Mizoram	8.06	5.23	33.15



1	2	3	4	5
19.	Nagaland	0.51	0.00	0.00
20.	Odisha	82.21	506.39	190.02
21.	Punjab	270.62	280.70	68.40
22.	Rajasthan	411.89	325.90	257.89
23.	Sikkim	0.92	0.00	0.00
24.	Tamil Nadu	763.88	1041.14	1070.09
25.	Tripura	0.40	2.51	3.30
26.	Uttarakhand	8.57	17.89	31.25
27.	Uttar Pradesh	354.67	419.83	282.37
28.	West Bengal	645.17	399.37	299.83
Total		6421.02	7029.00	7824.06

**Statement II***Loans repaid by States and loans outstanding as on 31.3.2010*

(Rs. in crore)

Sl.No.	Name of State	*Repayment of Principal made in			Loans Outstanding as on 31.3.2010
		2007-08	2008-09	2009-10	
1	2	3	4	5	6
1.	Andhra Pradesh	768.52	773.83	776.27	14605.87
2.	Arunachal Pradesh	21.88	21.89	21.89	362.07
3.	Assam	112.54	113.58	114.70	1850.17
4.	Bihar	417.21	417.21	417.21	7895.30
5.	Chhattisgarh	105.78	108.51	113.55	2289.44
6.	Goa	22.27	261.48	22.71	418.93
7.	Gujarat	540.68	545.57	550.54	9703.10
8.	Haryana	104.83	105.89	107.49	1978.20
9.	Himachal Pradesh	48.59	49.72	49.91	930.89
10.	Jammu and Kashmir	139.23	84.56	85.11	1715.13
11.	Jharkhand	117.92	118.21	118.27	2154.46
12.	Karnataka	427.32	439.69	448.50	9639.38

1	2	3	4	5	
13.	Kerala	247.74	284.21	258.10	6214.86
14.	Madhya Pradesh	421.27	429.11	440.28	10195.69
15.	Maharashtra	393.10	399.76	406.27	8545.99
16.	Manipur	242.53	242.57	39.70	639.61
17.	Meghalaya	16.10	16.12	16.13	282.57
18.	Mizoram	14.58	14.78	14.91	310.95
19.	Nagaland	17.30	17.31	17.31	288.77
20.	Odisha	418.14	419.54	421.89	8097.85
21.	Punjab	162.87	163.21	164.55	3200.40
22.	Rajasthan	362.31	372.61	380.39	7236.51
23.	Sikkim	11.50	12.30	13.72	146.13
24.	Tamil Nadu	296.57	305.30	317.37	8141.52
25.	Tripura	24.25	24.26	24.33	410.27
26.	Uttarakhand	3 6.76	16.97	17.41	382.02
27.	Uttar Pradesh	1151.10	1159.97	1170.24	19079.35
28.	West Bengal	1253.62	1071.44	1095.78	10777.08
Total		7876.12	7989.66	7624.97	137492.54

\*The above repayments are as per the repayment schedule drawn for the respective year and include repayments of earlier years.

[English]

#### Foreign Banks in India

1451. SHRI UMASHANKAR SINGH:  
SHRI R. THAMARAISELVAN:

Will the Minister of FINANCE be pleased to state:

(a) whether foreign banks have opened their branches after obtaining requisite approvals / permissions in the country during the last three years and the current financial year;

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

(c) whether the Government/ RBI has suggested to foreign banks to operate through subsidiary route;

(d) if so, the details thereof alongwith the response received by the Government/RBI in this regard; and

(e) the other steps taken/being taken by the Government/RBI in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The details of approvals given by Reserve Bank of India to foreign banks for opening maiden branches/expansions in India during the year 2008, 2009 and 2010 is given in Statement.

(c) to (e) Reserve Bank of India on January 21, 2011 had released a "discussion paper on the form of presence of foreign banks" seeking views/comments of banks, non-banking financial institutions, all stakeholders and the public at large. Some of the points in the discussion paper are:



- Post crisis lessons support domestic incorporation of foreign banks *i.e.* subsidiarisation.
- Policy on presence of foreign banks in India would be guided by two cardinal principles of (i) Reciprocity and (ii) Single Mode of Presence.
- Main advantages of local incorporation are:
  - Ring fenced capital within the host country
  - Easier identification and application of laws
  - Better corporate governance, local board of directors
  - Effective control in a banking crisis
- Down side risk from subsidiaries may arise in the event of domination by Wholly Owned Subsidiaries (WOS) in domestic financial system.
- Conversion of existing foreign bank branches into WOS would be subject to India's

commitments to World Trade Organisation (WTO).

- In line with best international practices on corporate governance, WOS of foreign banks in India-
  - (i) not less than 50 percent of the directors should be Indian nationals resident in India,
  - (ii) not less than 50 percent of the directors should be non-executive directors,
  - (iii) a minimum of one-third of the directors should be totally independent of the management of the subsidiary in India, its parent or associates and
  - (iv) the directors shall conform to the 'Fit and Proper' criteria as laid down in our extant guidelines.

RBI has indicated that the guidelines for presence of foreign banks will be finalized after receipt of inputs/ suggestions from the stakeholders and public.

#### **Statement**

*Details of authorizations issued to foreign banks for opening branches/ maiden branch in 2008, 2009 and 2010*

#### **Approval in 2008**

Sl. No.	Name of the Bank	Type of expansion	Place (State)	Date of approval	Date of opening
1	2	3	4	5	6
1.	ABN AMRO Bank N.V.	branch expansion	Warangal-(Andhra Pradesh)	01.12.2008	Not opened
		branch expansion	Bhavnagar-(Gujarat)		Not opened
2.	Standard Chartered Bank	branch expansion	Cuddapah-(Andhra Pradesh)	01.12.2008	27.11.2009
		branch expansion	Saharanpur-(Uttar Pradesh)		29.12.2009
		branch expansion	Mathura-(Uttar Pradesh)		24.11.2009
		branch expansion	Dehradun-(Uttarakhand)		25.11.2009
3.	DBS Bank	branch expansion	Bangalore (Karnataka)	25.03.2008	July 29, 2008

1	2	3	4	5	6
		branch expansion	Kolkata-(West Bengal)		August 7, 2008
		branch expansion	Moradabad-(Uttar Pradesh)		December 29, 2008
		branch expansion	Nasik-(Maharashtra)		December 22, 2008
4.	Barclays Bank, PLC, UK	branch expansion	Hyderabad-(Andhra Pradesh)	08.08.2008	November 9, 2009
		branch expansion	Ahmednagar-(Maharashtra)		July, 16, 2009
		branch expansion	Mumbai <sup>^^</sup>		June, 2010
5.	UBS AG, Switzerland	Maiden branch	Mumbai-(Maharashtra)	27.02.2008	January 14, 2009
6.	Dresdner Bank, Germany	Maiden branch	*Mumbai-(Maharashtra)	18.03.2008	-
7.	American Express Banking Corp, USA	Maiden branch	**New Delhi	27.02.2008	March 1, 2008
8.	United Overseas Bank Ltd, Singapore	Maiden branch	Mumbai-(Maharashtra)	25.03.2008	December 29, 2009
9.	CIMB Bank Berhad, Malaysia	Maiden branch	Chennai <sup>^</sup> -(Tamil nadu)	29.07.2008	-
10.	First Rand Bank	Maiden branch	Mumbai-(Maharashtra)	01.12.2008	April 2, 2009
11.	Commonwealth Bank of Australia	Maiden branch	Mumbai-(Maharashtra)	05.11.2008	February 2, 2010
		Total	20		

\*The bank subsequently decided to surrender the in-principle approval and to continue with the existing R.O

\*\*Consequent to the sale of banking business of American Express Banking Ltd to Standard Chartered Bank, AEBL's credit card business was taken over by American Express Banking Corp on standstill basis.

<sup>^</sup>The bank subsequently requested for opening of representative office in Mumbai instead of a maiden branch in Chennai.

<sup>^^</sup>Administrative offices

#### Approval in 2009

Sl. No.	Name of the Bank	Type of expansion	Place/State	Date of approval	Date of opening
1.	HSBC	branch expansion	Nasik-(Maharashtra)	28.01.2009	January 25, 2010
		branch expansion	Surat-(Gujarat)		January 25, 2010
		branch expansion	Guwahati-(Assam)		January 25, 2010
2.	Deutsche Bank	branch expansion	Moradabad - (Uttar Pradesh)	15.10.2009	April 10, 2010
		branch expansion	Ludhiana-(Punjab)		April 13, 2010
3.	Sberbank	Maiden branch	New Delhi	20.08.2009	January 7, 2011
		Total	6		



**Approval in 2010**

Sl. No.	Name of the Bank	Type of expansion	Place/State	Date of approval	Date of opening
1.	DBS Bank	branch expansion	Kolhapur	19.03.2010	August 10, 2010
		branch expansion	Cuddalore		August 6, 2010
2.	Shinhan Bank	branch expansion	Vellore	10.05. 2010	December 23, 2010
3.	Barclays Bank, PLC, UK	branch expansion	Rajamundari - (Andhra Pradesh)	04.02. 2010	September 2, 2010
		branch expansion	Pune-(Maharashtra)		December 16, 2010
4.	ANZ Bank	Maiden branch	Mumbai	03.03.2010	Not opened
5.	Credit Suisse AG	Maiden branch	Mumbai	26.03.2010	February 15, 2011
6.	National Australia Bank	Maiden branch	Mumbai	24.12.2010	Not opened
Total			8		

*[Translation]***Development of Textiles Sector/Industry**

1452. YOGI ADITYA NATH:  
 SHRI ASHOK KUMAR RAWAT:  
 SHRIMATI JAYSHREEBEN PATEL:  
 SHRI NARAHARI MAHATO:  
 SHRI NRIPENDRA NATH ROY:  
 SHRI NISHIKANT DUBEY:  
 SHRIMATI JAYAPRADA:  
 SHRI R. THAMARAISELVAN:  
 SHRI YASHVIR SINGH:  
 SHRI NEERAJ SHEKHAR:

Will the Minister of TEXTILES be pleased to state:

(a) the schemes implemented by the Government for the development of textiles sector/industry in the country and funds allocated/released thereunder during each of the last three years and the current year, scheme-wise and sector-wise;

(b) whether the textiles industry has been currently facing crisis;

(c) if so, the measures taken/to be taken by the Government to resolve the crisis;

(d) whether textiles industry has sought higher allocation for the sector during the forthcoming budget;

(e) if so, the details thereof; and

(f) the measures taken by the Government to modernize the textiles industry/sector and make it competitive with the global market?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The Government is implementing various schemes for the development of textiles sector/industry in the country which mainly include:-

- I. Technology Upgradation Fund Scheme (TUFS).
- II. Scheme for Integrated Textile Parks (SITP).
- III. Group Workshed Scheme (GWS) and Integrated Scheme for Powerloom Cluster Development
- IV. Group Insurance Scheme for development of Powerloom sector.
- V. Mega Cluster Scheme.

For development of Handloom sector, Govt. is implementing the following schemes:

- I. Integrated Handloom Development Scheme (IHDS)
- II. Handloom Weavers Comprehensive Welfare Scheme.

III. Marketing & Export Promotion Scheme (MEPS).

IV. Mill Gate Price Scheme.

V. Diversified Handloom Development Scheme.

A Statement showing the scheme-wise/sector-wise funds allocated/released during the last three years and the current year for the development of textile industry is given in Statement.

(b) No, Madam.

(c) Does not arise.

(d) and (e) Yes, Madam. As compared to a budget allocation of Rs. 4725.00 crore for 2010-11, the Ministry

of Textiles has sought a Plan Allocation of Rs. 7000.00 crore for 2011-12. However, the Ministry has been allocated only Rs. 5000.00 crore for Annual Plan 2011-12.

(f) The Government has initiated various measures/schemes to modernize & strengthen the textile industry and make it competitive in global market, such as Technology Upgradation Fund Scheme (TUFS), Scheme for Integrated Textile Parks (SITP), Group Workshed Scheme (GWS), Integrated Scheme for Powerloom Cluster Development, Marketing Development Programme for Powerloom Sector & Mega Cluster Scheme, Jute Technology Mission and Technology Mission on Technical Textiles, etc.

### Statement

*Sector/Schemes-wise Outlay & Expenditure from 2007-08 to 2010-11 upto 14.2.2011*

(Rs. in crore)

Sl. No.	Name of Sector/ Scheme	Annual Plan 2007-08			Annual Plan 2008-09			Annual Plan 2009-10			Annual Plan 2010-11		
		BE	FE	Exp.	BE	FE	Exp.	BE	FE	Exp.	BE	FE	Exp. (upto 14.2.11) (P) #
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Technology Upgradation Fund scheme	945.00	1185.37	1142.33	1140.00	2843.61	2632.00	3140.00	3081.19	2884.82	2400.00	2900.00	2214.52
2.	Scheme for Integrated Textile Park	450.00	400.00	371.17	450.00	305.00	279.59	397.00	285.00	260.80	400.00	232.00	107.41
3.	Powerlooms												
	(1) Group Insurance Scheme	0.80	0.80		0.80	12.30		10.00	13.64	12.72			
	(2) Group Work Scheme & Integrated Powerloom Cluster Devp.	9.20	9.20		9.20						18.00	18.00	10.95
	Development of Mega Clusters					20.00	18.70	50.00	40.00	34.93	150.00	67.62	16.23
	Total (Powerlooms)	10.00	10.00	0.00	10.00	32.30	18.70	60.00	53.64	47.65	168.00	85.62	27.18
4.	HANDLOOM												
	(1) Diversified Handloom Development Scheme	15.00	9.63	9.07	15.00	10.39	10.15	15.00	10.78	8.97	15.00	15.00	12.16
	(2) Handloom Weaver comprehensive Welfare Scheme	90.00	86.71	86.68	80.00	80.00	80.00	80.00	80.00	77.69	104.00	104.00	54.81



1	2	3	4	5	6	7	8	9	10	11	12	13	14
	(3) Millgate Price Scheme	15.00	23.50	23.50	25.00	29.59	29.59	25.00	29.22	29.22	54.00	65.00	55.32
	(4) Marketing & Export Promotion Scheme (CSS)	32.00	28.20	20.42	40.00	40.00	39.93	40.00	40.00	40.00	42.00	46.00	34.80
	(5) Integrated Handloom Development Scheme (CSS)	100.00	91.00	90.80	95.00	94.72	94.98	95.00	95.00	91.82	105.00	152.05	100.63
	(6) Lumpsum Provision for NER	63.00	63.00	62.11	85.00	71.11	69.79	85.00	85.00	77.00	106.00	106.00	39.16
	Total (Handlooms)	315.00	302.04	292.58	340.00	325.81	324.44	340.00	340.00	324.70	426.00	488.05	296.88

[English]

**Distribution of Power**

1453. SHRI ANAND PRAKASH PARANJPE: Will the Minister of POWER be pleased to state:

(a) whether the Government is finding it difficult to get private partnership in distribution of power;

(b) if so, the details thereof;

(c) whether the Government has formulated any plan for providing financial incentives for engaging private companies in distribution of power; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) Distribution of electricity is a State matter and Section 131 of the Electricity Act, 2003 provides for reorganization of State Electricity Boards whereby the generation, transmission and distribution of electricity can be unbundled through a transfer scheme to be formulated as per the provision of Section 131 of Electricity Act, 2003 and notified by the State Government. There is no bar in handing over distribution to private sector companies by a State Government. The decision to privatize distribution or engaged private partner in distribution in PPP (Public Private Participation) mode, is taken by the concerned State Government/distribution companies.

(c) and (d) Under Rajiv Gandhi Grameen Vidyutikaran Yojana(RGGVY) - Scheme of Rural Electricity Infrastructure

and Household Electrification for attaining the goal of providing electricity to all households, franchisees are being deployed for management of rural distribution.

For Projects to be eligible for capital subsidy under the scheme, prior commitment of the States is obtained for deployment of franchise before sanction of Projects under the Scheme. These Franchisees can be Non-Governmental Organizations (NGOs), User Associations, Cooperatives or individual entrepreneurs. The State Governments can also consider giving the responsibility of franchisees to the Panchayati Raj Institutions.

In 16 states franchisees are already in place, covering 110567 villages. Besides this, capacity building of franchisees is also being undertaken by the Ministry of Power, through the nodal agency, PFC.

[Translation]

**Request of the State of HP**

1454. SHRI ANURAG SINGH THAKUR: Will the Minister of FINANCE be pleased to state:

(a) whether in view of the adverse impact of recommendations of the 13th Finance Commission on the financial position of the hilly and border states, the State Government of Himachal Pradesh (HP) has requested the Union Government for financial help for the State;

(b) if so, the details thereof; and

(c) the time by which the request is likely to be accepted?



THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Government of Himachal Pradesh (HP) has requested a special financial package of Rs. 2500 crore in 2010-11 and Special Plan Assistance of Rs. 1500 crore under the annual plan of 2011-12. These amounts are required to bridge a gap on non-plan side.

(c) Finance Commissions are expert bodies set up under article 280 of the Constitution of India. Once accepted, by convention, the recommendations of Finance Commission are not revised.

#### **Essential Drugs and per Capita Expenditure on Health**

1455. SHRI DEVJI M. PATEL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to promote certain essential drugs with a view to providing low cost health care in the country;

(b) if so, the details thereof;

(c) whether the per capita expenditure on health care in our country is less in comparison to other countries;

(d) if so, the reasons therefor; and

(e) the steps taken/proposed to be taken by the Government to increase the per capita expenditure on health care?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. The National List of Essential Medicines (NLEM) prepared by the Government contains the list of medicines required to meet the common contemporary health needs of general population of the country.

(c) to (e) "Health" being a State subject, it is primarily the responsibility of State Governments to ensure adequate, affordable and accessible health care to the citizens. However, to improve access to primary and secondary health delivery services, Government of India provides financial assistance to State Governments for up-gradation of health infrastructure development as per need. In this regard, the Government of India has raised the plan outlay for the health sector to Rs. 99,191 crore in the Eleventh Five Year Plan (2007-08 to 2011-12) as against the actual expenditure of Rs. 36,079 crore in the Tenth Five Year Plan (2002-23 to 2006-07).

[English]

#### **Life Style Diseases**

1456. CHAUDHARY LAL SINGH:  
DR. RATNA DE:  
SHRI RAMESH RATHOD:  
SHRI P. KARUNAKARAN:  
SHRIMATI SUPRIYA SULE:  
SHRI P.L. PUNIA:  
SHRI G.M. SIDDESHWARA:  
SHRI HARISHCHANDRA CHAVAN:  
DR. KRUPARANI KILLI:  
SHRI KUNVARJIBHAI MOHANBHAI BAVALIA:

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

(a) whether the number of people suffering from heart, blood pressure and other life style diseases, particularly among youth are on the rise in the country;

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

(c) whether the Government has conducted any study/survey on the prevalence of such diseases in the country;

(d) if so, the details and the findings thereof alongwith the average age in the country to contract such diseases in comparison to the world average;

(e) whether the Government has launched the National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Diseases and Stroke (NPCDCS) on a cost sharing basis between the Union and the States; and

(f) if so, the details thereof alongwith the funds earmarked and allocated thereunder, disease-wise and the time by which NPCDCS is likely to be implemented throughout the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The exact number of peoples suffering from various chronic diseases is not known. However based on the Report of the National Commission on Macroeconomics and Health, estimated number of cases of important non-communicable diseases are given below:

- Cardiovascular Diseases: 3.80 crore in 2005; Projected increase is 6.41 crore in 2015
- Diabetes: 3.10 crore in 2005; Projected increase is 4.60 crore in 2015



- Stroke: 12 lakh in 2005; Projected increase is 17 lakh in 2015

(c) and (d) No recent study has been undertaken by Government of India on the spread of the non-communicable diseases such as cancer, diabetes, cardiovascular diseases, stroke etc.

(e) and (f) Yes. The Government of India has initiated a National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Disease and Stroke at an estimated outlay of Rs.1230.90 crore (Rs.499.38 crore for Diabetes, CVD and Stroke and Rs. 731.52 crore for Cancer) for the 11th Five Year Plan. The programme focuses on health promotion, capacity building including human resource development, early diagnosis and management of these diseases and integration with the primary health care system. During 2010-11, the programme is being implemented in 30 selected districts of 21 States and 70 districts will be taken in 2011-12.

#### **Kayamkulam Thermal Power Plant**

1457. SHRI ANTO ANTONY: Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to enhance the production capacity of thermal power plants in the country including Kayamkulam Thermal Power Plant in Kerala;

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

(c) the average cost of production and average selling price of electricity per unit produced from Kayamkulam Thermal Power Plant;

(d) whether the Government has any plan to reduce the cost of production; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) The capacity addition target for the 11th Plan has been revised to 62,374 MW at the time of mid-term appraisal carried out by the Planning Commission. This comprises 50,757 MW thermal capacity. Against this target, thermal projects aggregating to 27,961 MW have already been commissioned till 16.02.2011 during the 11th Plan and the balance capacity is under execution for likely benefits during the 11th Plan.

NTPC has also planned to enhance their production capacity by adding thermal power plants at various locations in the country which includes 1050 MW Rajiv Gandhi CCPP stage-II at Kayamkulam in Kerala.

Various steps have been taken by the Government to enhance the power generation capacity addition including thermal capacity in the country. These include augmentation of manufacturing capacity of BHEL from 10,000 MW in December, 2007 to 20,000 MW by 2012; periodic review of issues related to supply of power equipment from BHEL by a Group under the chairmanship of Secretary (Heavy Industry); formation of several new joint ventures to manufacture supercritical boilers and turbine-generators for thermal power plants; bulk ordering of 11 units of 660 MW each with supercritical technology with mandatory phased indigenous manufacturing programme to promote indigenous manufacturing; sensitization of stakeholders to enlarge the vendors base to meet Balance of Plants requirements; rigorous monitoring of projects at different levels including by Ministry of Power, Central Electricity Authority, Power Project Monitoring Panel and Advisory Group under the chairmanship of Minister of Power; and introduction of web-based monitoring system.

(c) to (e) The Kayamkulam power plant is naphtha based power plant and the cost of power generated from this plant is high as compared to coal/hydro power plants due to high cost of fuel. The cost of power generation can be reduced if domestic gas is made available to this power plant. The average tariff of electricity supplied to SEBs from naphtha based Rajiv Gandhi CCPP Stage-I, Kayamkulam plant during the financial year 2009-10 was Rs. 7.61 per Kwh.

Empowered Group of Ministers (EGoM) on gas pricing and commercial utilization of gas has allocated KG D6 gas to existing gas based/liquid based power stations, having pipeline connectivity. KG D6 gas allocation for Kayamkulam Stage-I was not considered since the plant was not connected to any pipeline network. However, taking into account the concern of southern state of high tariff of electricity, Ministry of Power has recently recommended allocation/assurance of 3.92 Million Metric Standard Cubic Meter (MMSCMD) of gas to Kayamkulam stage-II (1050 MW) which is cheaper than naphtha.



*[Translation]***Volatility in Capital Market**

1458. SHRI HARSH VARDHAN:  
SHRI DINESH CHANDRA YADAV:

Will the Minister of FINANCE be pleased to state:

(a) whether the risk in trading has increased to a great extent due to high volatility in the Indian capital market;

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

(c) whether there is need for systematic reform to deal with this situation; and

(d) if so, the steps taken by the Government in this regard, till date?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The volatility observed in the Indian markets is broadly in sync with other major world markets.

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

(c) Volatility is an inherent feature of the financial market and market movements are the outcome of perceptions of the investors. An efficient market should normally respond to events rapidly. The restructured Indian markets have generally responded to events in a healthy manner and nothing has in the recent past come to light that has warranted systemic changes in the Indian Capital Market architecture.

(d) The exchanges and the market regulator - Securities and Exchange Board of India (SEBI) - have put in place systems and practices to promote a safe, transparent and efficient market. SEBI also maintains a constant vigil in the market, and in case any abnormal movements are noticed, it investigates the same and takes appropriate remedial action.

*[English]***Eradication of Poverty**

1459. SHRI MOHD. ASRARUL HAQUE: Will the Minister of FINANCE be pleased to state:

(a) the break up of schemes launched and implemented by the Government of India for eradication

or alleviation of poverty during each of the last three years; and

(b) the amount spent on each of these schemes during the same period State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Information is being collected and shall be laid on the Table of the House.

*[Translation]***ASHA Health Workers**

1460. DR. BHOLA SINGH:  
SHRI RAMKISHUN:  
SHRI KAUSHALENDRA KUMAR:

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

(a) whether the Government proposes to depute ASHA health workers in the ratio of one ASHA worker for 1000 population in view of their shortage in the country particularly in Eastern Uttar Pradesh and Bihar;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether inadequate training of ASHA workers who have been deployed for assistance in delivery to the rural women may pose a threat to the life of mother and infant; and

(d) if so, the remedial steps being taken by the Government to overcome this situation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The existing norm for Accredited Social Health Activist (ASHA) under the National Rural Health Mission (NRHM) is one ASHA per 1000 population for the country including eastern Uttar Pradesh and Bihar.

(c) and (d) ASHAs are not being trained for assistance in delivery. Their function is to escort the mother to the nearest health centre for institutional delivery, identify danger signs and counsel pregnant women on care during pregnancy and delivery and to seek appropriate health services.



*[English]***Raids on CWG and IPL Officials**

1461. DR. CHARAN DAS MAHANT:  
SHRI R. DHIRUVANARAYANA:

Will the Minister of FINANCE be pleased to state:

(a) whether preliminary investigation have indicated financial irregularities in the Commonwealth Games (CWG) and Indian Premier League (IPL);

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

(c) whether various enforcement agencies have conducted raids on CWG and IPL officials recently;

(d) if so, the details of such agencies and the outcome of such raids; and

(e) the time by when Government proposes to file charge-sheets against the guilty?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (e) The information is being collected from the concerned agencies and will be laid on the Table of the House.

*[Translation]***Crisis in Garment Industry**

1462. SHRI RAMASHANKAR RAJBHAR: Will the Minister of TEXTILES be pleased to state:

(a) whether the garment industry is reeling under crisis due to uncontrolled export of raw materials such as cotton and cotton thread and other host of problems; and

(b) if so, the details thereof; and

(c) the steps taken for protection of Government industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Government has received several industry representations that garment industry is facing problems on account of steep increase in the cost of cotton and cotton yarn in recent months. In order to ensure availability of cotton at reasonable rates for domestic users, Government have capped on exports of cotton and cotton yarn at 55 lakh bales and 720 million kgs respectively.

*[English]***Renewable Energy Sources**

1463. SHRI BHAKTA CHARAN DAS:  
SHRIMATI SUMITRA MAHAJAN:  
SHRIMATI J. SHANTHA:  
SHRI HARISHCHANDRA CHAVAN:  
SHRI ARJUN RAM MEGWAL:  
SHRI JAGDISH THAKOR:  
SHRI NISHIKANT DUBEY:  
SHRI RAVNEET SINGH:  
SHRI MAHENDRASINH P. CHAUHAN:  
SHRI GANESH SINGH:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the details of various schemes/programmes being implemented in the country for the development of renewable energy sources in the country, scheme-wise and State-wise;

(b) whether the Government has achieved the targets fixed for power generation from renewable energy sources during the Eleventh Five Year Plan;

(c) if so, the details of the targets set alongwith the power generated from various renewable energy sources in the country during the last three years and the current year, source-wise and State-wise;

(d) if not, the reasons therefor alongwith the corrective measures taken by the Government in this regard; and

(e) the details of the financial and other incentives alongwith subsidy provided for promoting power generation from these sources of energy during the above said period?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) Details of various schemes/ programmes being implemented for development of renewable energy sources in the country are given in the Statement-I. The same cover all States and UTs.

(b) to (e) Around 8,582 MW grid interactive power generation capacity from various renewable energy sources has been set up during the last three years and the current year as on 31.01.2011 against the Eleventh Five Year Plan target of 12,230 MW. State-wise targets



- Biomass Gasifier for Rural Energy/Industrial Energy.
- Biogas Programme: setting up of Family Type biogas plants for cooking/lighting/manure/small scale power generation
- Solar Thermal Systems: deployment of decentralised solar thermal systems/devices (mainly solar cookers/driers for cooking, drying farm produce) under National Solar Mission.

### 3. Renewable energy for urban, industrial & commercial applications:

- Biomass (non-bagasse) cogeneration/U&I Waste to Energy
- Solar water heating systems - for domestic, institutional, commercial/ industrial applications under National Solar Mission,
- Solar air heating/steam generation systems - for community cooking/other applications in institutions and industry under National Solar Mission.
- Green Buildings - incorporating active renewable energy systems and passive designs
- Solar Cities - Planning for reducing their conventional energy consumption through energy conservation and use of renewable energy devices/systems

#### 4. Research, design & development:

- Supporting research and development projects at premier institutions and industries on different aspects of new and renewable energy technologies.

**Statement II**

Source-wise and State-wise Power Generation Capacity for Renewable Energy Sources set up during the last 3 years (2007-08 to 2009-10) and current year 2010-11 (as on 31.01.2011)

[illegible]



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
4.	Bihar						4.20									5.20	9.50			18.90
5.	Chhattisgarh			33.00				9.80			1.00	43.80					32.00			119.60
6.	Goa																			
7.	Gujarat	616.40				313.6			297.13	5.60					172.18		28.00	5.00		1437.91
8.	Haryana									7.40	1.80						29.00			38.20
9.	Himachal Pradesh		21.00				68.30				99.41					43.80				232.51
10.	Jammu and Kashmir										17.50									17.50
11.	Jharkhand																			
12.	Karnataka	190.30	47.50	8.00		316	99.45	31.90	145.40	77.00	42.00	6.00			121.30	96.10				1180.95
13.	Kerala	8.50	25.00			16.5	10.75		0.75							3.00				64.50
14.	Madhya Pradesh	130.40	20.00			25.1			16.60						7.80	15.00				214.90
15.	Maharashtra	268.20	1.50	38.00		183		71.50	138.85	34.00	33.00			4.70	125.05	18.50	131.50	1.00		1048.80
16.	Manipur																			
17.	Meghalaya		0.32																	0.32
18.	Mizoram						7.00				12.00									19.00
19.	Nagaland		8.00																	8.00
20.	Odisha		25.00				12.00				20.00									57.00
21.	Punjab				8.25						8.65	34.50	1.00			19.65	12.00	1.00		85.05
22.	Rajasthan	69.00				199.6		8.00	350.00						292.70		40.00	6.80		966.10
23.	Sikkim						8.00													8.00
24.	Tamil Nadu	380.70		75.00		431.1	0.35	43.20	1.40	602.22		62.00			613.00	4.00	92.50	5.00		2310.47
25.	Tripura																			
26.	Uttar Pradesh			79.00				172.00			194.50						14.00			459.50
27.	Uttarakhand	29.45				22.80			5.00						1.20	12.00			70.45	
28.	West Bengal											16.00	1.10							17.10
29.	Andaman and Nicobar Islands																			0.00
30.	Chandigarh																			
31.	Dadra and Nagar Haveli																			
32.	Daman and Diu																			
33.	Delhi												0.01					2.09		2.10
34.	Lakshadweep																			0.00
35.	Puducherry																			0.00
36.	Others																			0.00
Total		1663.50	204.75	266.00	11.75	1484.9	248.93	345.40	5.06	1564.55	306.49	447.60	8.11	4.70	1376.83	214.86	400.50	20.89	7.50	8582.32

MW=Megawatt

SHP = small hydro power

WTE = Waste to Energy,

MW = Megawatt.

**Statement III**

*Details of Central financial assistance provided for promoting power generation from various renewable energy sources*

**1. Small Hydro Power****Support to new SHP projects in State sector:**

Category	Above 100 KW and up to 1000 KW	Above 1 MW-25 MW
Special category and NE States	Rs. 50,000/KW	Rs. 5.00 crore for first MW + Rs. 50 lakh/MW for each additional MW
Other States	Rs. 25,000/KW	Rs. 2.50 crore for first MW + Rs. 40 lakh/MW for each additional MW

**Support to new SHP project in private/co-operative/joint sector:**

Category	Up to 1000 KW	Above 1 MW-25 MW
Special category and NE States	Rs. 20,000/KW	Rs. 2.00 crore for first MW + Rs. 30 lakh/MW for each additional MW
Other States	Rs. 12,000/KW	Rs. 1.20 crore for first MW + Rs. 20 lakh/MW for each additional MW

**2. Biomass Power Project and Bagasse Cogeneration Projects:****A. Private/Joint/Cooperative/Public Sector Sugar Mills.**

	Special Category States (NE Region, Sikkim, J&K, HP & Uttaranchal)	Other States
Project Type	Capital Subsidy	Capital Subsidy
Biomass Power projects	Rs. 25 lakh X (C MW) <sup>0.646</sup>	Rs. 20 lakh X (C MW) <sup>0.646</sup>
Bagasse Co-generation by Private sugar mills	Rs. 18 lakh X (C MW) <sup>0.646</sup>	Rs. 15 lakh X (C MW) <sup>0.646</sup>
Bagasse Co-generation projects by cooperative/public sector sugar mills		
40 bar & above	Rs. 40 lakh *	Rs. 40 lakh *
60 bar & above	Rs. 50 lakh *	Rs. 50 lakh *
80 bar & above	Rs. 60 lakh *	Rs. 60 lakh *
	Per MW of surplus power @ (maximum support Rs. 8.0 crore per project)	Per MW of surplus power@ (maximum support Rs. 8.0 crore per project)

\*For new sugar mills, which are yet to start production and existing sugar mills employing backpressure route/seasonal/incidental cogeneration, which exports surplus power to the grid, subsidies shall be one-half of the level mentioned-above. @ Power generated in a sugar mill (-) power used for captive purpose i.e. net power fed to the grid during season by a sugar mill.



**B. Bagasse Cogeneration projects in cooperative/public sector sugar mills implemented by IPPs/State Government Undertakings or State Government Joint Venture Company/Special Purpose Vehicle (Urja Ankur Trust) through BOOT/BOLT model**

Project type	Minimum Configuration	Capital Subsidy
Single coop, mill through BOOT/BOLT Model	60 bar & above 80 bar & above	Rs. 40 L/M W of surplus power * Rs. 50 L/MW of surplus power* (maximum support Rs. 8.0 crore/sugar mill)

\*Power generated in a sugar mill (-) power used for captive purpose i.e. Net power fed to the grid during season by a sugar mill.

**C. Bagasse Cogeneration Project in existing cooperative sector sugar mills employing boiler modifications**

Project type	Minimum Configuration	Capital Subsidy
Existing Cooperative Sugar Mill	40 bar & above 60 bar & above 80 bar & above	Rs. 20 L/MW of surplus power * Rs. 25 L/MW of surplus power* Rs. 30 L/MW of surplus power*

\*Power generated in a sugar mill (-) power used for captive purpose i.e. Net power fed to the grid during season by a sugar mill. CFA will be provided to the sugar mills who have not received CFA earlier from MNRE under any of its scheme.

**D. Biomass Gasifier**

Special Category States (NE Region, Sikkim, J&K, HP and Uttarakhand)	Other States
20% higher CFA	Rs. 15,000/kW

**3. Wind Power:**

Special Category States (NE Region, Sikkim, J&K, HP and Uttarakhand)	Other States
For Demo. Projects Rs. 3.00 crore X $C^{0.646}$	Rs. 2.50 crore X $C^{0.646}$

Commercial Wind Power - Generation Based Incentive (GBI) for Commercial Wind

Power projects @ Rs. 050 per kwh subject to a maximum of Rs. 62.50 lakh/MW, which do not avail accelerated depreciation benefit.

C: Capacity of the project in MW; ^: raised to the power

**4. Solar Power:**

- Generation based incentive linked to CERC announced tariff guidelines for projects connected at 11kV and below.
- For projects connected at 33kV and above-National Vidyut Vyapar Niagam (NVVN) to purchase power at a rate fixed by CERC.

SHRI R. DHARUVANARAYANA:  
SHRIMATI INGRID MCLEOD:  
SHRIMATI BOTCHA LAKSHMI JHANSI:  
SHRI RAMKISHUN:  
SHRI KAUSHALENDRA KUMAR:

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

[Translation]

**Allocation of Funds under NRHM**

1464. SHRI JAGADANAND SINGH:

(a) the projects undertaken and the progress made in their implementation under the National Rural Health Mission (NRHM) during each of the last three years and the current year, State/UT-wise;

(b) whether certain States are not able to fully utilise the funds allocated under the NRHM;

(c) if so, the details thereof alongwith the reasons therefor indicating the funds allocated and utilised under NRHM during the said periods, State/UT-wise;

(d) whether any complaint regarding diversion of funds, shortage of medicine and supply of sub-standard quality of medicine under the Mission has been received by the Government;

(e) if so, the details thereof alongwith the action taken by the Government thereon; and

(f) the monitoring mechanism put in place for the effective implementation of the NRHM in all the States?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Under the National Rural Health Mission, States project their requirements, which include creation/upgradation of infrastructure, augmentation of human resources, capacity building, drugs, equipments etc. The PIPs are examined and approved for implementation as per NRHM guidelines.

(b) and (c) During the initial phase of implementation of the Programme, the pace of utilization was somewhat slow owing to shortage of human resources and

infrastructural facilities, which has been strengthened over the years and absorptive capacities have increased. A statement showing the Allocation, Release and Expenditure under National Rural Health Mission during the Financial Year 2007-08 to 2010-11 (up to 31st December, 2010) is given in Statement.

(d) and (e) No formal complaint has been received regarding diversion of funds and supply of sub-standard quality of medicines under the Mission.

(f) The Government is taking several steps for effective implementation of the NRHM through internal and external monitoring mechanisms like CAG's Performance Audit of NRHM, concurrent evaluation by IIPS, Mumbai, Common Review Missions and also regular assessment through quarterly reports, web based Health Management Information System (HMIS), review meetings with States/UTs, field visits by officials. The release and utilization of funds by the States is monitored through quarterly Financial Monitoring Reports (FMRs) obtained from all States/UTs, trends of utilization are analysed and areas of concern and bottlenecks in timely utilization of funds are identified and communicated to States for remedial action. The financial performance of States is also monitored through monthly concurrent audit and annual statutory audit of the State/District Health Societies.

#### *Statement*

*Allocation, Release and Expenditure under Centrally Sponsored Health Schemes during the F.Ys. 2007-08 and 2010-11*

(Rs. in crores)

Sl.No.	States/UTs.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release (Upto 31.12.10)	Exp. (Upto 31.12.10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andaman and Nicobar Islands	5.60	13.01	9.01	10.71	12.56	12.76	16.98	13.98	20.16	20.36	9.29	9.44
2.	Andhra Pradesh	628.43	608.94	505.18	663.37	638.73	700.13	717.87	707.86	770.31	816.38	584.40	355.92
3.	Arunachal Pradesh	47.99	44.50	47.62	43.95	36.51	57.69	51.17	57.33	66.51	54.15	44.77	33.39
4.	Assam	637.84	602.15	547.47	638.94	606.89	698.32	907.26	813.75	762.11	854.63	488.08	443.68
5.	Bihar	590.66	350.24	423.25	777.70	821.18	783.19	861.54	648.77	798.98	1001.02	577.27	461.51



1	2	3	4	5	6	7	8	9	10	11	12	13	14
6.	Chandigarh	6.48	6.45	4.11	8.04	5.31	6.47	9.99	9.44	7.79	11.21	1.83	5.31
7.	Chhattisgarh	222.60	190.85	197.77	259.35	249.72	162.12	293.26	261.64	239.06	336.14	222.98	147.87
8.	Dadra and Nagar Haveli	3.08	2.36	2.85	3.45	3.28	3.86	4.41	4.01	4.58	5.05	3.79	3.39
9.	Daman and Diu	2.79	1.98	2.43	3.07	2.60	2.41	3.70	3.95	3.46	4.05	1.68	1.81
10.	Delhi	77.73	55.31	51.06	100.37	99.62	55.68	122.22	83.03	73.69	136.68	94.99	42.00
11.	Goa	11.71	5.07	6.92	13.52	14.09	8.89	13.11	12.42	18.46	17.02	11.75	12.31
12.	Gujarat	369.20	394.93	306.81	414.07	342.81	495.43	465.92	499.91	628.98	526.91	468.99	337.30
13.	Haryana	137.25	115.79	98.57	166.20	165.02	187.73	180.30	188.42	335.53	203.25	197.55	128.86
14.	Himachal Pradesh	67.32	52.41	56.55	77.74	64.21	94.84	97.40	97.97	167.28	110.54	98.99	86.58
15.	Jammu and Kashmir	87.02	160.45	75.27	102.24	76.48	111.94	135.52	130.64	153.94	153.85	126.42	91.41
16.	Jharkhand	266.54	159.15	124.99	294.00	247.27	299.30	350.39	178.89	194.49	400.13	263.24	189.24
17.	Karnataka	393.94	297.32	275.29	461.83	437.84	428.94	505.30	436.47	663.89	552.02	508.92	452.98
18.	Kerala	236.40	293.86	144.03	253.61	222.88	331.20	285.57	237.62	383.46	310.05	219.91	227.67
19.	Lakshadweep	1.79	1.08	0.62	2.13	1.22	2.18	2.25	1.80	2.84	2.28	1.25	2.90
20.	Madhya Pradesh	689.95	617.09	645.70	609.02	707.88	686.97	707.17	604.79	745.50	757.82	583.05	520.25
21.	Maharashtra	603.58	672.52	550.76	779.15	587.43	873.15	861.36	959.32	1035.99	976.00	604.68	625.62
22.	Manipur	65.91	49.27	40.99	66.34	56.58	62.06	90.55	81.45	63.03	86.49	50.55	37.01
23.	Meghalaya	61.26	43.04	32.70	65.48	44.76	51.27	85.88	79.77	74.88	83.88	31.14	41.28
24.	Mizoram	37.46	32.67	56.22	40.24	37.44	54.26	50.70	49.87	58.86	53.30	28.15	29.00
25.	Nagaland	55.20	44.75	43.45	57.96	56.23	57.65	78.38	73.86	64.34	76.36	49.13	41.66
26.	Odisha	383.52	387.16	295.07	392.88	388.05	334.05	458.96	470.18	645.31	493.55	459.27	370.94
27.	Puducherry	9.41	4.71	7.14	11.31	5.12	7.29	11.67	10.59	13.21	14.16	11.68	10.24
28.	Punjab	161.69	107.84	111.64	185.89	183.03	190.08	210.00	221.70	239.08	246.76	201.76	153.68
29.	Rajasthan	571.89	660.90	537.65	596.53	798.15	909.16	633.31	726.13	997.11	742.85	585.54	670.74
30.	Sikkim	17.49	34.27	13.39	21.44	19.88	50.62	26.95	24.92	35.77	26.60	23.22	14.48
31.	Tamil Nadu	430.31	546.56	392.74	515.70	501.60	534.42	569.40	605.80	696.40	661.17	520.02	528.40
32.	Tripura	85.62	79.04	38.28	88.32	77.58	68.73	125.28	111.76	80.61	123.76	74.05	43.93
33.	Uttar Pradesh	1325.09	1258.77	956.47	1727.59	1474.91	1546.06	1870.38	1956.50	2212.40	2097.12	1741.11	1131.62
34.	Uttarakhand	91.33	89.20	72.74	100.16	98.44	132.48	118.23	130.81	141.62	129.39	123.16	119.17
35.	West Bengal	544.73	525.23	335.33	639.93	539.79	563.75	679.28	729.16	722.32	772.50	624.14	461.38
Grand Total		8928.85	8508.87	7010.07	10192.23	9625.09	10565.10	11601.67	11224.53	13121.95	12857.44	9636.77	7832.96

Note: Expenditure Figures for 2009-10 and 2010-11 are provisional.

*[English]***Fraudulent Finance Companies**

1465. SHRI MANICKA TAGORE:  
SHRI A. GANESHAMURTHI:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that many financial companies have collected huge amount of money fraudulently from the innocent people by promising high returns and absconded;

(b) if so, the details thereof;

(c) the number of cases filed against such companies in the country, State/UT-wise including Tamil Nadu; and

(d) the action taken/being taken by the Government to keep a check on such fraudulent financial companies?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAN MEENA): (a) to (d) Reserve Bank of India (RBI) has reported that many financial companies which have vanished enter accepting the deposits from public. RBI has declared such companies as vanished companies and the list of such vanishing companies is available on RBI website [www.rbi.org.in](http://www.rbi.org.in). Whenever a company is declared as vanishing the matter is referred to Economic Offences Wing of the concerned State Government. The onus is on State Police machinery to investigate the case and take legal action as deemed appropriate including penal action as per Indian Penal Code/ Criminal Procedure Code.

In order to protect the interest of depositors, the steps taken by the Government/RBI include:

- (i) Directions have been issued by RBI to NBFCs under Non-Banking Financial Companies Acceptance of Public Deposits (Reserve Bank) Directions 1998 on acceptance of deposits and has also laid down prudential norms.
- (ii) RBI initiates adverse action against errant NBFCs for various defaults and contraventions of provisions of Reserve Bank of India Act, 1934, such as issuing orders prohibiting them from accepting further deposits, and alienation of assets. Action taken also involves filing

winding up petitions, launching criminal proceedings against such companies and their management.

- (iii) The bank also files complaints with the Economic Offences Wing of State Police Authorities to curb unauthorized acceptance of public deposits. In several cases, the Courts have appointed provisional liquidators and have also restrained NBFCs from disposing of their assets in any manner.
- (iv) Market intelligence system has been strengthened for picking early warning signals about the health of particular NBFC and to trigger supervisory action.
- (v) At the instance of RBI, some State Governments have enacted legislations to protect the interest of depositors' in financial establishments.
- (vi) The close co-ordination through institutionalized framework of State Level Co-ordination Committee (SLCC) with the State Government and other regulatory bodies has also resulted in greater/improved monitoring and restriction of unauthorized acceptance of deposits by NBFCs and Unincorporated Bodies.

*[Translation]***Demand and Supply of Power**

1466. SHRI VISHWA MOHAN KUMAR:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of POWER be pleased to state:

(a) whether apprehensions have been raised regarding supply of power as per demand during the coming summer season in various parts of the country including Bihar, Jharkhand and National Capital Territory of Delhi;

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

(c) the steps proposed to be taken by the Government to ensure supply of power as per demand in the country?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (c) There is an overall shortage of power in the country. The shortage varies from State to State on month to month and day to



day basis depending upon the demand and supply of power. Demand for power usually goes up in summer season in most of the States, except hilly States, including Bihar, Jharkhand and NCT of Delhi, resulting in relatively higher energy and peaking shortages. Therefore, apprehensions regarding supply of power to meet the increased demand during the forth-coming summer season have been expressed by some States including NCT of Delhi etc. The State-wise details of demand and supply of power, energy and peaking shortages during the current financial year from April, 2010 to January, 2011 and from April to June, 2010 is enclosed at Statements-I and II respectively.

Electricity is a concurrent subject. Supply and distribution of electricity in a State/UT is within the purview of the respective State Government/State Power Utility. The Government of India supplements the efforts of the State Governments by establishing power plants in Central Sector through CPSUs.

The steps taken/being taken by the Government to improve supply of power in the country include (i) rigorous monitoring of capacity addition of the on-going generation projects; (ii) advance planning of generation capacity addition projects for the 12th Five Year Plan; (iii) coordinated operation and maintenance of hydro, thermal, nuclear and gas based power stations to optimally utilize the existing generation capacity; (iv) thrust to import of coal to meet the shortfall in coal supplies to thermal power stations from domestic sources; (v) allocation of gas from KG Basin (D6) for gas based power stations; (vi) development of Ultra Mega Power Projects of 4000 MW each to reap benefits of economies of scale; (vii) renovation, modernization and life extension of old and inefficient generation units; (viii) strengthening of inter-state and inter regional transmission capacity for transfer of power from surplus to deficit areas; and (ix) setting up of power exchanges for sale/purchase of power, etc.

#### *Statement I*

##### *Power Supply Position for 2010-11 (Provisional)*

State/System/Region	Energy				Peak			
	April, 2010 - January, 2011				April, 2010 - January, 2011			
	Requirement	Availability	Surplus/Deficit (-)		Peak Demand	Peak Met	Surplus/Deficit (-)	
	(MU)	(MU)	(MU)	(%)	(MW)	(MW)	(MW)	(%)
1	2	3	4	5	6	7	8	9
Chandigarh	1,313	1,313	0	0	301	301	0	0
Delhi	22,380	22,316	-64	-0.3	4,810	4,739	-71	-1.5
Haryana	29,476	27,684	-1,792	-6.1	6,142	5,574	-568	-9.2
Himachal Pradesh	6,357	6,127	-230	-3.6	1,284	1,278	-6	-0.5
Jammu and Kashmir	11,148	8,491	-2,657	-23.8	2,369	1,560	-809	-34.1
Punjab	38,710	36,271	-2,439	-6.3	9,399	7,938	-1,461	-15.5
Rajasthan	37,017	36,640	-377	-1.0	8,137	7,116	-1,021	-12.5
Uttar Pradesh	64,286	54,185	-10,101	-15.7	10,897	10,672	-225	-2.1
Uttarakhand	8,284	7,729	-555	-6.7	1,548	1,420	-128	-8.3
Northern Region	218,971	200,756	-18,215	-8.3	37,431	34,101	-3,330	-8.9
Chhattisgarh	8,451	8,312	-139	-1.6	2,913	2,759	-154	-5.3
Gujarat	59,498	55,727	-3,771	-6.3	10,786	9,947	-839	-7.8

1	2	3	4	5	6	7	8	9
Madhya Pradesh	39,177	31,365	-7,812	-19.9	8,864	7,650	-1,214	-13.7
Maharashtra	104,752	87,218	-17,534	-16.7	19,766	15,402	-4,364	-22.1
Daman and Diu	1,802	1,654	-148	-8.2	353	328	-25	-7.1
Dadra and Nagar Haveli	3,675	3,672	-3	-0.1	594	594	0	0.0
Goa	2,608	2,561	-47	-1.8	544	453	-91	-16.7
Western Region	219,963	190,509	-29,454	-13.4	39,825	33,171	-6,654	-16.7
Andhra Pradesh	64,218	62,005	-2,213	-3.4	12,018	10,848	-1,170	-9.7
Karnataka	40,292	37,138	-3,154	-7.8	8,009	7,815	-194	-2.4
Kerala	14,826	14,634	-192	-1.3	3,052	2,916	-136	-4.5
Tamil Nadu	66,059	61,954	-4,105	-6.2	11,728	10,048	-1,680	-14.3
Puducherry	1,776	1,697	-79	-4.4	319	300	-19	-6.0
Lakshadweep	20	20	0	0	6	6	0	0
Southern Region	187,171	177,428	-9,743	-5.2	32,214	29,931	-2,283	-7.1
Bihar	10,810	9,305	-1,505	-13.9	2,149	1,659	-490	-22.8
DVC	13,806	12,672	-1,134	-8.2	2,059	2,046	-13	-0.6
Jharkhand	5,146	4,994	-152	-3.0	1,012	1,012	0	0.0
Odisha	18,688	18,630	-58	-0.3	3,761	3,727	-34	-0.9
West Bengal	30,678	30,055	-623	-2.0	6,162	6,112	-50	-0.8
Sikkim	306	306	0	0.0	98	98	0	0.0
Andaman and Nicobar Islands	200	150	-50	-25	40	32	-8	-20
Eastern Region	79,434	75,962	-3,472	-4.4	13,767	13,085	-682	-5.0
Arunachal Pradesh	426	360	-66	-15.5	101	85	-16	-15.8
Assam	4,615	4,306	-309	-6.7	971	937	-34	-3.5
Manipur	474	423	-51	-10.8	118	115	-3	-2.5
Meghalaya	1,301	1,129	-172	-13.2	281	244	-37	-13.2
Mizoram	299	253	-46	-15.4	76	70	-6	-7.9
Nagaland	498	445	-53	-10.6	118	110	-8	-6.8
Tripura	751	675	-76	-10.1	220	197	-23	-10.5
North-Eastern Region	8,364	7,591	-773	-9.2	1,913	1,560	-353	-18.5
All India	713,903	652,246	-61,657	-8.6	122,470	108,901	-13,569	-11.1

#Lakshadweep and Andaman & Nicobar Islands are stand-alone systems, power supply position of these, does not form part of regional requirement and availability.



**Statement II****Power Supply Position for 2010-11 (Revised)**

State/System/Region	Energy				Peak			
	April, 2010 - January, 2011				April, 2010 - January, 2011			
	Requirement	Availability	Surplus/Deficit (-)		Peak Demand	Peak Met	Surplus/Deficit (-)	
	(MU)	(MU)	(MU)	(%)	(MW)	(MW)	(MW)	(%)
1	2	3	4	5	6	7	8	9
Chandigarh	443	443	0	0	301	301	0	0
Delhi	7,663	7,633	-30	-0.4	4,810	4,739	-71	-1.5
Haryana	8,456	7,615	-841	-9.9	5,822	5,410	-412	-7.1
Himachal Pradesh	1,826	1,759	-67	-3.7	1,083	1,043	-40	-3.7
Jammu and Kashmir	3,326	2,479	-847	-25.5	2,130	1,503	-627	-29.4
Punjab	11,946	10,669	-1,277	-10.7	8,475	7,764	-711	-8.4
Rajasthan	11,049	10,811	-238	-2.2	6,821	6,203	-618	-9.1
Uttar Pradesh	19,838	15,722	-4,116	-20.7	10,662	9,386	-1,276	-12.0
Uttarakhand	2,473	2,137	-336	-13.6	1,494	1,367	-127	-8.5
Northern Region	67,020	59,268	-7,752	-11.6	35,094	33,015	-2,079	-5.9
Chhattisgarh	2,367	2,279	-88	-3.7	2,913	2,759	-154	-5.3
Gujarat	19,268	17,733	-1,535	-8.0	10,181	9,277	-904	-8.9
Madhya Pradesh	11,118	8,624	-2,494	-22.4	6,880	5,514	-1,366	-19.9
Maharashtra	34,891	27,134	-7,757	-22.2	19,766	15,402	-4,364	-22.1
Daman and Diu	494	476	-18	-3.6	239	239	0	0.0
Dadra and Nagar Haveli	1,068	1,068	0	0.0	502	490	-12	-2.4
Goa	843	814	-29	-3.4	544	453	-91	-16.7
Western Region	70,049	58,128	-11,921	-17.0	39,560	32,142	-7,418	-18.8
Andhra Pradesh	20,109	18,406	-1,703	-8.5	12,018	10,396	-1,622	-13.5
Karnataka	12,198	10,934	-1,264	-10.4	7,642	6,627	-1,015	-13.3
Kerala	4,526	4,412	-114	-2.5	3,052	2,916	-136	-4.5
Tamil Nadu	20,155	18,519	-1,636	-8.1	11,728	9,940	-1,788	-15.2
Puducherry	545	516	-29	-5.3	318	289	-29	-9.1
Lakshadweep	6	6	0	0	6	6	0	0
Southern Region	57,533	52,787	-4,746	-8.2	32,214	29,054	-3,160	-9.8
Bihar	2,949	2,529	-420	-14.2	2,073	1,451	-622	-30.0

1	2	3	4	5	6	7	8	9
DVC	4,139	3,576	-563	-13.6	1,873	1,848	-25	-1.3
Jharkhand	1,461	1,372	-89	-6.1	964	948	-16	-1.7
Odisha	5,464	5,411	-53	-1.0	3,046	3,041	-5	-0.2
West Bengal	9,653	9,257	-396	-4.1	6,162	5,722	-440	-7.1
Sikkim	91	91	0	0.0	81	81	0	0.0
Andaman and Nicobar Islands	60	45	-15	-25	40	32	-8	-20
Eastern Region	23,757	22,236	-1,521	-6.4	13,317	12,147	-1,170	-8.8
Arunachal Pradesh	109	89	-20	-18.3	96	73	-23	-24.0
Assam	1,252	1,132	-120	-9.6	899	843	-56	-6.2
Manipur	129	106	-23	-17.8	90	89	-1	-1.1
Meghalaya	311	239	-72	-23.2	281	191	-90	-32.0
Mizoram	84	69	-15	-17.9	70	57	-13	-18.6
Nagaland	134	118	-16	-11.9	100	95	-5	-5.0
Tripura	216	188	-28	-13.0	185	149	-36	-19.5
North-Eastern Region	2,235	1,941	-294	-13.2	1,720	1,451	-269	-15.6
All India	220,594	194,360	-26,234	-11.9	119,437	103,003	-16,434	-13.8

# Lakshadweep and Andaman & Nicobar Islands are stand-alone systems, power supply position of these, does not form part of regional requirement and availability.

[English]

**Incentives to Cotton Growers and Handloom Weavers**

1467. SHRI SANJAY DHOTRE:  
SHRI SUBHASH BAPURAO WANKHEDE:

Will the Minister of TEXTILES be pleased to state:

(a) whether cotton textiles are becoming fashionable and acceptable to the western markets;

(b) if so, the steps being taken by the Government to secure the market share for India;

(c) whether the Government proposes to give incentives to cotton growers and handloom weavers to increase the production; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam. As per industry reports cotton textiles is becoming increasingly acceptable in the western markets. Readymade garments of cotton account for almost 70% of the total exports of garments.

(b) Government has been pursuing a multi-pronged approach for securing and enhancing India's share in the global export markets through various incentives and provisions of the Foreign Trade Policy, Duty-Drawback Scheme, rationalization of customs and excise tariff structure, formulation of Common Compliance Code, textiles workers Skill Upgradation Scheme etc.

(c) and (d) Government provides for remunerative price to the cotton growers in the country by fixing Minimum Support Price at the commencement of the cotton season. As regards handloom weavers, Government is implementing five schemes viz. Integrated



Handlooms Development Scheme, Handloom Weavers' Comprehensive Welfare Scheme, Marketing & Export Promotion Scheme, Diversified Handloom Development Scheme and Mill Gate Price Scheme with a view to enhance the qualitative and quantitative output of the handloom weavers. This apart, handloom design studios have been set up in Kannur and Hyderabad for providing design support to the industry.

**Conversion of Handloom  
units into Powerloom**

1468. SHRI PRASANTA KUMAR MAJUMDAR:  
SHRI MANOHAR TIRKEY:

Will the Minister of TEXTILES be pleased to state:

(a) whether there is any proposal to render assistance to convert handlooms units into powerlooms considering the presence of huge number of handlooms so as to increase the income of weavers; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) No, Madam. There is no proposal to render assistance to convert handlooms units into powerlooms.

**Circular Trading**

1469. SHRI D.B. CHANDRE GOWDA:  
SHRI ABDUL RAHMAN:

Will the Minister of FINANCE be pleased to state:

(a) whether a large number of share brokers are indulging in circular trading and are making innocent investors lose their money;

(b) if so, the details thereof;

(c) whether the Securities and Exchange Board of India (SEBI) has banned several share brokers/speculators/entities from accessing, buying, selling or dealing in shares;

(d) if so, the details thereof; and

(e) the steps taken by the Central Government to protect the interests of innocent investors from such speculators/share brokers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) Some brokers have been found to be indulging in circular trading.

(b) The details are in Statement-I.

(c) Yes, Madam.

(d) The details are in Statement-II.

(e) The exchanges and SEBI have put in place systems and practices to promote a safe, transparent and efficient market. SEBI maintains a constant vigil in the market, and in case any wrongdoing is noticed, it takes appropriate action like cancelling the registrations of erring broking entities who may have assisted the manipulators, restraining the brokers controlled/closely associated with them from dealing in the securities market, filing prosecution against them etc. The systems and practices are also reviewed continuously and modified to meet emerging requirements.

**Statement I**

*The following share brokers were found to be  
indulging in circular trading from January 01,  
2010 to January 31, 2011:*

Sl.No.	Name of Share broker
1.	Mahesh Kothari Shares and Stock Brokers Pvt.
2.	Alka Securities Limited
3.	Fairwealth Securities Pvt. Ltd.
4.	Sailesh H. Doshi Broking Private Limited
5.	Triveni Management Consultancy Pvt. Ltd.
6.	Swastika Investmart Pvt. Ltd.
7.	BP Equities Pvt. Ltd.
8.	Emkay Global Financial Services Ltd.
9.	Triveni Mgmt Cons. Serv.
10.	Insight Share Brokers
11.	Vertex Securities
12.	Alka Securities
13.	Jaypee Capital Services
14.	Kassa Finvest
15.	VSE Stock Services
16.	Joindre Capital Services Limited
17.	Acardia Share & Stock Brokers Pvt. Ltd.
18.	SPJ Stock Brokers Pvt. Ltd.
19.	NCJ Shares & Stock Brokers Ltd.
20.	Hem Securities Ltd. (reversal of trades)

**Statement II**

*The following entities have been banned by SEBI in the period January 01, 2010 to January 31, 2011 for indulging in circular trading*

Sl.No.	Case Name	Name of the Entity	Action Date	Period of Ban
1	2	3	4	5
1.	Alka Securities Ltd.	Alka M Pandey	30.12.10	1 year
2.	Alka Securities Ltd.	Mahesh Kothari Shares and Stock Brokers Pvt.	30.12.10	1 year
3.	Alka Securities Ltd.	Mahesh Natverlal Kothari	30.12.10	1 year
4.	Alka Securities Ltd.	Brijesh Mahesh Kothari	30.12.10	1 year
5.	Alka Securities Ltd.	Dimple M Kothari	30.12.10	1 year
6.	Alka Securities Ltd.	Mahendra Pandey	30.12.10	1 year
7.	Alka Securities Ltd.	Ravi Pandey	30.12.10	1 year
8.	Alka Securities Ltd.	Anjuben Kothari	30.12.10	1 year
9.	Alka Securities Ltd.	Alka Securities Limited	30.12.10	1 year
10.	Stocknet International Ltd.	Shree Parshwa Finance	28.1.10	3 months
11.	Stocknet International Ltd.	Vasant H. Bissa	28.1.10	3 months
12.	Stocknet International Ltd.	Vaishali J. Shah	28.1.10	3 months
13.	Ravalgoan Sugar Farms Ltd. & Shrenuj & Company Ltd.	Tropical Securities and Investment Pvt. Ltd.	24.2.11	2 month
14.	G-Tech Info Training Ltd.	G-Tech Info Training Ltd.	18.11.10	6 months
15.	G-Tech Info Training Ltd.	Munir Gazi	18.11.10	6 months
16.	Advik Laboratories Ltd.	Advik Laboratories Ltd.	27.10.10	1 year
17.	Advik Laboratories Ltd.	V.K. Jain	27.10.10	1 year
18.	Advik Laboratories Ltd.	Aditya Jain	27.10.10	1 year
19.	Advik Laboratories Ltd.	Divya Jain	27.10.10	1 year
20.	Advik Laboratories Ltd.	Kumud Jain	27.10.10	1 year
21.	Advik Laboratories Ltd.	Vivek Jain	27.10.10	1 year
22.	Advik Laboratories Ltd.	Shivani Jain	27.10.10	1 year
23.	Advik Laboratories Ltd.	Advik Finance & properties Ltd.	27.10.10	1 year
24.	Malvica Engineering Ltd.	Manoj H Mehta	15.7.10	2 years
25.	Malvica Engineering Ltd.	Sumit Desai	15.7.10	2 years
26.	Malvica Engineering Ltd.	Shagufta Investments Pvt. Ltd.	15.7.10	2 years



1	2	3	4	5
27.	Malvica Engineering Ltd.	Devi Desai	15.7.10	2 years
28.	Malvica Engineering Ltd.	Darshan Desai	15.7.10	2 years
29.	Karuna Cables Ltd.	Kenneth Adolf Pinto	10.5.10	1 year
30.	Kosian Industries Ltd.	Gautam S Vaghasiya	11.3.10	6 months
31.	Top Telemedia Ltd.	Gautam Jhaveri	14.1.11	1 year
32.	Top Telemedia Ltd.	Rajendra J Shah	30.7.10	1 year

### Quality Health Care under NRHM

1470. SHRI M.K. RAGHAVAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the achievement, availability and access to quality health care under the different component like Accredited Social Health Activists (ASHAs), Village Health and Sanitation Committees (VHSCs), Rogi Kalyan Samities (RKS), District Health Action Plan (DHAP) made under the National Rural Health Mission (NRHM), State-wise;

(b) the funds allocated and utilised under different schemes, State-wise;

(c) the bottlenecks identified in implementation of NRHM in the country; and

(d) the steps taken by the Government to overcome these bottlenecks?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Achievement/availability of ASHA, VHSC, RKS and DHAP is in Statement-I. All these components of NRHM alongwith infrastructure upgradation, manpower augmentation, capacity building and supply of drugs and equipments are aimed at improving access and quality of healthcare.

(b) State-wise details of funds allocated, release and expenditure is in Statement-II.

(c) and (d) During the implementation of the NRHM some of the major challenges witnessed in various States include the following:

- a. Wide variation in absorptive capacity, level of development, status of health indicators across the states and districts leading to variable pace

of program implementation.

- b. Variation in socio cultural conditions, accessibility and perceived level of difficulties across the districts.
- c. Availability of Specialists, Doctors and paramedical staff in the states.
- d. Difference in health seeking behaviour of people.
- e. Weak capacity for planning at lower level.

Some of the measures adopted to address the above concerns include:

- (i) 264 backward districts identified across the country for differential financing and focussed attention.
- (ii) To improve availability of personnel in difficult and remote areas, financial incentives to staff posted in such hard to reach and inaccessible areas.
- (iii) Allowing contractual appointment under NRHM to immediately fill gaps and to meet the requirement of manpower.
- (iv) To overcome shortage of Specialists, Multi skilling of the available doctors through trainings such as LSAS, BeMONC, CeMONC taken up.
- (v) Building capacity at the field level to facilitate formulation of plans according to the local needs.
- (vi) States are supported to take up IEC activities to change the health seeking behaviour of people.

**Statement I***State-wise achievement availability and Access to Quality Health Care*

(As on 30th September 2010)

Sl.No.	State	Selection	ASHA Training (upto IVth Module)	Drug Kit Distribution	DHAP No. of Districts having DHAP	VHSC Village Health & Sanitation Committee Constituted	RKS Rogi Kalyan Samiti Constituted
1	2	3	4	5	6	7	8
1.	Bihar	77255	52758	37747	38	35460	528
2.	Chhattisgarh	60092	60092	60092	18	19260	932
3.	Himachal Pradesh	0	0	0	0	2071	568
4.	Jammu and Kashmir	9500	9000	9500	0	6788	476
5.	Jharkhand	40964	35675	35000	0	30011	481
6.	Madhya Pradesh	50113	40546	45971	50	37080	1297
7.	Odisha	40597	34232	34214	30	44929	1546
8.	Rajasthan	43787	35499	32758	33	43436	1923
9.	Uttar Pradesh	136268	128434	128434	71	51494	3659
10.	Uttarakhand	11086	9983	9983	13	15510	303
11.	Arunachal Pradesh	3627	2751	3039	16	21916	123
12.	Assam	28798	26225	26225	27	308	987
13.	Manipur	3878	3000	3878	9	17751	102
14.	Meghalaya	6258	6175	6175	0	6280	133
15.	Mizoram	943	943	943	9	23064	81
16..	Nagaland	1700	1700	1700	11	18003	160
17.	Sikkim	666	666	637	4	39980	43
18.	Tripura	7367	7367	7362	4	13108	104
19.	Andhra Pradesh	70700	70700	70700	23	15158	1824
20.	Goa	0	0	0	0	13312	14
21.	Gujarat	29675	24201	5450	21	3012	1448
22.	Haryana	13098	4359	5000	26	26816	2948
23.	Karnataka	31876	31876	23500	29	3470	3062
24.	Kerala	31868	14844	30909	14	5568	1229



1	2	3	4	5	6	7	8
25.	Maharashtra	57897	7411	9000	33	815	2274
26.	Punjab	17229	14026	14500	20	1278	565
27.	Tamil Nadu	2650	1997	1639	29	637	1684
28.	West Bengal	35181	16588	7620	18	1040	1293
29.	Andaman and Nicobar Islands	403	49	49	3	263	26
30.	Chandigarh	423	0	0	1	22	3
31.	Dadra and Nagar Haveli	107	85	81	1	70	8
32.	Daman and Diu	0	0	0	2	28	7
33.	Delhi	2266	2236	2266	9	339	17
34.	Lakshadweep	83	0	83	0	9	9
35.	Puducherry	0	0	0	4	92	47

**Statement II***Allocation, Release and Expenditure under NRHM during the F.Ys. 2007-08 and 2010-11*

Sl.No.	States/U.Ts.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release (Up to 31.12.10)	Exp. (Up to 31.12.10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andaman and Nicobar Islands	5.60	13.01	9.01	10.71	12.56	12.76	16.98	13.98	20.16	20.36	9.29	9.44
2.	Andhra Pradesh	628.43	608.94	505.18	663.37	638.73	700.13	717.87	707.86	770.31	816.38	584.40	355.92
3.	Arunachal Pradesh	47.99	44.50	41.62	43.95	36.51	57.69	51.17	57.33	66.51	54.15	44.77	33.39
4.	Assam	637.84	602.15	547.47	638.94	606.89	698.32	907.26	813.75	762.11	854.63	488.08	443.68
5.	Bihar	590.66	350.24	423.25	777.70	821.18	783.19	861.54	648.77	798.98	1001.02	577.27	461.51
6.	Chandigarh	6.48	6.45	4.11	8.04	5.31	6.47	9.99	9.44	7.79	11.21	1.83	5.31
7.	Chhattisgarh	222.60	190.85	197.77	259.35	249.72	162.12	293.26	261.64	239.06	336.14	222.98	147.87
8.	Dadra and Nagar Haveli	3.08	2.36	2.85	3.45	3.28	3.86	4.41	4.01	4.58	5.05	3.79	3.39
9.	Daman and Diu	2.79	1.98	2.43	3.07	2.60	2.41	3.70	3.95	3.46	4.05	1.68	1.81
10.	Delhi	77.73	55.31	51.06	100.37	99.62	55.68	122.22	83.03	73.69	136.68	94.99	42.00
11.	Goa	11.71	5.07	6.92	13.52	14.09	8.89	13.11	12.42	18.46	17.02	11.75	12.31

1	2	3	4	5	6	7	8	9	10	11	12	13	14
12.	Gujarat	369.20	394.93	306.81	414.07	342.81	495.43	465.92	499.91	628.98	526.91	468.99	337.30
13.	Haryana	137.25	115.79	98.57	166.20	165.02	187.73	180.30	188.42	335.53	203.25	197.55	128.86
14.	Himachal Pradesh	67.32	52.41	56.55	77.74	64.21	94.84	97.40	97.97	167.28	110.54	98.99	86.58
15.	Jammu and Kashmir	87.02	160.45	75.27	102.24	76.48	111.94	135.52	130.64	153.94	153.85	126.42	91.41
16.	Jharkhand	266.54	159.15	124.99	294.00	247.27	299.30	350.39	178.89	194.49	400.13	263.24	189.24
17.	Karnataka	393.94	297.32	275.29	461.83	437.84	428.94	505.30	436.47	663.89	552.02	508.92	452.98
18.	Kerala	236.40	293.86	144.03	253.61	222.88	331.20	285.57	237.62	383.46	310.05	219.91	227.67
19.	Lakshadweep	1.79	1.08	0.62	2.13	1.22	2.18	2.25	1.80	2.84	2.28	1.25	2.90
20.	Madhya Pradesh	689.95	617.09	645.70	609.02	707.88	686.97	707.17	604.79	745.50	757.82	583.05	520.25
21.	Maharashtra	603.58	672.52	550.76	779.15	587.43	873.15	861.36	959.32	1035.99	976.00	604.68	625.62
22.	Manipur	65.91	49.27	40.99	66.34	56.58	62.06	90.55	81.45	63.03	86.49	50.55	37.01
23.	Meghalaya	61.26	43.04	32.70	65.48	44.76	51.27	85.88	79.77	74.88	83.88	31.14	41.28
24.	Mizoram	37.46	32.67	56.22	40.24	37.44	54.26	50.70	49.87	58.86	53.30	28.15	29.00
25.	Nagaland	55.20	44.75	43.45	57.96	56.23	57.65	78.38	73.86	64.34	76.36	49.13	41.66
26.	Odisha	383.52	387.16	295.07	392.88	388.05	334.05	458.96	470.18	645.31	493.55	459.27	370.94
27.	Puducherry	9.41	4.71	7.14	11.31	5.12	7.29	11.67	10.59	13.21	14.16	11.68	10.24
28.	Punjab	161.69	107.84	111.64	185.89	183.03	190.08	210.00	221.70	239.08	246.76	201.76	153.68
29.	Rajasthan	571.89	660.90	537.65	596.53	798.15	909.16	633.31	726.13	997.11	742.85	585.54	670.74
30.	Sikkim	17.49	34.27	13.39	21.44	19.88	50.62	26.95	24.92	35.77	26.60	23.22	14.48
31.	Tamil Nadu	430.31	546.56	392.74	515.70	501.60	534.42	569.40	605.80	696.40	661.17	520.02	528.40
32.	Tripura	85.62	79.04	38.28	88.32	77.58	68.73	125.28	111.76	80.61	123.76	74.05	43.93
33.	Uttar Pradesh	1325.09	1258.77	956.47	1727.59	1474.91	1546.06	1870.38	1956.50	2212.40	2097.12	1741.11	1131.62
34.	Uttarakhand	91.33	89.20	72.74	100.16	98.44	132.48	118.23	130.81	141.62	129.39	123.16	119.17
35.	West Bengal	544.73	525.23	335.33	639.93	539.79	563.75	679.28	729.16	722.32	772.50	624.14	461.38
Grand Total		8928.85	8508.87	7010.07	10192.23	9625.09	10565.10	11601.67	11224.53	13121.95	12857.44	9636.77	7832.96

Note: Expenditure Figures for 2009-10 and 2010-11 is provosioal.

#### Working Group of Agricultural Loan

1471. SHRI L. RAJAGOPAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Working Group constituted by the Government has recommended to provide farm loan at

the rate of four per cent and expansion of diesel subsidy in the country;

(b) if so, the details thereof alongwith the reaction of the Government on such recommendations; and

(c) the details of the main recommendations of the said Working Group?



THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The information is being collected and will be laid on the Table of the House.

[Translation]

#### **Simplification of Loan Procedure**

1472. SHRI HARISH CHOUDHARY:

SHRI GORAKH PRASAD JAISWAL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has taken steps to simplify the loan process for farmers;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (d) The Government of India and Reserve Bank of India (RBI) have taken several measures in order to facilitate the availability of credit to farmers through banks. These include:

- (i) banks have been advised to dispense with the requirement of "no dues" certificates for small loans up to Rs. 50,000 to small and marginal farmers, share-croppers and the like and instead obtain a self-declaration from the borrower.
- (ii) banks (including RRBs), being advised that wherever there are difficulties in getting certification from the local administration/ panchayati raj institutions regarding the cultivation of crops, etc., they may accept an affidavit submitted by landless labourers, share croppers and oral lessees giving the occupational status (*i.e.*, details of land tilled/ crop grown) for loans up to Rs. 50,000.
- (iii) RBI has advised banks to waive margin/security requirements for agricultural loans upto Rs. 1,00,000.
- (iv) Kisan Credit Card (KCC) as an innovative credit delivery system, which benefits the farmers, especially small and marginal farmers in

reducing the transaction cost in availing timely credit. Banks were advised that the credit card should normally be valid for 3 years subject to an annual review. The scheme aims at providing adequate and timely credit for the comprehensive credit requirements of farmers under single window, with flexible and simplified procedure, adopting whole farm approach, including the short-term credit needs, term loan and a reasonable component for consumption needs, through Kisan Credit Card.

- (v) General Credit Cards (GCC): In December, 2005, banks were advised to consider introduction of a General Purpose Credit Card (GCC) facility up to Rs. 25,000/- at their rural and semi-urban branches. The credit facility is in the nature of revolving credit entitling the holder to withdraw up to the limit sanctioned. Based on assessment of household cash flows, the limits are sanctioned without insistence on security or purpose. Interest rate on the facility is completely deregulated.
- (vi) Relaxed KYC norms: the Know Your Customer (KYC) requirements for opening bank accounts have been relaxed since August 2005 and simplified for accounts with balances not exceeding Rs. 50,000/- and aggregate credits in the accounts not exceeding Rs. one lakh a year. Introduction by an account holder who has been subjected to full KYC drill would suffice for opening such accounts or the bank can take any evidence as to the identity and address of the customer to the satisfaction of the bank.
- (vii) No-frills accounts: Basic banking 'no-frills' account with 'nil' or very low minimum balances as well as charges that make such accounts accessible to vast sections of the population were introduced as per RBI directive in 2005.
- (viii) the benefits of the Interest Subvention Scheme @ 7% per annum for short term crop loans upto Rs. 3 lakhs is also available per member to the small farmers who are members of Joint Liability Groups (JLG).

[English]

#### **Turnover of Handloom Corporations**

1473. SHRI HARIN PATHAK: Will the Minister of TEXTILES be pleased to state:



(a) whether the total turnover of some Handloom Corporations particularly of Gujarat, Odisha and Madhya Pradesh has declined drastically during the last few years;

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

(c) the remedial measures taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) to (c) As per the reports received from the Handloom Corporations under the control of Governments of Gujarat and Madhya Pradesh, their turnover has not declined during the last few years. In respect of Odisha State Handloom Corporation, Government of Odisha has informed that the Corporation has become defunct since 1997 and the State Government has already decided on its closure.

[*Translation*]

#### **Chemists on Strike**

1474. SHRI ASHOK KUMAR RAWAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the chemists supplying drugs under the Central Government Health Scheme (CGHS) go on strike frequently during the last three years and the current year, year-wise;

(b) if so, the number of time these chemists went on strike;

(c) the main reasons for proceeding on frequent strikes by them;

(d) the impact of such strikes on the beneficiaries covered under the CGHS; and

(e) the efforts made by the Government to check this practice?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) There was no instance of any local authorized chemist refusing to supply medicines to CGHS beneficiaries during the last three years.

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

#### **Recovery of Loans Question**

1475. DR. SANJAY SINGH:  
SHRI GORAKH PRASAD JAISWAL:

Will the Minister of FINANCE be pleased to state:

(a) whether the private banks are not following the directions issued by the Reserve Bank of India (RBI) with regard to the recovery of loans as a result of which the people are suffering;

(b) if so, the details thereof for the last three years;

(c) the reasons for the banks not following the directions;

(d) whether the Government do not take strict action against the banks according to the rules, as a result of which the private banks harass the people during recovery of loans; and

(e) if so, the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) To regulate the conduct of recovery agents engaged by banks and to protect the rights of the banks' customers, the Reserve Bank of India (RBI), on 24th April, 2008, issued guidelines on 'recovery agents engaged by banks'. The banks have also been advised to strictly abide by the codes pertaining to collection of dues.

The bank customers aggrieved by the conduct of recovery agents can seek redressal of their grievances under the Banking Ombudsman Scheme, 2006. The Banking Ombudsman is empowered to pass an 'award' compensating the customer upto Rs. 1 lakh in the case of credit card related complaints and upto Rs. 10 lakh in the others cases on account of actual loss suffered by the complainant. Banks have been advised to ensure that the recovery agents are properly trained to handle with care and sensitivity, their responsibilities, in particular aspects like hours of calling, privacy of customer information, etc.

RBI has reported that its 15 Banking Ombudsman Offices settled 29 complaints during the period July 01 2008 to June 30 2009 and 314 complaints during the period July 01 2009 to June 30 2010 regarding non-observance of RBI guidelines on engagement of recovery agents by banks.



**Shortage of Power**

1476. SHRI SUDARSHAN BHAGAT:  
DR. P. VENUGOPAL:  
SHRI INDER SINGH NAMDHARI:

Will the Minister of POWER be pleased to state:

(a) whether as per the International Energy Agency Report about 404 million people in the country don't have access to the power needed for lighting, mechanical, transport and communications etc.;

(b) if so, whether the Government has pledged to provide power nationwide by 2012;

(c) if so, whether the Government has made any assessment of increase in installed power generation capacity required for the purpose;

(d) if so, the details thereof; and

(e) the steps taken by the Government to achieve the targeted installed power generation capacity?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) As per census 2001, out of 13.82 Crore rural households, 7.82 Crore households were not electrified. Subsequently, under Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY) which was launched in April, 2005, connections to 1.62 crore households have been released, as on 15.02.2011.

(b) The National Electricity Policy notified by the Central Government under section 3 of the Electricity Act 2003 on 12.02.2005 aims to make available access of electricity to all households in next five years.

(c) and (d) The Eleventh Plan capacity addition target was revised to 62374 MW by the Planning Commission at the time of mid term appraisal of the 11th Plan. Against this target, a capacity of 32512 MW has already been achieved till 31.01.2011 in the 11th Plan.

(e) The following steps have been taken to accelerate the pace of capacity addition in the country:-

- (i) augmentation of manufacturing capacity of BHEL from 10,000 MW in December, 2007 to 20,000 MW by 2012;
- (ii) periodic review of issues related to supply of power equipment from BHEL by a Group under the chairmanship of Secretary (Heavy Industry);

(iii) formation of several new joint ventures to manufacture supercritical boilers and turbine-generators for thermal power plants;

(iv) bulk ordering of 11 units of 660 MW each with supercritical technology with mandatory phased indigenous manufacturing programme to promote indigenous manufacturing;

(v) sensitization of stakeholders to enlarge the vendors base to meet Balance of Plants requirements;

(vi) rigorous monitoring of projects at different levels including by Ministry of Power, Central Electricity Authority, Power Project Monitoring Panel and Advisory Group under the chairmanship of Minister of Power, and

(vii) introduction of web-based monitoring system.

[English]

**Branchless Banking**

1477. SHRI ARUNA KUMAR VUNDAVALLI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has launched a scheme for providing branchless banking through technology, which extends the distribution of financial services to poor people;

(b) if so, the details thereof; and

(c) the details of the modalities/parameters of the idea of such banking alongwith the safety measures taken/being taken by the Government keeping in view the increasing internet banking frauds?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) In order to extend the reach of banking to the rural hinterland, Banks have been advised to provide appropriate banking facilities to habitations having a population in excess of 2000 (as per 2001 census) by March, 2012. These services will be provided using the Business Correspondent and other models, with appropriate technology back up. Accordingly, the State Level Bankers Committees (SLBCs) have drawn up plans for Financial Inclusion for each State and have identified approximately 73,000 habitations with a population of 2000 and above for providing banking services. These 73,000 habitations across the country have been allotted



to Public Sector Banks, Private Banks, Regional Rural Banks and Cooperative Banks for extending banking services in a time bound manner. This Financial Inclusion Campaign has been named "Swabhimaan". Banks will initially provide basic services like deposits, withdrawals and remittances using the services of Business Correspondents (Bank Saathi) under "Swabhimaan".

Branchless banking entails the delivery of financial services outside conventional brick and mortar bank branches using Business correspondents and Information and Communication Technologies (ICT). To extend banking to the poor in remote villages, banks are using the services of Business Correspondents (BCs) who act as agents of the banks in the villages. Banks provide their BCs handheld devices similar to the Point of Sale (POS) Terminals used for card transactions in merchant establishments mostly in urban areas. Customers are provided smart cards or biometric cards by the Banks which carry the bank account details. Upon identification of the customer, the BC puts through the basic banking transaction, which could be a deposit, a cash withdrawal, a remittance or a balance enquiry. The transactional data is then transmitted to the banks' central data base either online or using the offline mode. The accounts operated with BCs are 'no frills' accounts with 'nil' or very low minimum balance. Transactions in such accounts are limited to a small value, thus limiting the fraud risk. Also biometric features ensure that the identification of the customer is verified by the BCs before carrying out such transactions. The Aadhaar number being issued by Unique Identification Authority of India (UIDAI) would also facilitate risk free transactions.

As regards safety measures, Reserve Bank of India has issued detailed guidelines and advised banks to exercise due diligence for engaging Business Correspondents covering such aspects as reputation / market standing, financial soundness, management and corporate governance, cash handling ability and ability to implement technology solutions in rendering financial services. RBI has also advised banks to ensure that the equipment and technology used by the BC is of high standards.

[Translation]

#### **Abolition of Posts**

1478. SHRIMATI MEENA SINGH:  
SHRI RADHA MOHAN SINGH:  
SHRI BHUDEO CHOUDHARY:

Will the Minister of FINANCE be pleased to state:

(a) the number of posts abolished in various Government offices/institutions from the year 2009 till date along with the class-wise and year-wise details thereof;

(b) whether higher number of posts in class three and four in comparison to senior level posts have been abolished in this retrenchment;

(c) if so, the reasons for discrimination in this regard; and

(d) the measures being taken to remove this disparity in future?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (d) Data on posts abolished in various Government offices/institutions is not maintained centrally. Orders in regard to abolition of posts are issued by the concerned Ministries/Departments based on their functional requirements.

[English]

#### **Biomass Production**

1479. SHRI KALIKESH NARAYAN SINGH DEO:  
SHRI SURESH KASHINATH TAWARE:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the total potential of biomass production in the country alongwith the quantum of power generated from biomass at present, State-wise;

(b) the total number of biogas plants set up in the country during the last three years and the current year, State-wise; and

(c) the steps being taken to promote the production and use of biomass in the country?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) The estimated power potential from surplus agro-residues in the country is about 17,536 MW. State-wise details of estimated power potential from surplus agro-residues in the country are given in Statement-I. State-wise details of biomass power projects commissioned are given in Statement-II.

(b) State-wise details of biogas plants set up in the country during the last three years and the current year as on 31.12.2010 are given in Statement-III.



(c) Ministry of New and Renewable Energy is encouraging setting up of power generation projects from biomass through various technological routes such as combustion, gasification and co-generation. Various fiscal and financial incentives such as capital subsidy linked with capacity and fiscal incentives such as concessional customs duty on import of machinery and components, excise duty exemption, accelerated depreciation on major components and relief from taxes are being provided for setting up of biomass power projects. Besides, preferential tariff is being provided for sale of power from biomass power projects. Financial support is also provided for development of biomass power project, capacity building, awareness raising etc.

**Statement I**

*State-wise details of estimated power potential from surplus agro-residues*

State	Power Potential (Mwe)
1	2
Punjab	3172.10
Maharashtra	1887.30
Uttar Pradesh	1616.70
Madhya Pradesh	1364.00
Haryana	1332.60
Gujarat	1220.70
Karnataka	1130.50
Tamil Nadu	1069.50
Kerala	1044.40
Rajasthan	1038.90
Bihar	618.70
Andhra Pradesh	577.70
West Bengal	396.00
Odisha	246.40
Chhattisgarh	235.80
Assam	211.80
Himachal Pradesh	142.20

1	2
Jharkhand	90.00
Jammu and Kashmir	42.60
Goa	25.70
Uttarakhand	23.70
Manipur	13.40
Meghalaya	11.10
Nagaland	10.20
Arunachal Pradesh	8.20
Tripura	2.90
Sikkim	2.30
Mizoram	1.00
Total	17,536.40

**Statement II**

*State-wise Capacity of Biomass Power Projects commissioned in the country*

(As on 31.12.2010)

Sl.No.	State	Commissioned Capacity (MW)
1.	Andhra Pradesh	210
2.	Chhattisgarh	232
3.	Haryana	4
5.	Karnataka	82
6.	Maharashtra	136
9.	Punjab	51
10.	Rajasthan	72
11.	Tamil Nadu	179
12.	Uttar Pradesh	15
13.	West Bengal	16
	Total	997

**Statement III**

*State-wise family type biogas plants installed during last three years and the current year (2010-11 upto 31/12/2010) under National Biogas and Manure Management Programme*

Sl. No.	State/Union Territories including KVIC	No. of Biogas plants installed
1	2	3
1.	Andhra Pradesh	42196
2.	Arunachal Pradesh	685
3.	Assam	25440
4.	Bihar	814
5.	Chhattisgarh	10864
6.	Goa	93
7.	Gujarat	26368
8.	Haryana	4602
9.	Himachal Pradesh	934
10.	Jammu and Kashmir	336
11.	Jharkhand	3033
12.	Karnataka	28941
13.	Kerala	14371
14.	Madhya Pradesh	44681
15.	Maharashtra	54106
16.	Meghalaya	2962
17.	Mizoram	350
18.	Nagaland	1972
19.	Odisha	13492
20.	Punjab	33336
21.	Rajasthan	474
22.	Sikkim	1620
23.	Tamil Nadu	6026
24.	Tripura	319

1	2	3
25.	Uttar Pradesh	11494
26.	Uttarakhand	4232
27.	West Bengal	53969
28.	Delhi	3
29.	Puducherry	5
Total		387718

**Capital infusion in RRBs**

1480. SHRI K. SUGUMAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has approved capital infusion of Rs. 1,100 crores for Regional Rural Banks (RRBs);

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

(c) whether such capital infusion in the said Banks enable them to enhance their lending towards the farm sector;

(d) if so, the details thereof alongwith the objectives of such capital infusion;

(e) whether the Government has reviewed such funding to the said Banks periodically; and

(f) if so, the details thereof and if not, the reasons therefor along with the other steps taken/being taken by the Government for strengthening the said Banks?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Yes, Madam. Government had constituted a Committee under the Chairmanship of Dr. K.C. Chakrabarty, Deputy Governor, Reserve Bank of India to study the current level of capital to risk weighted assets ratio (CRAR) of Regional Rural Banks (RRBs), suggest roadmap for achieving CRAR level of 9% by March, 2012 and to suggest the required capital structure for RRBs given their business level, such that their CRAR is sustainable and provide for future growth and compliance with regulatory requirements.

After assessment of capital requirement for all the 82 RRBs to enable them to have CRAR of at least 7%



as on 31st March, 2011 and at least 9% from 31st March, 2012, the Committee has recommended recapitalisation requirement of Rs. 2,200.00 crore for 40 of the 82 RRBs. The recapitalisation amount has to be shared by the shareholders of Regional Rural Banks (RRBs) in proportion to their shareholding in RRBs, i.e. 50% Government of India; 35% Sponsor Banks and 15% State Governments.

(c) and (d) The purpose of capital infusion in identified RRBs is to enhance their CRAR level to a desired level in a time bound manner, enabling them to function on sound business principles and conform to all regulatory requirements. The recapitalisation of RRBs is to facilitate achieve higher level of business, both in farm and non-farm sectors.

(e) and (f) The financial position and performance of RRBs is reviewed by the Government/NABARD/Sponsor banks. Apart from recapitalisation support given to RRBs, the following major steps have been taken by the Government/NABARD/RBI to strengthen the RRBs:

- (1) Structural consolidation by amalgamating RRBs sponsored by the same sponsor bank in the same State.
- (2) Expansion of non-fund based business activities.
- (3) Permitting RRBs to accept Foreign Currency Non-Residents (FCNR) Deposits.
- (4) Allowing consortium lending by RRBs.
- (5) Implementation of Core Banking Solution (CBS) in RRBs.

[Translation]

#### **Iranian Crude Oil**

1481. SHRI ANANT KUMAR HEGDE:  
DR. MURLI MANOHAR JOSHI:

Will the Minister of FINANCE be pleased to state:

(a) whether Reserve Bank of India (RBI) had disallowed payments for Iranian Crude Oil;

(b) if so, the details thereof;

(c) whether the decision had been welcomed by the United States of America (USA) administration;

(d) if so, the facts in this regard and the reasons therefor;

(e) whether any alternative arrangement for the payment has been made; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (f) Till recently, payments for oil were routed through the Asian Clearing Union (ACU) Mechanism. However, the European Council (EC) regulation which came into effect on 25.10.2010, required prior authorisation for payments to listed entities of Iran. ACU, being a multilateral net clearing system, did not facilitate such authorization. Hence, payments to Iran were allowed to be settled outside the ACU mechanism with effect from 23.12.2010. Reserve Bank of India (RBI) advised the Authorized Dealers that the payment for import of Oil should be settled in any permitted currency outside ACU for the present. In the meantime, arrangements have been made to pay the arrears in respect of oil imports through European banks after complying with EU Regulations. Efforts are on to find suitable mechanism for payment of current/future oil imports.

[English]

#### **Amnesty Scheme for Black Money**

1482. DR P. VENUGOPAL:  
SHRIMATI INGRID MCLEOD:  
SHRIMATI BOTCHA JHANSI LAKSHMI:  
PROF. RANJAN PRASAD YADAV:  
SHRI P. KUMAR:  
SHRI C. SIVASAMI:  
SHRI P.C. GADDIGOUDAR:  
DR. ARVIND KUMAR SHARMA:  
SHRI P. LINGAM:  
SHRI RAKESH SINGH:  
SHRI PRABODH PANDA:  
SHRI S.S. RAMASUBBU:  
SHRI GURUDAS DASGUPTA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has any estimation of the amounts of black money reported to be in circulation in the country and stashed in foreign banks;

(b) if so, the details thereof;



(c) whether the Government proposes to bring forward any amnesty scheme to bring back black money and to set up any committee in this regard;

(d) if so, the details thereof and the time by which the said scheme is likely to be introduced;

(e) the other measures taken by the Government to bring back black money alongwith creation of legal framework to curb black money generation;

(f) whether similar scheme introduced in the past have proved to be successful in bringing back the black money; and

(g) if so, the details thereof alongwith the details of such scheme introduced earlier?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) No. Madam. The Government has not made any estimation of unaccounted money inside and outside the country, in the recent times. However, the Government has decided to get a fresh study conducted on unaccounted income/wealth both inside and outside the country bringing out the nature of activities engendering money laundering and its ramifications on national security. The proposal was approved by the Government in January, 2011. The study is likely to be completed within a time frame of eighteen months.

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

(c) At present, there is no proposal before the Government to bring an amnesty scheme for disclosure of undisclosed income.

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

(e) The Income Tax Department takes several deterrent and punitive steps to unearth unaccounted money and curb tax evasion. These include scrutiny of returns, surveys, search and seizure action, imposition of penalty and launching of prosecution in appropriate cases. Information Technology has also been used in a big way in collection, collation and dissemination of taxpayer information. Tax Information Network (TIN) has been set up as a depository of important tax related information which can be accessed by the Department. The basic components of TIN are information relating to Tax Deduction at Source (TDS), payment of taxes and high value transactions reported in Annual Information Returns (AIR). The Department has set up an Integrated

Taxpayer Data Management System (ITDMS) to electronically collate information collected from various sources *i.e.* Tax Deduction at Source, Electronic Filing of Return, Annual Information Returns, Central Information Branches (CIB) etc, to create 360 degrees profile of High net-worth assesses. Information received from Financial Intelligence Unit under the Department of Revenue regarding suspicious transactions from various banks, insurance companies etc, are also investigated by the Income Tax Department. Further, the Department has implemented Computer Assisted Selection of Scrutiny (CASS) wherein returns are selected for scrutiny on the basis of comparison of the information gathered from various sources with the information available and declarations made by the assesses in the return of income.

As regards unearthing of unaccounted money and wealth outside the country, Investigation Directorates pursue information regarding any deposit outside the country on top priority. The Department is having two specialized wings under the administrative control of the Director General of Income Tax (International Taxation). The International Tax Division investigates and assesses the cases of foreign companies, Non-residents and other such entities. The Transfer Pricing Division examines the international transactions between associated enterprises to determine the arm's length price in accordance with the provisions of Chapter X of the Income Tax Act, 1961. Appropriate action under the provisions of Income Tax Laws is taken in cases where tax evasion is detected.

India has initiated the process of putting in place a legislative framework by amending its existing Double Taxation Avoidance Agreements (DTAAs) to widen the scope of Article concerning Exchange of Information. The amendment to tax treaty with Switzerland has also been signed. It will enter into force when Switzerland completes its internal process. Upon entry into force, it will allow India to obtain banking information from Switzerland in specific cases for a period starting from 1st April, 2011 or thereafter. India has also completed negotiations of Eleven new Tax Information Exchange Agreements. Government has also proposed certain new provisions in the proposed Direct Taxes Code Bill for unearthing black money.

(f) and (g) Nine voluntary disclosure schemes have been floated by the Government between the period from 1951 to 1997. Significant disclosures were made in these voluntary disclosure schemes.



### Scheme for Debit Card Holders

1483. DR. MANDA JAGANNATH: Will the Minister of FINANCE be pleased to state:

(a) whether private sector banks have launched a scheme under which its customers who hold debit card can withdraw cash from approved point of terminals with a cap of Rs. 1000 per day as permitted by Reserve Bank of India (RBI);

(b) if so, the details of such banks;

(c) whether the Government proposes to launch a similar scheme in public sector banks; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Reserve Bank of India (RBI) has permitted all scheduled commercial banks to provide cash withdrawal facility at Point of Sale (POS) terminals. This facility is being made available for all debit cards issued in India, up to an amount of Rs 1000/- per day. Scheduled Commercial Banks are required to obtain one time approval from Reserve Bank of India before introduction of this facility. As on date approval has been granted to 8 Public sector banks (Corporation Bank, Union Bank of India, Punjab National Bank, Syndicate Bank, Andhra Bank, State Bank of India, Canara Bank, IDBI Bank Ltd.) and 5 Private sector banks (HDFC Bank Ltd., Axis Bank Ltd., ICICI Bank Ltd., Kotak Mahindra Bank Ltd., Federal Bank Ltd.) to offer this facility.

(c) and (d) These guidelines are applicable to all card issuing banks.

### Validity of CGHS Card

1484. SHRI SANJAY SINGH CHAUHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether pensioners under CGHS who were earlier holding CGHS cards valid for life, have since been issued plastic cards which are valid only upto 2014;

(b) if so, the reasons therefor; and

(c) the corrective steps being taken by the Government to prevent the pensioners from unnecessary harassment in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Though the plastic cards are initially issued for a period of 5 years, these are basically Identity Card for availing treatment facilities from CGHS. The actual validity is as per CGHS Data Base. However, *vide* O.M.No. Misc. 6024/2007/CGHS (HQ)/CGHS (P) dated 27.12.2010, Ministry of Health and Family Welfare has clarified that the plastic cards always issued with a printed validity of 5 years would be valid for whole life in respect of pensioners who have contributed equivalent of 10 years contribution. However, they have the option to get the old plastic cards replaced after 5 years. It has also been decided to issue new plastic cards with whole life validity in respect of CGHS beneficiaries, who contribute in lump 10 years.

[Translation]

### Exemption of Private Schools and Colleges from Taxes

1485. SHRI ANJANKUMAR M. YADAV:  
SHRI MANSUKHBHAI D. VASAVA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has exempted private schools and colleges from taxes;

(b) if so, the reasons therefor;

(c) whether the Government has conducted any study to find out whether this tax free system becomes beneficial to the poor students or not;

(d) if so, the details thereof and if not, the reaction of the Government thereto; and

(e) the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Income tax exemption is granted to private schools and colleges under sections 11, 12 and 10(23C) of the Income Tax Act 1961.

(b) The exemption is granted only after examining the objects of such institution and verifying that these objects constitute a charitable purpose which is defined in Section 2(15) of the Income Tax Act, 1961 and includes education.



(c) The Income Tax Department has not conducted any such study.

(d) and (e) Not applicable in view of (c) above.

[English]

#### Action against Erring Companies

1486. RAJKUMARI RATNA SINGH:  
SHRI S. ALAGIRI:

Will the Minister of FINANCE be pleased to state:

(a) the details of companies involved in irregularities over allotment of shares alongwith action taken thereon during each of the last three years, company-wise; and

(b) the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The details of the companies involved in irregularities over allotment of shares and the action initiated against them by SEBI during the financial years 2008-09, 2009-10 and 2010-11 (till date) are given in the enclosed Statement. The action taken may, however, spill over to subsequent years.

(b) SEBI maintains a constant vigil in the market, and in case of any abnormality, takes appropriate action against the concerned entities. The authorities have put in place systems and practices to promote a safe, transparent and efficient market and to protect market integrity. The systems instituted include advanced risk management mechanisms comprising on-line monitoring and surveillance, various limits on positions, margin requirements, circuit filters, etc. The systems and practices are reviewed continuously and modified to meet emerging needs.

#### Statement

*Details of the companies involved in irregularities over allotment of shares and the action initiated against them by SEBI during the financial years 2008-09, 2009-10 and 2010-11 (till date)*

Sl. No.	Financial Year	Name of the company	Action taken
1.	2009-10	Norris Medicine Ltd.	SEBI restrained the company from accessing the securities market for a period of 3 years.
2.	2009-10	Ritesh Properties and Industries Ltd.	Action under Section 11B of the SEBI Act has been initiated.
3.	2009-10	Pyramid Saimira Theatre Ltd. (PSTL)	PSTL allotted shares reserved for employees to seven entities who were not its employees. Two entities involved in this case settled the matter through consent. SEBI passed an order restraining the remaining five entities from dealing in securities in any manner whatsoever or accessing the securities market, directly or indirectly, for a period of three years. Further, these five entities were ordered to disgorge the whole unlawful gain with interest. Further, SEBI passed an order against the company restraining it from dealing in securities in any manner whatsoever or accessing the securities market, directly or indirectly for a period of seven years. PSTL has also been directed to include the order in the Agenda of their next Annual General Body Meeting. The company challenged the order before Securities Appellate Tribunal (SAT) and Supreme Court (SC) which upheld the SEBI order.

#### Financing of Infrastructure Projects

1487. SHRI MITHILESH KUMAR: Will the Minister of FINANCE be pleased to state:

(a) whether any steps have been taken by the Government to improve financing of infrastructure projects in road and power;

(b) if so, the details thereof; and



(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The reply to the question is given in the enclosed statement.

(c) Does not arise.

#### **Statement**

*Several initiatives have been taken to facilitate financing of infrastructure projects including those in roads and power sectors which are as follows:*

1. India Infrastructure Finance Company Ltd. (IIFCL): In 2006, IIFCL was set up to provide long term financial assistance to commercially viable infrastructure projects in various sectors including road and power. The borrowings of the company are guaranteed by GoI. Till January 31, 2011 IIFCL has made cumulative gross sanction of Rs.30,708 crore to 170 projects. Of this, Rs.13,899 crore relate to 99 road projects and Rs.12,976 crore relate to 28 power projects. Of the cumulative disbursement of Rs.13,592 crore, Rs.4,364 crore were to 67 road projects and Rs.5,662 crore were to 23 power projects. Besides direct lending, IIFCL provides refinance to banks and other eligible institutions for their loans to infrastructure projects. At the end of January 2011, IIFCL has provided refinance of Rs 2500 crore to Rural Electrification Corporation (REC) and Power Finance Corporation (PFC). IIFCL has also implemented a Takeout Finance Scheme which is aimed at addressing the asset-liability mismatch issues and the prudential exposure constraints faced by banks. Under this scheme, IIFCL has sanctioned 7 projects amounting to Rs 1518 crore. Of these, Rs 739 crore has been sanctioned in 5 road projects and Rs 779 crore in 2 power projects.
2. Viability Gap Funding Scheme (VGF): In 2006, the VGF scheme was announced by GOI under which grant was provided for marginally viable or unviable public private partnership projects in infrastructure sector. As on 1.3.2011, total of 70 projects with total project cost of Rs. 45180.43 crore have been granted approval with an estimated VGF of Rs. 8825.09 crore, out of which one project with estimated VGF amount of Rs. 76.40 crore is in the power sector and 66 projects with estimated VGF amount of Rs. 4900.44 crore is in the road

sector. A total disbursement of Rs 205.73 crore has been made for 10 road projects so far.

3. Relaxation in regulatory restrictions: In view of the importance of infrastructure development and given the large sums of investments required in this sector, Reserve Bank of India (RBI) has initiated a number of regulatory measures/concessions for facilitating increased flow of credit to infrastructure projects. Important measures for this are as follows:
  - a. Exposure norms: In view of the generally large requirements of funds for infrastructure projects, the existing RBI guidelines provide for enhanced exposure ceilings for the infrastructure lending.
  - b. Asset Liability Mismatch: To address the asset liability problems arising from infrastructure financing by banks, RBI has permitted banks to enter into take out financing arrangement with IDFC / other FIs and have also allowed banks to issue long term bonds with a minimum maturity of 5 years to the extent of their exposure of residual maturity of more than 5 years to the infrastructure sector.
  - c. Relaxation relating to credit/investment: In relaxation of their extant guidelines, RBI has permitted banks (a) to issue guarantees favouring other lending institutions in respect of infrastructure projects, provided the bank issuing the guarantee takes a funded share in the project at least to the extent of 5 percent of the project cost and undertakes normal credit appraisal, monitoring and follow up of the project; (b) to extend finance for funding promoter's equity in cases where the proposal involves acquisition of share in an existing company engaged in implementing or operating an infrastructure project in India, subject to certain conditions; (c) finance Special Purpose Vehicles (SPVs), registered under the Companies Act, set up for financing infrastructure projects on ensuring that these loans / investments are not used for financing the budget of State Governments; (d) to exclude from the banks' capital market exposure, the promoters' shares in the SPV of an infrastructure project pledged to the



lending bank; (e) to invest in unrated bonds of companies engaged in infrastructure activities within the ceiling of 10 percent for unlisted non SLR securities; (f) classify its investments in the long-term bonds issued by companies engaged in executing infrastructure projects and having a minimum residual maturity of seven years under the HTM category, (which means they need not be marked to market); (g) with effect from March 31, 2008, to classify their infrastructure project accounts as sub-standard if the date of commencement of commercial production extended beyond a period of two years (as against 6 months in the case of other projects) after the date of completion of the project, as originally envisaged; (h) with effect from March 31, 2010, if an infrastructure project loan classified as 'standard asset' is restructured any time during the above period of two years, it can be retained as a standard asset if the fresh date of commencement of operations is fixed within specified limits; (i) with effect from April 23, 2010, to treat annuities under build-operate-transfer (BOT) model in respect of road/ highway projects and toll collection rights, where there are provisions to compensate the project sponsor if a certain level of traffic is not achieved, as tangible securities subject to the condition that banks' right to receive annuities and toll collection rights is legally enforceable and irrevocable; (j) with effect from April 23, 2010, provisioning of 15 per cent instead of the current prescription of 20 per cent for infrastructure loan accounts which are classified as sub-standard. To avail of this benefit of lower provisioning, the banks should have in place an appropriate mechanism to escrow the cash flows and also have a clear and legal first claim on these cash flows and (k) exposures to NBFC - AFCs and IFCs are risk weighted as per the ratings assigned to these NBFC - AFCs and IFCs by the rating agencies registered with SEBI and accredited by RBI, for the purpose of computation of capital adequacy.

4. 'Infrastructure NBFCs' are now classified as a separate category: 'Infrastructure Finance Companies' (IFCs) with minimum 75% of total

assets deployed in infrastructure loans; net owned funds of Rs 300 crore and above; and credit rating of 'A' and above. These IFCs have been given special dispensation such as lending norms relaxed by 10% of owned funds to single party and 15% to single group;

5. Tax exemption was granted under Section 80-IA of the Income Tax Act, 1961, for enterprises engaged in infrastructure development in the form of specified deduction in respect of their profits and gains from their income chargeable to tax.
6. Tax benefit for investment upto Rs. 20,000 in long-term infrastructure bonds under Section 80CCF of the Income Tax Act, 1961 which was announced in Budget 2010-11 will be continued in 2011-12;
7. External Commercial Borrowings by infrastructure NBFCs for on-lending to infrastructure sector, has been under the approval route subject to hedging of currency risk in full; the total outstanding ECBs including the proposed ECB not exceeding 50% of the owned funds; and other prescribed norms;
8. The FII limit for investment in corporate bonds, with residual maturity of over five years issued by companies in infrastructure sector, is being raised by an additional limit of US Dollar 20 billion taking the limit to US Dollar 25 billion. Since most of the infrastructure companies are organised in the form of SPVs, FIIs would also be permitted to invest in unlisted bonds with a minimum lock-in period of three years. However, the FIIs will be allowed to trade amongst themselves during the lock-in period.
9. In the Budget of 2011-12, tax free bonds of Rs 10,000 crore have been allowed to be issued by National Highway Authority of India.
10. In the Budget of 2011-12, to attract foreign funds for financing of infrastructure, special vehicles in the form of notified infrastructure debt funds have been allowed with certain tax exemptions.
11. A Standing Committee on Infrastructure Finance under the Chair of the Finance Secretary/Secretary, DEA has been set up with representation from Regulatory Agencies, Ministries/Departments, infrastructure developers and banks/financial institutions, to act as the coordinating mechanism



in the context of removing policy, regulatory and institutional bottlenecks for speedy implementation of infrastructure projects; a High level Committee has also been set up in the Planning Commission on Infrastructure Financing under the Chairmanship of Shri Rakesh Mohan.

#### **Unused Equipments at RIMS**

1488. DR. THOKCHOM MEINYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether certain very costly equipments are lying idle for a long period in the Regional Institute of Medical Sciences (RIMS), Imphal;

(b) if so, the reasons thereof; and

(c) the corrective measures taken by the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Yes, one Theratron Equinox 100 Cobalt Therapy Unit costing Rs. 2.10 crores for the Regional Cancer Centre(RCC) in the Department of Radiotherapy, RIMS, Imphal imported from Canada arrived in the Department in July, 2008 is not yet used.

(b) The equipment is not yet used because the room for housing the equipment is under construction. The room is constructed after the drawings were approved by the Bhabha Atomic Research Centre(BARC), Mumbai. Construction started, the drawing of the structure was modified as per directive of Atomic Energy Regulatory Board (AERB), Mumbai and their approval of the modified drawing was obtained in February, 2009. Construction works were disrupted for about 8 months in the year 2010 owing to non-availability of construction material arising from closure of National Highways during economic blockade in the State of Manipur. The room is likely to be completed within 3 months time. Further, the machine is not operational because of want of Telecobalt Source which is to be imported after getting clearance from the AERB, Mumbai. AERB has pointed out that adequate number of staff in the Radiotherapy Department, RIMS, Imphal should be available at the time of re-submission of fresh application, for obtaining authorization for procurement of Telecobalt Source vide their letter dated 11th December, 2009.

(c) The equipment was procured from the funds provided for the Regional Cancer Centre. No fund for

manpower is provided under the Scheme. Creation of the required posts of specialists and technicians of the Institute for manning the equipment in the RCC has been initiated after a proposal was placed in the Standing Finance Committee(SFC) meeting. The meeting of the SFC, RIMS, Imphal could not be held for a long time, it could be held only on 16th Nov, 2010 after a gap of more than one and half year.

#### **Vector-Borne Diseases**

1489. SHRIMATI INGRID MCLEOD:  
SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI UDAY SINGH:  
SHRI NISHIKANT DUBEY:  
SHRI KAMAL KISHOR "COMMANDO":

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

(a) the number of cases of vector-borne diseases i.e. malaria, dengue, chikungunya and Japanese encephalitis reported and deaths occurred therefrom during the last year and the current year so far, State/UTwise;

(b) the measures taken/proposed by the Government to control such diseases alongwith the achievements made as a result thereof, State/UT-wise;

(c) the funds allocated to the State Governments for the purpose during the said period, State/UT-wise;

(d) whether the Government proposes any specific programme for the vaccination against such diseases and awareness among masses about them, particularly malaria; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) State/UT wise number of reported cases and deaths due to Malaria, Dengue, Chikungunya and Acute Encephalitis Syndrome (AES) including Japanese Encephalitis (JE) in the country during 2009 and 2010 (State/UT-wise) are given at enclosed Statements-I and II respectively.

(b) The measures for prevention & control of vector borne diseases under the National Vector Borne Disease Control Programme (NVBDCP) being implemented by States/UTs include use of Rapid Diagnostic Tests (RDTs) for detection of Malaria and Kala-azar cases, use of Artemisinin based Combination Therapy (ACT) for



treatment of Plasmodium falciparum Malaria cases, use of Miltefocine for treatment of Kala-azar cases, vaccination of eligible population for Japanese Encephalitis prevention in endemic districts, strengthening of sentinel surveillance hospitals for Dengue, Chikungunya and Japanese Encephalitis and Mass Drug Administration in Filaria endemic districts. Integrated Vector Management for prevention of vector borne diseases also include Indoor Residual Spray (IRS), Anti-larval measures including use of bio-insecticides, use of larvivorous fish and upscaling use of Long Lasting Insecticidal Nets (LLINs).

The details of achievements made as a result of the measures taken by the Governments for control of vector borne diseases are given in the enclosed Statement-III.

(c) The State/UT-wise details of funds allocated to the State Governments during 2009-10 and 2010-11 is given in the enclosed Statement-IV.

(d) and (e) No vaccines are available against Malaria, Dengue and Chikungunya. However, JE vaccination for eligible population has been launched in JE-endemic districts.

### *Statement I*

#### *States/UT-wise number of reported cases and deaths due to vector borne diseases in 2009*

Sl.No.	States/UTs	Malaria		Dengue		Clinically Suspected Chikungunya		Acute Encephalitis Syndrome including Japanese Encephalitis	
		Cases	Deaths	Cases	Deaths	Cases	Deaths	Cases	Deaths
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	25152	3	1190	11	591	0	14	0
2.	Arunachal Pradesh	22066	15	0	0	0	0	0	0
3.	Assam	91413	63	0	0	0	0	462	92
4.	Bihar	3255	21	1	0	0	0	325	95
5.	Chhattisgarh	129397	11	26	7	0	0	0	0
6.	Goa	5056	10	277	5	1839	0	66	3
7.	Gujarat	45902	34	2461	2	1740	0	0	0
8.	Haryana	30168	0	125	1	2	0	12	10
9.	Himachal Pradesh	192	0	0	0	0	0	0	0
10.	Jammu and Kashmir	230683	0	2	0	0	0	0	0
11.	Jharkhand	346	28	0	0	0	0	0	0
12.	Karnataka	36859	0	1764	8	41230	0	246	8
13.	Kerala	2046	5	1425	6	13349	0	3	0
14.	Madhya Pradesh	87628	26	1467	5	30	0	0	0
15.	Maharashtra	93818	227	2255	20	1594	0	1	0
16.	Manipur	1069	1	0	0	0	0	6	0
17.	Meghalaya	76759	192	0	0	0	0	0	0



1	2	3	4	5	6	7	8	9	10
18.	Mizoram	9399	119	0	0	0	0	0	0
19.	Nagaland	8489	35	25	0	0	0	9	2
20.	Odisha	380904	198	0	0	2306	0	0	0
21.	Punjab	2955	0	245	1	0	0	0	0
22.	Rajasthan	32709	18	1389	18	256	0	0	0
23.	Sikkim	42	1	0	0	0	0	0	0
24.	Tamil Nadu	14988	1	1072	7	5063	0	265	8
25.	Tripura	24430	62	0	0	0	0	0	0
26.	Uttarakhand	1264	0	0	0	0	0	0	0
27.	Uttar Pradesh	55437	0	168	2	0	0	3073	556
28.	West Bengal	141211	74	399	0	5270	0	0	0
29.	Andaman and Nicobar Islands	5760	0	0	0	0	0	0	0
30.	Chandigarh	430	0	25	0	0	0	0	0
31.	Dadra and Nagar Haveli	3408	0	0	0	0	0	0	0
32.	Daman and Diu	97	0	0	0	0	0	0	0
33.	Delhi	169	0	1153	3	18	0	0	0
34.	Lakshadweep	8	0	0	0	0	0	0	0
35.	Puducherry	65	0	66	0	0	0	0	0
All India Total		1563574	1144	15535	96	73288	0	4482	774

**Statement II***States/UT-wise number of reported cases and deaths due to vector borne diseases in 2010*

Sl.No.	States/UTs	Malaria		Dengue		Clinically Suspected Chikungunya		Acute Encephalitis Syndrome including Japanese Encephalitis	
		Cases	Deaths	Cases	Deaths	Cases	Deaths	Cases	Deaths
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	33217	20	776	3	116	0	139	7
2.	Arunachal Pradesh	16120	0	0	0	0	0	0	0
3.	Assam	59309	34	237	2	0	0	469	117
4.	Bihar	1203	3	510	0	0	0	50	7

1	2	3	4	5	6	7	8	9	10
5.	Chhattisgarh	146165	32	4	0	0	0	0	0
6.	Goa	2368	2	242	0	1429	0	80	0
7.	Gujarat	64730	10	2568	1	1709	0	0	0
8.	Haryana	9711	0	866	20	26	0	1	1
9.	Himachal Pradesh	203	0	3	0	0	0	0	0
10.	Jammu and Kashmir	767	0	0	0	0	0	0	0
11.	Jharkhand	196267	17	27	0	0	0	0	0
12.	Karnataka	44122	11	2285	7	8740	0	143	1
13.	Kerala	2299	6	2596	17	1531	0	19	5
14.	Madhya Pradesh	81831	0	175	1	113	0	0	0
15.	Maharashtra	138506	190	1489	5	7431	0	34	17
16.	Manipur	947	4	7	0	0	0	118	15
17.	Meghalaya	41330	85	1	0	16	0	0	0
18.	Mizoram	15557	22	0	0	0	0	0	0
19.	Nagaland	4956	5	0	0	0	0	11	6
20.	Odisha	357320	241	29	5	544	0	0	0
21.	Punjab	3477	0	4012	15	1	0	2	0
22.	Rajasthan	48166	26	1823	9	1326	0	0	0
23.	Sikkim	49	0	0	0	0	0	0	0
24.	Tamil Nadu	15271	2	2051	8	4319	0	466	7
25.	Tripura	23846	8	0	0	0	0	0	0
26.	Uttarakhand	1660	0	21	0	0	0	7	0
27.	Uttar Pradesh	62173	0	960	8	5	0	3540	494
28.	West Bengal	115056	49	805	1	20503	0	70	0
29.	Andaman and Nicobar Islands	2503	0	25	0	59	0	0	0
30.	Chandigarh	351	0	221	0	0	0	0	0
31.	Dadra and Nagar Haveli	5701	0	46	0	0	0	0	0
32.	Daman and Diu	204	0	0	0	0	0	0	0
33.	Delhi	251	0	6259	8	120	0	0	0
34.	Lakshadweep	6	0	0	0	0	0	0	0
35.	Puducherry	175	0	38	0	11	0	0	0
All India Total		1495817	767	28076	110	47999	0	5149	677



**Statement III***Major achievements under NVBDCP during 2010***Malaria**

- 106.04 million persons screened for malaria during 2010 and 1.49 million were detected positive for malaria and treated. Annual Parasite Incidence (API) i.e. malaria cases per 1000 population annually is 1.3 (provisional) during 2010.
- GFATM Round IX supported Project IMCP-II for malaria control in seven North-Eastern states has been approved as a continuation of Round IV project.
- Additional human resources i.e. contractual MPWs (male), laboratory technicians, District VBD Consultants, Malaria Technical Supervisors positioned in malaria endemic states.
- New Malaria Drug Policy formulated and released during 2010.

**Dengue**

- A network of 276 sentinel surveillance hospitals established for diagnosis and treatment of dengue.
- Though the cases of dengue in 2010 were reported more, the case fatality rate (mortality per 100 cases of dengue) has reduced to 0.4% in 2010 as compared to 1.3% in 2005.

**Acute Encephalitis Syndrome (AES) including Japanese Encephalitis (JE)**

- The case fatality rate (mortality per 100 cases of AES/JE) has reduced to 13.1% in 2010 as compared to 25% in 2005.
- 110 endemic districts have been covered under J.E. vaccination between 2006 and 2010.

**Statement IV***Details of State/UT-wise allocation of funds during 2009-10 and 2010-11*

Sl.No.	States/UTs	2009-10 Allocation	2010-11 Allocation
1	2	3	4
1.	Andhra Pradesh	1416.19	1302.61
2.	Arunachal Pradesh	858.93	758.92

1	2	3	4
3.	Assam	6616.03	4394.61
4.	Bihar	3307.70	3436.05
5.	Chhattisgarh	1956.33	3099.98
6.	Goa	57.57	63.21
7.	Gujarat	698.46	530.85
8.	Haryana	146.44	173.88
9.	Himachal Pradesh	26.10	27.30
10.	Jammu and Kashmir	21.21	25.82
11.	Jharkhand	3433.18	3579.74
12.	Karnataka	470.22	469.66
13.	Kerala	329.79	354.44
14.	Madhya Pradesh	1444.44	2331.14
15.	Maharashtra	978.41	1112.39
16.	Manipur	723.66	507.78
17.	Meghalaya	1102.16	859.96
18.	Mizoram	664.19	676.63
19.	Nagaland	913.10	794.16
20.	Odisha	5672.29	5143.79
21.	Punjab	143.40	120.36
22.	Rajasthan	674.32	960.13
23.	Sikkim	28.68	21.35
24.	Tamil Nadu	627.11	450.49
25.	Tripura	1358.22	1331.17
26.	Uttar Pradesh	2742.96	2455.59
27.	Uttarakhand	39.28	71.92
28.	West Bengal	3176.03	2697.03
29.	Delhi	73.67	35.37
30.	Puducherry	43.23	36.05
31.	Andaman and Nicobar Islands	434.29	335.61
32.	Chandigarh	55.66	24.51
33.	Dadra and Nagar Haveli	64.52	46.48
34.	Daman and Diu	19.90	25.48
35.	Lakshadweep	22.33	21.80
Total		40340.00	38276.26

**Scheme for Integrated Textiles Parks (SITP)**

1490. SHRI BAIJAYANT PANDA:  
SHRI NITYANANDA PRADHAN:

Will the Minister of TEXTILES be pleased to state:

(a) the details of Scheme for Integrated Textile Parks (SITP) alongwith number of projects sanctioned so far under the scheme in the country, State/UT-wise;

(b) the estimated project cost for setting up of such parks alongwith funds released to Implementing Agencies therefor during each of the last three years and the current year, State/UT-wise;

(c) the details of parks which are in operation out of the sanctioned projects, State/UT-wise and the time by which the remaining sanctioned projects are likely to become operational;

(d) the participation of private promoters in aforesaid projects alongwith employment potential/generation therefrom;

(e) the appraisal system that has been evolved to ensure viability and feasibility of such projects;

(f) whether proposals for setting up of more such parks for promotion of handloom production/exports in various States/UTs including Uttar Pradesh have been received from various quarters; and

(g) if so, the details of proposals received in this regard during the last one year, till date, State/UT-wise and the action taken by the Union Government thereon alongwith their present status?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The 'Scheme for Integrated Textile Parks (SITP)' was launched to provide the industry with world-class infrastructure facilities for setting up their textile units. So far 40 projects have been sanctioned in the country under the Scheme, the details of which are given in the enclosed statement.

(b) and (c) The details are given in the enclosed statement.

(d) The Scheme is based on a PPP model where the Government of India share is restricted to 40% of the project cost or Rs. 40 crore whichever is less. The rest of the funding is arranged by the SPVs. The details of employment potential/generation are given in the Table enclosed Statement.

(e) The project proposals submitted by the Project Management Consultants were considered and approved by a Project Approval Committee headed by Secretary (Textiles) which also regularly reviews the progress of these Parks.

(f) and (g) This Ministry received 1 proposal for setting up a Handloom Park in Chirala, Andhra Pradesh. No such proposal has been received from Uttar Pradesh. The Scheme envisages a two stage examination of all proposals received.

**Statement**

Project Name	Estimated Project Cost (Rs. crore)	Funds Released				Total of last four years	Project Operational/ Likely to be Operational	Estimated Employment in the Park	
		2007-08	2008-09	2009-10	2010-11			Direct	Indirect
1	2	3	4	5	6	7	8	9	10
Hyderabad Hi-Tech Weaving Park	5800	800	000	0 00		8.00	March 2012	10400	20000
Hindupur Vyapar Apparel Park Limited	102.27	0.00	8.00	000		8.00	Operational	10500	22000
Pochampally Handloom Park Limited	34.00	5.92	558	0 00	1.36	12.86	Operational	5000	3000
Randix India Apparel City Private Limited	134.42	32.00	000	0.00	4.00	36.00	Operational	60000	90000
MAS Fabric (India) Park Ltd.	254.70	4.00	0.00	8.00		12.00	March 2012	31000	15000
(5) Andhra Pradesh Total	583.99	49.92	13.58	8.00	5.36	76.86		116900	150000
Gujarat Eco Textile Park Limited	128.75	32.00	0.00	0.00	4.00	36.00	Operational	8000	17000



1	2	3	4	5	6	7	8	9	10
Mundra SEZ Textile & Apparel Park Limited	131.35	8.00	12.00	12.00		32.00	Operational	10500	15000
Fairdeal Textile Park Pvt Ltd	106.77	4.00	8.00	0.00	12.00	24.00	Operational	2900	4300
Vraj Integrated Textile Park Limited	114.77	8.00	12.00	0.00	12.00	32.00	Operational	6250	12500
Sayana Textile Park Ltd	116.77	0.00	12.00	24.00		36.00	Operational	3155	4733
Surat Super Yarn Park Limited	100.34	8.00	12.00	12.00		32.00	Operational	1000	2000
RJD Integrated Textile Park	121.36	0.00	4.00	32.00		36.00	March 2012	4270	6405
(7) Gujarat Total	820.11	60.00	60.00	80.00	28.00	228.00		36075	61938
Metro Hi-Tech Cooperative Park Limited	106.50	20.65	0.00	12.00		32.65	Operational	5000	5000
Pride India cooperative Textile park Limited	58.19	7.35	12.13	0.00		19.48	Operational	1500	2500
Baramati Hi Tech Textile Park Limited	96.72	11.61	11.61	0.00	11.61	34.83	Operational	5195	5195
Shri Dhairyashil Mane Textile Park Co-op Society Limited	72.25	5.78	0.00	0.00		5.78	March 2012	3300	5000
Deesan Infrastructure Pvt Ltd.	139.23	0.00	4.00	8.00		12.00	March 2012	4410	6615
Asmeia Infotech Pvt Ltd.	200.80	0.00	0.00	4.00	8.00	12.00	March 2012	7634	11451
Islampur Integrated Textile Park Pvt Ltd	102.40	0.00	12.00	24.00		36.00	March 2012	10000	20000
Latur Integrated Textile Park Pvt Ltd	102.61	0.00	12.00	24.00		36.00	March 2012	10000	20000
Puma Global Textile Park Ltd	91.80	0.00	7.73	3.28		11.01	Operational	1100	550
(9) Maharashtra Total	970.50	45.39	59.47	75.28	19.61	199.75		48139	76311
The Great Indian Linen & Textile Infrastructure Company	149.45	8.00	0.00	0.00		8.00	March 2012	5000	7500
SIMA Textile Processing Centre	111.60	0.00	0.00	2.13		2.13	March 2012	5000	15000
Palladam Hi-Tech Weaving park	55.42	11.57	6.65	0.00	2.21	20.43	Operational	2500	3500
Komarapalayam Hi-Tech Weaving Park Ltd.	34.82	6.97	4.18	0.00		11.15	Operational	1500	1500
Karur Integrated Textile Park	116.10	10.88	21.76	3.36		36.00	Operational	3000	4000
Madurai Integrated Textile Park Ltd	87.30	3.49	17.46	10.48		31.43	Operational	3000	4000
Vaigai HiTech Weaving Park	61.01	0.00	0.00	2.44		2.44	March 2012	2580	3500
Kanchipuram AACM Handloom Silk Park	83.83	0.00	0.00	0.00		0.00	March 2012	7000	11000
(8) Tamil Nadu Total	699.53	40.91	50.05	18.41	2.21	111.58		29580	50000
Jaipur Texweaving Park Limited	96.81	7.75	11.62	0.00		19.37	Operational	3000	9000
Kishangarh Hi-Tech Textile Park Limited	110.57	4.00	8.00	0.00	24.00	36.00	Operational	4000	8000
Next Gen Textile Park Pvt Ltd	101.40	4.00	0.00	8.00		12.00	March 2012	9450	10000
Jaipur Integrated Textcraft Park Pvt Ltd	45.28	0.00	1.81	9.05		10.86	March 2012	4400	8800

1	2	3	4	5	6	7	8	9	10
Bharat Fabtex & Corporate Park Pvt Ltd	103.08	0.00	0.00	4.00		4.00	March 2012	9450	10000
(5) Rajasthan Total	457.14	15.75	21.43	21.05	24.00	82.23		30300	45800
Lotus Integrated Tex Park	110.26	4.00	20.00	12.00		36.00	Operational	2400	2950
Rhythm Textile & Apparel Park Ltd	125.46	0.00	4.00	0.00	20.00	24.00	March 2012	11000	14000
Ludhiana Integrated Textile Park Ltd	116.19	0.00	4.00	0.00	8.00	12.00	March 2012	10000	10000
(3) Punjab	351.91	4.00	28.00	12.00	28.00	72.00		23400	26950
EIGIMFF Apparel Park Limited	130.50	8.00	0.00	12.00		20.00	March 2012	11600	34800
Doddabalapur Integrated Textile Park	84.92	10.62	17.82	0.00		28.44	Operational	2000	2000
CLC Textile Park Pvt Ltd	95.65	0.00	0.00	3.56		3.56	March 2012	2000	1000
Total (40)	4193.65	234.59	250.35	230.30	107.18	822.42		299994.00	448799.00

[Translation]

**Mega Thermal Power Plants**

1491. SHRI SURENDRA SINGH NAGAR: Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to set up Mega Thermal Power Plants in the country, particularly in the backward areas;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (c) The Government of India does not set up power plants. NTPC and Damodar Valley Corporation (DVC), two central thermal power generating entities are engaged in activities for setting up of power projects in different parts of the country.

The threshold capacity of a mega power project in the thermal generation is of the capacity of 1000 MW or above; for the North Eastern States and Jammu & Kashmir, the threshold capacity is 700 MW.

Details regarding the projects, existing and being set up by NTPC and DVC, state-wise, are given in the enclosed Statement.

**Statement***Details of Projects of NTPC and of DVC***NTPC**

Sl.No.	Name of the Project/State	Capacity (MW)
1	2	3
<b>I.</b>	<b>Projects under construction</b>	
1.	Simhadri-II, A.P.	1000 (2x500)
2.	Bongaigaon, Assam	750 (3x250)
3.	Barh STPP Stage-I, Bihar	1980 (3x660)
4.	Barh STPP Stage-II, Bihar	1320 (2x660)



1	2	3
5.	Nabinagar TPP, Bihar - JV with Railways	1000 (4x250)
6.	Sipat STPP Stage-I, Chhattisgarh	1980 (3x660)
7.	Indira Gandhi STPP at Jhajjar, Haryana-JV with Haryana	1500 (3x500)*
8.	Vindhyachal STPP, St-IV, M.P	1000 (2x500)
9.	Mauda STPP St-I, Maharashtra	1000 (2x500)
10.	Vallur STPP St-I and St-II, Tamil Nadu - JV with Tamil Nadu	1500 (3x500)
11.	Rihand STPP-III, U.P	1000 (2x500)
<b>Projects Under Bidding</b>		
1	Meja STPP - JV with U.P, Uttar Pradesh	1320 (2x660)
2.	Solapur STPP, Maharashtra	1320 (2x660)
3.	Nabinagar STPP, JV with Bihar, Bihar	1980 (3x660)
4.	Mouda STPP-II, Maharashtra	1320 (2x660)
5.	Kudgi STPP Stage-I, Karnataka	2400 (3x800)
6.	Darlipalli-I STPP Stage-I, Odisha	1600 (2x800)
7.	Lara STPP St-I, Chhattisgarh	1600 (2x800)
8.	Gajmara-I STPP Stage-I, Odisha	1600 (2x800)
9.	Vindhyachal-V, Madhya Pradesh.	500 (1x500)
<b>Projects in respect of which Feasibility Report is Approved</b>		
1.	Kawas-II, Gujarat	1300 (2x650)
2.	Gandhar-II, Gujarat	1300 (2x650)
3.	Tanda-II, Uttar Pradesh	1320 (2x660)
4.	Barethi STPP, M.P.	3960 (6x660)
5.	RGCCPP-II, Ph-I at Kayamkulam, Kerala	1050
6.	Gidderbaha STPP, Punjab	2640 (4x660)
7.	Ratnagiri Expansion, Maharashtra	2100
8.	Talcher Thermal Power Station Expansion, Odisha (TTPS)	1320 (2x660)

\*500 MW already commissioned.

#### DVC

Sl.No.	Name of the Project/State	Capacity (MW)
<b>I. Projects under construction</b>		
1.	Koderma, Jharkhand	1000 (2x500)
2.	Durgapur Steel, West Bengal	1000 (2x500)
3.	Raghunathpur Phase-I, West Bengal	1200 (2x660)
4.	Raghunathpur Phase-II, West Bengal	1320 (2x660)

**Misappropriation of Funds by NGOs**

1492. SHRI YASHBANT LAGURI: Will the Minister of FINANCE be pleased to state:

(a) whether it has been reported that the Non-Governmental Organisations (NGOs) are misappropriating funds provided to them under the centrally sponsored schemes;

(b) if so, the details thereof; and

(c) the action taken or proposed to be taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) Such information/data are not maintained centrally in this Ministry and are handled by the respective administrative Ministries/Departments;

(b) and (c) In view of the (a) above, does not arise.

**Rural Infrastructure Development Fund**

1493. SHRI MAHESH JOSHI: Will the Minister of FINANCE be pleased to state:

(a) the funds allocated under Rural Infrastructure Development Fund (RIDF) during the last three years, State-wise and the funds utilized out of it;

(b) the details of projects pending under RIDF during the last three years, State-wise; and

(c) the steps taken for timely completion of the said projects?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) National Bank for Agriculture and Rural Development (NABARD) has reported the State-wise details of funds allocated under Rural Infrastructure Development Fund (RIDF) during the last three years (RIDF-XIII - 2007-08), (RIDF-XIV - 2008-09) and (RIDF-XV - 2009-10) as at Statement-I. The funds utilized out of these allocations are at Statement-II.

(b) and (c) NABARD has reported that there are no Projects pending for sanction by NABARD. The State-wise details of the ongoing Projects are at Statement-III. The phasing of Projects sanctioned under RIDF Tranches are allowed upto 3 to 4 years and the disbursements are made as reimbursement of expenditure incurred by the State Governments. To ensure timely completion of Projects sanctioned under RIDF, the pace of implementation is reviewed through a Monitoring Mechanism which includes a review by the High Power Committee chaired by the Chief Secretary of the State.

**Statement I****RIDF - State-wise Sanctions****(Tranches-XIII, XIV, XV)**

(Rs. crore)

State	XIII	XIV	XV
1	2	3	4
1. Andhra Pradesh	1265.85	1315.21	1184.96
2. Bihar	589.04	752.23	876.66
3. Chhattisgarh	68.99	71.88	85.57
4. Goa	27.27	85.50	148.59
5. Gujarat	649.03	1084.93	971.53
6. Haryana	220.88	301.32	543.43
7. Himachal Pradesh	299.27	425.12	454.13
8. Jammu and Kashmir	602.13	376.84	653.69



1	2	3	4
9. Jharkhand	406.86	630.77	566.75
10. Karnataka	960.70	659.05	656.55
11. Kerala	298.30	500.71	353.00 I
12. Madhya Pradesh	1261.22	974.92	1175.79
13. Maharashtra	1083.71	1122.66	913.85
14. Odisha	508.96	849.25	759.58
15. Punjab	335.62	525.20	552.64
16. Rajasthan	777.93	1099.71	1015.39
17. Tamil Nadu	956.83	905.42	850.00
18. Uttar Pradesh	1091.59	970.52	1364.27
19. Uttarakhand	138.41	300.08	426.21
20. West Bengal	664.56	801.37	922.16
21. Pudducherry	0.00	55.00	78.75
22. Arunachal Pradesh	29.22	122.09	56.20
23. Assam	88.49	113.23	300.19
24. Manipur	0.00	0.00	3.78
25. Meghalaya	56.85	66.15	135.11
26. Mizoram	22.33	1.07	74.73
27. Nagaland	14.57	239.72	187.09
28. Sikkim	42.16	99.30	176.59
29. Tripura	153.69	305.03	142.47
RIDF Total	12614.46	14754.28	15629.66

**Statement II**

RIDF-STATE WISE DISBURSEMENTS  
(TRANCHES XIII TO XV)  
(As on 31 January 2011)

(Rs. crore)

Name of State	RIDF XIII	RIDF XIV	RIDF XV
1	2	3	4
Andhra Pradesh	772.90	656.59	371.87
Bihar	448.80	324.64	232.58

1	2	3	4
Chhattisgarh	51.60	48.66	44.65
Goa	16.05	85.51	100.94
Gujarat	489.19	819.70	440.02
Haryana	188.03	147.54	166.29
Himachal Pradesh	155.62	208.12	167.48
Jammu and Kashmir	402.12	188.65	246.10
Jharkhand	286.40	473.40	244.41
Karnataka	595.29	271.94	70.54
Kerala	243.95	292.74	100.50
Madhya Pradesh	573.26	340.35	429.00
Maharashtra	847.76	690.90	265.50
Odisha	261.67	352.24	131.17
Puducherry	0.00	41.35	22.05
Punjab	280.61	357.42	171.16
Rajasthan	581.38	708.02	342.69
Tamil Nadu	846.07	652.94	468.08
Uttar Pradesh	812.99	652.28	529.48
Uttarakhand	106.32	188.55	184.71
West Bengal	391.24	511.60	334.23
Arunachal Pradesh	13.52	49.82	19.19
Assam	41.19	51.36	66.17
Manipur	0.00	0.00	0.00
Meghalaya	50.17	41.09	41.28
Mizoram	22.33	1.06	39.06
Nagaland	14.57	41.08	27.89
Sikkim	37.23	46.25	12.67
Tripura	18.63	91.13	42.74
RIDF Total	8548.91	8334.90	5312.45
Bharat Nirman	4000.00	4000.00	6500.00
Grand Total	12548.91	12334.90	11812.45



**Statement III***[English]***RIDF : State-wise Ongoing Projects****Embezzlement of Money from Banks**

(As on 31 December 2010)

1494. SHRIMATI BOTCHA JHANSI LAKSHMI:  
SHRI N.S.V. CHITTHAN:  
DR. MURLI MANOHAR JOSHI:  
SHRI DINESH CHANDRA YADAV:

Sl.No.	State	No. of ongoing Projects
1.	Andhra Pradesh	10237
2.	Bihar	3564
3.	Chhattisgarh	74
4.	Goa	9
5.	Gujarat	13838
6.	Haryana	1242
7.	Himachal Pradesh	1375
8.	Jammu-Kashmir	1585
9.	Jharkhand	3149
10.	Karnataka	13395
11.	Kerala	1109
12.	Madhya Pradesh	956
13.	Maharashtra	7678
14.	Odisha	44790
15.	Punjab	4612
16.	Rajasthan	4890
17.	Tamil Nadu	3537
18.	Uttar Pradesh	28855
19.	Uttarakhand	1796
20.	West Bengal	34636
21.	Arunachal Pradesh	44
22.	Assam	647
23.	Manipur	2711
24.	Meghalaya	350
25.	Mizoram	31
26.	Nagaland	396
27.	Sikkim	241
28.	Tripura	514
29.	Puducherry	123
Total		186384

Will the Minister of FINANCE be pleased to state:

(a) whether the incidents of embezzlement of money from accounts of the customers in Public and Private Sector Banks including Citi Bank have been reported from different parts of the country;

(b) if so, the details of such incidents reported including funds involved therein during the last three years and the current financial year, State-wise including Haryana and Bank-wise;

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

(d) if so, the details thereof and the action taken against the erring officials/persons;

(e) whether the said banks have refunded the embezzled amount to their customers; and

(f) if so, the details thereof and if not, the reasons therefor alongwith the remedial measures taken/being taken by the Government to keep a check on such incidents, compliance of rules and to protect the interests of the customers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) RBI has reported that Public and private sector banks including Citibank have reported certain cases of embezzlement of money from accounts of the customers. RBI has further reported that data is not collated and stored under a separate head 'Embezzlement of money from the Accounts of Customers'. Details of Citi Bank Fraud case detected at the Gurgaon branch of Citi Bank are given in the enclosed statement.

(c) and (d) On receipt of fraud reports from banks, RBI after examining various aspects, advises the concerned banks to report the case to CBI/Police/SFIO, examine staff accountability, complete proceedings against the erring staff expeditiously, take steps to recover the amount involved in the fraud, claim insurance



wherever applicable and streamline the system as also procedures so that frauds do not recur.

(e) and (f) RBI have reported that they have no information to furnish in this regard. Reserve Bank of India as part of its supervisory process takes the following measures to prevent/ reduce the incidence of frauds:

- (i) Sensitizes banks from time to time about common fraud prone areas through issuance of modus operandi circulars on various types of frauds and the measures to be taken by them.
- (ii) Issues Caution Advices to banks to exercise due diligence while sanctioning fresh loan facilities to the borrowers mentioned in such advice.
- (iii) In the past, considering various concerns arising out of banks' operations, including incidents of frauds, RBI had advised the banks to:
  - (a) Introduce a system of concurrent audit.
  - (b) Review working of internal inspection and audit machinery in banks by the Audit Committee of the Board of Directors.
  - (c) Constitute a Special Committee of the Board exclusively for monitoring frauds of Rs. 1 crore and above.

#### **Statement**

##### *Citi Bank Fraud Case*

(a) A fraud of Rs. 460.91 crore has been detected at the Gurgaon branch of Citibank N.A. and reported to Reserve Bank of India.

(b) Shri Shivraj Puri, Relationship Manager of Gurgaon branch of the bank perpetrated the fraud by mobilizing funds to the tune of Rs. 460.91 crore unauthorisedly from High Networth Individual (HNI) customers and certain corporate for the purpose of investing in stock market, assuring them high returns. The details are as under:

- When one of the customers enquired with the bank's Nehru Place, New Delhi branch about the scheme offered by Citibank assuring high returns, an enquiry was conducted by the bank.

- It was revealed that the deposits/withdrawals were being made in/from an account jointly held in the name of Shri Premnath, Ms. Sheila Premnath and Ms. Deeksha Puri (the "Premnath Account"). The "Premnath Account" was opened in September, 2009, at the behest of Shri Shivraj Puri, who was working in the Gurgaon branch of Citibank as a Global Wealth Manager, Citi Global Consumer Group.
- In order to induce customers to deposit amounts into the "Premnath Account", Shri Shivraj Puri fabricated a circular of the Securities and Exchange Board of India ("SEBI") and addressed the same to Citibank Investment Management Department, whereby three individuals, including Shri Premnath, were notified as custodians of Citibank. The circular alongwith other forged documents was provided to some of the customers handled by Shri Shivraj Puri to induce them to invest funds into the Premnath Account.
- The investors were issued fake receipts/ acknowledge-ments by misusing bank's stationary.
- The funds thus collected through the "Premnath Account" were transferred to various brokerage houses for making investment in the securities market.
- On respective due dates, brokerage firms transferred funds back into the Premnath Account, from where funds would thereafter be paid back into the accounts of various investors, alongwith the coupon.
- There were 27 other accounts which had been opened in the branch in the names of Shri Puri's relatives. These accounts were used to channelize the customers' funds to render the fraudulent transactions layered.
- Besides the transactions undertaken under the scheme involving the "Premnath Account", there had been many other transactions through the accounts of family members of Shri Puri and in the accounts of Broker Firms like BG Financial Services, G 2S Management Consultants, Normans Martin Broker Pvt. Ltd. etc. using signed blank forms obtained from the HNI customers and the corporates.



Though Shri Shivraj Puri's activities were going on since September 2009, the major transactions took place between May 2010 and November 2010. The bank has furnished details of the fraud to the Reserve Bank of India in the Fraud Monitoring Report.

Reserve Bank of India has conducted a special scrutiny of the related accounts at Citibank, Gurgaon and other connected accounts at other banks. The final report is being completed. The bank has filed a complaint with the police at DLF Phase-2, Gurgaon on December 5, 2010 and investigations are currently being undertaken by the police.

#### **Shortage of Hotels**

1495. DR. SANJEEV GANESH NAIK: Will the Minister of TOURISM be pleased to state:

(a) whether there is a shortage of hotels in the country to cater to the requirements of the expanding tourism sector;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (c) As per the study of Federation of Indian Chamber of Commerce & Industry (FICCI) 2007 on 'Investment Opportunities in Hotel Infrastructure in India', the 'Demand Supply Gap' of hotel rooms in India was 1,50,000.

Construction of hotels is primarily a private sector activity. The State Govts./Union Territory Administrations have been advised to follow investor friendly land policies, single window approach for promoting hotel projects and for allotting sites on revenue sharing basis, granting extra Floor Space Index (FSI)/Floor Area Ratio (FAR) for hotels, creation of land banks etc.

To encourage the growth of hotels, on the request of Ministry of Tourism, a Five Year Tax Holiday was announced the Budget of 2008-09 for two, three & four star hotels that are established in specified districts which have UNESCO declared 'World Heritage Sites' except the revenue districts of Mumbai and Delhi. The hotel should be constructed and start functioning during the period April 1, 2008 to March 31, 2013. Further, the Government has recently announced the extension of Investment Linked Tax incentive under Section 35 AD of the Income Tax Act to new hotels of 2-Star category and

above anywhere in India, which will facilitate the growth of Accommodation in the country.

In order to facilitate the clearances required by hotel projects in a time bound manner and also provide policy advice for development of hospitality sector, the Union Government has approved the constitution of a 'Hospitality Development and Promotion Board' (HDPB).

#### **Organ Donation**

1496. SHRI S.S. RAMASUBBU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has formulated any plan to increase awareness in the country regarding organ donation;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether India is lagging behind in organ donation in comparison with other developing and developed countries; and

(e) if so, the details thereof and the number of organ donations reported during the last three years?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. In order to create awareness for organ donation among the general public, 6th World and 1st Indian Organ Donation Day functions were organized on 27th and 28th November, 2010 in New Delhi under the aegis of Ministry of Health & Family Welfare.

(c) Does not arise.

(d) Yes. As per the information given by Directorate General of Health Services, the Organ Donation rates in Spain/USA/UK are much higher than that in India.

(e) Health is a State Subject. Data regarding organ transplantation is not maintained centrally. However, the estimates based on published studies indicate that there is a wide gap between the demand and the availability of organs such as Kidney, Liver & Heart etc. There is an estimated requirement of more than one lakh kidneys, fifty thousand Livers and fifty thousand Hearts etc, while only about five thousand Kidneys & three hundred Livers are transplanted every year. Only about fifteen Heart transplants have been done till date in the country.



*[Translation]***Contagious and Non-Contagious Diseases**

1497. SHRI GORAKH PRASAD JAISWAL:  
SHRI ARJUN RAM MEGHWAL:  
SHRI KAMAL KISHOR "COMMANDO":

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

(a) whether a large number of people die due to various contagious and noncontagious diseases in the country;

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

(c) the measures taken/proposed by the Government to overcome this situation;

(d) whether the Government has carried out any study/assessment to ascertain the impact of such diseases in the country; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) According to a "Report on Causes of Death in India 2001-2003" which is based on survey undertaken by the Registrar General of India, non-communicable diseases are the leading causes of death in the country constituting 42% of all deaths. Communicable, maternal, perinatal and nutritional conditions constitute another 38 % of deaths. Injuries and ill-defined causes constitute 10% of deaths each.

(c) Government of India has initiated various diseases control programmes to tackle both contagious and non-contagious disease. Under the National Rural Health Mission (NRHM), States & UTs are being supported for improving the Primary Health Care System to better respond to the challenges.

To address the non-communicable diseases, a National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Disease and Stroke has been initiated at an estimated outlay of Rs.1230.90 crore for the remaining period of the 11th Five Year Plan.

(d) and (e) To ascertain the impact of tuberculosis in the country many surveys and studies have been undertaken. There was one large scale study in the country on prevalence of tuberculosis infection in children,

from the year 2000 to 2003 in which representative samples from 4 zones in the country were taken. From these studies the probability of acquiring of new TB infection over a period of one year (Annual risk of tuberculosis Infection-ARTI) was calculated at 1.5% at the country level.

However, no recent study has been undertaken by Government of India on the spread of the non-communicable diseases such as cancer, diabetes, cardiovascular diseases, stroke etc.

*[English]***Regarding Promotion in Public Sector Banks**

1498. SHRI T.R. BAALU: Will the Minister of FINANCE be pleased to state:

(a) whether the reserve bank of India (RBI) and public and private sector banks including state bank of India have filled the backlog vacancies of Scheduled Castes, Scheduled Tribes and other backward classes;

(b) if so, the details thereof, bank-wise and as on date and if not, the reasons therefor;

(c) whether the government has directed the said banks to fill up the said backlog vacancies through the special recruitment drive;

(d) if so, the details thereof; and

(e) the other steps taken/being by the government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The information is being collected & the same will be laid on the Table of the House.

(c) to (e) Yes Madam. The Government has directed the Banks to fill up all the backlog vacancies of Scheduled Castes/Scheduled Tribes/Other Backward Classes through special recruitment drive on priority basis.

*[Translation]***Tariff Revision**

1499. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:



(a) whether the Wind Energy Association has requested the Union Government for energy tariff revision and for providing structural facilities for the grid;

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

(c) the other steps proposed to be taken by the Government to promote wind power industry?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) No, Madam, Ministry has not received any such request from Wind Energy Association.

(b) Question does not arise.

(c) The Government is promoting commercial wind power projects through private sector investment in wind potential States by providing fiscal incentives such as 80% accelerated depreciation, concessional import duty on certain components of wind electric generators, excise duty exemption to the wind power industry, and 10 years tax holiday on income generated from wind power projects. Technical support including wind resource assessment to identify potential sites is provided by the Centre for Wind Energy Technology (C-WET), Chennai. This apart, preferential tariff is being provided in potential states. Government has recently announced a Generation Based Incentive (GBI) scheme under which Rs. 0.50/unit generated from wind power projects is being provided to projects which do not avail of accelerated depreciation benefit.

In addition, lending to wind power projects has been given the status of "infrastructure lending" which enables wind power projects for additional benefits.

[English]

#### **Task Force on Power Sector**

1500. SHRI HARISHCHANDRA CHAVAN: Will the Minister of POWER be pleased to state:

(a) whether the Government has constituted any Task Force on power sector;

(b) if so, the composition, tenure of each Member and main objectives thereof;

(c) whether the Task Force has submitted its report to the Government recently;

(d) if so, the main recommendations made by the Task Force;

(e) the number of recommendations accepted by the Government; and

(f) the reasons for non-acceptance of the rest?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) No Task Force on power sector as a whole has been constituted by the Government in the Ministry of Power. However, in pursuance to the decision taken at the Conference of Chief Ministers held on May 28, 2007, a Sub Committee of the Standing Group of Power Ministers called the 'Task Force on Hydro Project Development' has been constituted. A copy of the constitution of the Task Force is enclosed Statements-I and II. There is no fixed tenure of any Member. The main objective of the Task Force is to look into all issues relating to development of hydro power including issues of rehabilitation and resettlement of project affected persons.

(c) to (f) As per the Terms of Reference, the Task Force has not been mandated to submit a Report. The Task Force is to examine and resolve all issues relating to hydro power development, which is a continual and an ongoing process till the available and identified hydro power potential in the Country is harnessed.

#### **Statement I**

No. 37/18/2007-H-II  
Government of India  
Ministry of Power

Shram Shakti Bhawan, Rafi Marg,  
New Delhi dated the 3rd September, 2007.

#### **Subject: Constitution of Task Force on Hydro Project Development.**

In pursuance of the decision taken at the Conference of Chief Ministers, chaired by the Hon'ble Prime Minister at New Delhi on May 28, 2007, it has been decided to constitute a Sub Committee of the Standing Group of Power Ministers called the Task Force on Hydro Project Development, to look into all Issues relating to development of hydropower Including issues of rehabilitation and resettlement of project affected persons. The constitution of the Task Force shall be as follows:

Minister of Power

Chairman

Dy. Chairman/Planning Commission : Co-Chairman



Minister of New & Renewable Energy, Gol	: Member
Minister of Environment & Forests, Gol	: Permanent Invitee
Minister of Water Resources, Gol	: "
Minister of Rural Development, Gol	: "
Minister of Power, Jammu & Kashmir	: Member
Minister of Power, Himachal Pradesh	: "
Minister of Power, Uttarakhand	: "
Minister of Power, Sikkim	: "
Minister of Power, Arunachal Pradesh	: "
Minister of Power, Rajasthan	: "
Minister of Power, West Bengal	: "
Minister of Power, Assam	: "
Member Power, Planning Commission	: Permanent Invitee
Secretary, Water Resources	: "
Secretary, Environment & Forests	: "
Chairperson, CEA	: "
Chairman, CWC	: "
CMDs of NHPC, SJVNL, THDC, NEEPCO	: "
Secretary (Power), Government of India	: Convenor
Joint Secretary (Hydro), Ministry of Power	: Joint Convenor

The Term of Reference of the Task Force shall be as follows:

Examine and resolve all issues relating to hydro power development such as allocation of sites and clearances required for development of hydro projects, forest, environment and wild - life issues, compensation to host state, land acquisition, rehabilitation & resettlement issues, sharing costs and benefits of power generation, water storage, navigation and flood moderation of hydro power projects with States downstream of storage projects.

The above order Issues with the approval of the Minister of Power.

Sd/-  
(Jayant Kawale)

Joint Secretary to Government of India

To

1. Dr. A.R. Sihag, Joint Secretary, Cabinet Secretariat, Rashtrapati Bhawan, New Delhi-110 004.
2. Prime Minister's Office, (Ms. Vini Mahajan, Joint Secretary), South Block, New Delhi.
3. PS to Minister of Power
4. PS to Dy. Chairman/Planning Commission.
5. PS to Minister of New & Renewable Energy, Gol
6. PS to Minister of Environment & Forests, Gol
7. PS to Minister of Water Resources, Gol
8. PS to Minister of Rural Development, Gol
9. PS to Minister of Power, Jammu & Kashmir
10. PS to Minister of Power, Himachal Pradesh
11. PS to Minister of Power, Uttarakhand
12. PS to Minister of Power, Sikkim
13. PS to Minister of Power, Arunachal Pradesh
14. PS to Minister of Power, Rajasthan
15. PS to Minister of Power, West Bengal
16. PS to Minister of Power, Assam
17. Member Power, Planning Commission
18. Secretary, Ministry of Water Resources
19. Secretary, Ministry of Environment & Forests
20. PS to Chairperson, CEA
21. PS to Chairman, CWC
22. PS to CMDs of NHPC, SJVNL, THDC, NEEPCO
23. PPS to Secretary (Power), Ministry of Power
24. PS to all Addl. Secretaries/Joint Secretaries, Ministry of Power
25. PS to Joint Secretary (Hydro), Ministry of Power
26. Director (H-II), Ministry of Power



**Statement II**

Most Immediate

No. 18/4/2010-H.II  
 Government of India  
 Ministry of Power  
 Shram Shakti Bhawan, Rafi Marg, New Delhi-110001  
 Telephone No. 2371 5507; Fax No. 2371 7519

Dated: 26th August, 2010

**OFFICE MEMORANDUM**

**Subject: Induction of Shri Bharatsinh Solanki,  
 Hon'ble Minister of State for Power as a Member  
 on the Task Force on Hydro Projects Development.**

In supercession of this Ministry's Order even number dated 8.4.2010, Sh. Bharatsinh Solanki, Hon'ble Minister of State for Power has been inducted as a Member of the Task Force on Hydro Projects Development, constituted vide this Ministry's Order No. 37/18/2007-H-II dated 3rd September, 2007.

This issues with the approval of the Hon'ble Minister of Power.

Sd/-

(Ajit Kumar)

Under Secretary to the Government of India

Tel.: 23714169

Email.: kumar.ajit@nic.in

1. Dy. Chairman/Planning Commission.
2. Minister of New & Renewable Energy, Gol
3. Minister of Environment & Forests, Gol
4. Minister of Water Resources, Gol
5. Minister of Rural Development, Gol
6. Minister of Power, Jammu & Kashmir
7. Minister of Power, Himachal Pradesh
8. Minister of Power, Uttarakhand
9. Minister of Power, Sikkim
10. Minister of Power, Arunachal Pradesh
11. Minister of Power, Rajasthan
12. Minister of Power, West Bengal

13. Minister of Power, Assam
14. Member (Power), Planning Commission
15. Secretary, Ministry of Water Resources
16. Secretary, Ministry of Environment & Forests
17. Chairperson, CEA/Chairman, CWC
18. CMDs of NHPC, SJVNL, THDC, NEEPCO

**Copy for information to:**

1. PS to Minister of Power
2. PS to Minister of State for Power
3. Prime Minister Office (Ms. Vini Mahajan, Joint Secretary)
4. PS to Secretary (Power)
5. PPS to AS(GBP)
6. PS to Joint Secretary (H), Ministry of Power
7. Director (H-II)/Director (Planning)/DS (H), Ministry of Power

*[Translation]***EU Ban on Ayurvedic and Herbal Drugs**

1501. SHRI TUFANI SAROJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the European Union (EU) has issued directions to ban the sale of ayurvedic and herbal drugs across Europe;

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

(c) the reaction of the Government thereto alongwith action taken/proposed thereon;

(d) whether the Government has assessed the likely impact of the ban on ayurvedic and other traditional medicinal products manufacturers in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): (a) No.

(b) Does not arise.



(c) India has been doing bilateral consultation with the European Union on Traditional Herbal Medicinal Products Directive since 2004 and raised its concerns on this issue in the TBT Committee of the WTO.

(d) Yes.

(e) Many Ayurvedic products are currently sold as dietary supplements. As of now there is no registration requirement for dietary supplements. However, some countries require notification of such products. Many products have been notified in different countries (Italy, Belgium, Finland and others) by some Indian companies. When sold as dietary supplements these products cannot and do not make any medicinal claims. Such Ayurvedic products, which are currently being sold as dietary supplements would not be impacted by the Traditional Herbal Medicinal Products Directive.

[English]

#### Lead in Paints

1502. SHRI UDAY SINGH:  
SHRI NISHIKANT DUBEY:

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

(a) whether the Government has approved any permissible limit regarding the presence of metallic contents in the decorative paints being manufactured and marketed in the country;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether the Government has taken note of various studies including those conducted by the National Centre for Lead Poisoning in India and the Consumer Society of India which state that decorative paints manufactured in India contain excess amount of lead content which are hazardous to human health;

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

(e) the corrective measures taken/proposed by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): (a) to (e) The information is being collected and will be laid on the Table of the House.

#### Pesticides in Consumable Items

1503. SHRI A. GANESHAMURTHI:  
SHRI ANANTH KUMAR:  
DR. ARVIND KUMAR SHARMA:

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

(a) whether the Government has laid down any standards with regard to maximum level of pesticides in various consumable items including fruits, vegetables, milk and foodgrains;

(b) if so, the details thereof alongwith the measures taken for its proper compliance;

(c) whether the Government proposes to review the permitted level of pesticides in these items to bring it at par with international level;

(d) if so, the details thereof indicating the year in which the last review was done for the purpose;

(e) whether the Government has conducted any study to ascertain the level of pesticides in these items including milk sold by Mother Dairy and tap water provided by Delhi Jal Board; and

(f) if so, the details alongwith the findings thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Under the provisions of the Prevention of Food Adulteration (PFA) Act, 1954, the permissible Maximum Residues Limits (MRLs) for various pesticides in various food articles including fruits, vegetables, milk and food grains have been laid down under rule 65 of the Prevention of Food Adulteration Rules, 1955. The States/UTs are responsible for implementation of the provisions of PFA Act, 1954 and PFA Rules, 1955 in the country. They have been advised to keep a strict vigil on the levels of pesticides in food articles.

(c) and (d) Fixation of Maximum Residues Limits of pesticides in different food articles is an ongoing process. Maximum Residues Limits for pesticides on the basis of risk assessment are recommended/prescribed within safe level of daily intake on the basis of indigenous residue data generated as per Good Agricultural Practices (GAP), average food consumption in the country, average body weight and Acceptable Daily Intake (ADI) established on the basis of toxicological evaluation of the pesticides.



The Maximum Residues Limits (MRLs) fixed at International Level by the Joint Food and Agriculture Organisation/World Health Organisation (FAO/WHO) Codex Alimentarius Commission are also taken into consideration as a guiding factor.

The level of pesticides permitted at international level in other countries may not be applicable to India in all cases due to their different food habits, dietary intakes, Agricultural Practices and agro-climatic conditions and optimum use of pesticides for controlling pests on the crops in those countries.

(e) and (f) The Department of Agriculture and Cooperation has informed that during April, 2008 to March 2010, a total of 8228 samples of the vegetables and 4156 samples of fruits were collected and analysed for the presence of pesticides residues across various parts of the country. Pesticides residues were detected in 848 samples of vegetables and 346 samples of fruits, out of which 201 samples of vegetables and 38 samples of fruits were found to contain the residues above their Maximum Residues Limit (MRL) prescribed under Prevention of Food Adulteration Rules, 1955.

As per information made available by Government of NCT Delhi, no study to find out level of pesticides in milk sold by Mother Dairy in Delhi has been conducted. Water supplied by Delhi Jal Board does not come under the purview of the Prevention of Food Adulteration Act and Rules.

[Translation]

#### Exemption from GST

1504. SHRI ARJUN RAM MEGHWAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to exempt some sectors including Handicrafts sector from the purview of proposed Goods and Services Tax (GST); and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) There is no such proposal at present, as GST is not yet introduced.

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

[English]

#### Export of Textiles and Clothing Items

1505. SHRI NARAHARI MAHATO:  
SHRI NRIPENDRA NATH ROY:  
SHRI SURESH KASHINATH TAWARE:  
SHRI P. KARUNAKARAN:  
SHRI MAHENDRASINH P. CHAUHAN:  
SHRI N. CHELUVARAYA SWAMY:

Will the Minister of TEXTILES be pleased to state:

(a) the details of production and export of textiles and clothing items during each of the last three years and the current year, earning of foreign exchange through exports and the name of the exporting countries, country-wise;

(b) the India's share in world export of textiles and clothing items alongwith its expected annual growth for the next 10 years;

(c) whether there is a decline in export of textiles and clothing items from the country during the last few months, particularly from Surat and Ahmedabad;

(d) if so, the reasons therefor; and

(e) the remedial measures taken/proposed to be taken by the Government to boost export of textiles and clothing items alongwith incentives/financial assistance provided in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The details of production of Textiles and Clothing (T&C) items during the preceding three years and in the current year (as per latest available statistics) are at Statement-I. The details of country-wise exports of T&C products during the above mentioned period are at Statement-II hereto.

(b) As per WTO data, available latest for 2008, India's percentage share in global exports of textiles was 4.10% and that of clothing was 3%. Estimation of annual growth for the next 10 years has not been made.

(c) No, Madam.

(d) Does not arise.

(e) Government have introduced several provisions in the Foreign Trade Policy 2009-14, further supplemented in August, 2010, for providing incentives to the T&C sector

exports. This includes incentives for exports to focus markets and exports of focus products, extension of Duty Entitlement Passbook Scheme; interest subvention on pre-shipment credit, duty-free import of trimmings etc. required by the garmenting industry and duty-free import

of tools by the handicrafts industry. This apart, financial assistance is being provided to the exporters under the Market Development Assistance Scheme and the Market Access Initiative Scheme, for projecting capabilities in existing markets and for exploring new markets.

### Statement I

#### Production in Textile Sector

Indicator	Units	Annual			Cumulative Apr-Dec (2010)
		2007-08	2008-09	2009-10	
Polyester Staple Fibre Production	Tonnes	879610	750110	872129	666790
Polyester Filament Yarn Production	Tonnes	1420140	1332090	1432114	1097260
Blended Yarn Production	'000 tonnes	676.52	655.14	705.2	570
Synthetic Yarn Production	'000 tonnes	378.15	362.89	404.19	302.73
Cotton Yarn Production	'000 tonnes	2947.85	2899.69	3062.7	2523.82
Cotton Fabrics Production	Million sq. metres	17222.79	16580.93	17310.08	13911.8
Blended Fabrics Production	Million sq. metres	6879.99	7140.21	7749.53	6041.4
Synthetic Fabrics Production	Million sq. metres	20994.78	21178.61	22764.29	16887.64
Cotton Hosiery Production	Million sq. metres	9921.96	10491	11378.23	8889.75
Apparel: Sales (Value)	Rs. Crore	15003.5	17318.5	Not available	Not available

Source-CMIE database

### Statement II

#### India Export Statistics (UDG: Textile & Clothing, Ch 50 to 63)

Annual Series: 2005 - 2009, Year To Date: 08/2009 & 08/2010 (Millions United States Dollars)

Partner Country	Calendar Year					Year to Date		
	2005	2006	2007	2008	2009	08/2009	08/2010	%Change
1	2	3	4	5	6	7	8	9
World	16909	19048	20832	23064	21787	14243	17052	19.72
United States	4493	4854	4627	4700	4226	2833	3305	16.63
United Kingdom	1337	1371	1581	1695	1708	1185	1110	-6.33
United Arab Emirates	1016	1064	1260	1667	1625	1098	1193	8.74
Germany	1072	1142	1271	1556	1604	1132	1015	-10.37
France	779	851	865	936	916	658	561	-14.83
China	284	752	986	880	868	254	879	246.33



1	2	3	4	5	6	7	8	9
Italy	786	901	883	880	743	503	520	3.35
Spain	558	568	555	643	676	480	470	-2.01
Pakistan	59	118	342	453	565	409	441	7.78
Netherlands	358	442	453	554	512	346	352	1.71
Bangladesh	338	370	355	610	500	296	593	100.19
Saudi Arabia	358	376	363	435	429	313	316	0.82
Turkey	264	320	651	462	399	221	431	95.14
Belgium	289	352	382	459	386	244	302	23.46
Canada	397	428	387	388	358	250	234	-6.59
Sri Lanka	206	226	249	313	307	198	240	21.57
Brazil	82	141	222	353	288	152	342	125.3
Denmark	205	231	235	275	279	198	196	-0.91
Afghanistan	52	54	77	152	252	175	130	-25.58
Japan	267	293	252	279	240	180	183	1.32
Hong Kong	161	162	160	186	218	128	197	53.76
Korea, South	245	262	216	200	211	132	257	94.5
Egypt	174	205	266	293	192	121	204	69.22
Australia	155	147	143	179	184	117	128	8.95
South Africa	136	133	142	148	169	101	123	22.34
Sweden	139	160	150	176	168	118	133	13.02
Singapore	113	105	113	121	142	95	124	30.15
Malaysia	139	128	120	150	136	91	130	42.8
Portugal	102	143	166	164	135	81	147	81.32
Indonesia	84	113	156	194	112	57	137	141.92
Mexico	70	95	110	137	110	68	102	49.19
Iran	51	61	65	99	102	65	105	61.57
Vietnam	30	61	81	113	102	47	127	170.76
Ireland	77	63	72	96	101	68	53	-21.44
Tanzania	29	53	72	114	100	64	69	7.31
Switzerland	73	77	73	77	100	81	41	-48.62
Poland	65	79	87	99	90	60	81	34.76

1	2	3	4	5	6	7	8	9
Russia	58	98	126	100	83	49	51	2.86
Togo	41	44	72	88	82	57	51	-11.49
Kuwait	76	75	67	74	79	55	52	-6.67
Syria	67	85	103	127	78	50	66	30.36
Israel	96	102	90	89	77	51	69	35.64
Kenya	45	42	53	78	77	44	66	48.57
Thailand	50	76	93	99	77	55	75	36.55
Peru	24	33	82	107	75	39	78	99.93
Yemen	43	40	61	78	73	50	53	6
Nepal	29	27	76	80	73	44	54	21.99
Morocco	45	63	74	75	68	42	59	42.04
Senegal	11	31	73	60	67	44	52	18
Colombia	21	46	56	69	66	36	79	120.19
Benin	27	33	70	78	66	40	62	55.75
Norway	55	52	47	60	65	47	47	1.12
Greece	76	80	90	87	64	45	41	-7.19
Taiwan	92	89	98	92	58	27	64	140.09
Mauritius	85	101	101	89	58	34	49	45.96
Finland	76	55	59	66	56	39	42	6.9
Sudan	22	44	50	57	53	34	44	26.87
Nigeria	18	31	44	42	48	25	39	53.04
Argentina	27	37	50	72	46	28	48	70.32
Chile	40	41	66	46	44	27	46	69.38
Mozambique	26	25	22	26	40	21	25	19.26
Oman	24	18	26	37	36	26	23	-10.77
Panama	27	34	34	48	34	25	29	14.14
Unidentified Country	4	4	. 6	14	34	25	41	63.15
Austria	36	36	37	35	33	22	21	-7.75
Ghana	22	28	33	40	33	24	15	-38.72
Philippines	23	35	29	30	30	20	33	65.36
Congo	21	19	21	27	27	20	17	-15.82



1	2	3	4	5	6	7	8	9
Czech Republic	23	23	28	32	27	18	16	-14.13
Kazakhstan	9	10	18	26	27	20	22	9.36
Tunisia	24	26	33	38	26	16	23	45.64
Cote d'Ivoire	7	6	7	8	26	14	10	-26.18
Romania	9	15	18	30	25	17	17	0.51
Swaziland	0	1	1	1	25	25	1	-95.77
New Zealand	24	23	25	28	25	15	21	38.23
Bahrain	34	35	36	40	23	15	21	40.19
Lebanon	18	16	15	19	20	14	14	-3.74
Qatar	11	13	17	17	19	12	15	24.8
Guatemala	12	13	12	16	19	11	28	146.6
Gambia	5	10	16	14	18	14	15	13.18
Angola	8	11	13	16	18	13	8	-39.36
Libya	4	8	9	15	17	12	15	26.3
Venezuela	15	23	24	19	17	11	15	37.87
Kyrgyzstan	23	29	23	11	16	11	9	-17.93
Netherlands, Antilles	7	5	7	10	16	11	26	131.53
Mauritania	21	13	20	20	16	9	10	12.37
Croatia	10	13	16	23	16	12	10	-1488
Algeria	17	12	16	21	15	11	12	16.96
Guinea	7	7	11	11	15	12	8	-33.29
Ukraine	16	15	14	19	14	9	12	24.61
Dominican Republic	10	6	10	19	14	9	18	106.39
Jordan	11	15	11	12	14	10	14	43.65
Djibouti	6	7	8	9	12	8	10	27.27
Uganda	4	4	5	8	12	7	9	33.11
Malawi	7	6	8	12	11	7	7	0.99
Madagascar	11	8	7	10	11	6	9	48.23
Niger	20	10	25	9	10	5	11	110.27
Slovenia	10	11	11	16	10	6	10	63.25
Ecuador	4	5	5	8	9	4	8	76.63

1	2	3	4	5	6	7	8	9
Bulgaria	4	5	11	10	9	6	8	41.71
Myanmar	1	1	4	8	9	6	7	34.36
Cambodia	4	9	11	9	8	6	10	70.58
Fiji	10	10	10	11	8	5	6	10.44
Uruguay	3	6	7	8	7	4	6	53.89
Azerbaijan	5	4	5	6	7	4	2	-55.02
Hungary	21	15	9	11	7	5	4	-10.35
Lithuania	10	12	15	10	7	3	5	57.09
Trinidad & Tobago	5	7	6	7	6	4	5	25.41
Ethiopia	3	3	7	6	4	3	6	124.18
Slovakia	2	3	6	5	4	3	6	121.58
Iraq	0	0	1	1	4	3	1	-75.84
Honduras	4	36	45	13	4	2	9	445.7
Lesotho	11	2	4	5	4	2	5	123.99
Latvia	4	6	9	9	4	2	6	155.25
Zambia	5	3	5	3	4	2	3	43.13
Cyprus	5	6	4	5	4	3	2	-9.37
Jamaica	2	4	3	2	3	2	2	3.1
Maldives	2	3	3	4	3	2	2	-13.09
Cameroon	1	1	2	3	3	2	4	92.69
Burkina Faso	1	1	1	0	3	1	2	53.8
Botswana	1	2	1	1	3	1	2	94.51
Puerto Rico (U.S.)	1	2	2	2	3	1	3	97.87
Turkmenistan	2	6	8	4	3	3	2	-19.98
Suriname	1	2	2	2	3	2	2	-22.04
Reunion	3	2	3	4	3	2	2	25.2
Congo, Dem. Rep	0	0	1	7	3	2	3	117.61
Georgia	1	4	3	2	3	2	2	2.65
Mali	1	4	3	2	3	2	1	-38.37
Sierra Leone	0	0	1	2	3	2	1	-47.04
Estonia	3	2	4	4	3	2	5	193.52



1	2	3	4	5	6	7	8	9
El Salvador	1	2	1	3	3	2	2	22.08
Costa Rica	2	2	3	3	2	1	3	218.21
Zimbabwe	3	3	4	3	2	1	6	516.58
Belarus	0	0	1	2	2	1	2	108.75
Bosnia & Herzegovina	0	1	3	3	2	1	1	-25.21
Serbia and Montenegro	2	2	2	3	2	1	1	-23.78
Papua New Guinea	1	2	1	2	2	1	2	8.32
Comoros	1	1	2	3	2	1	2	61.04
Korea, North	8	13	6	3	2	1	2	62.61
Liberia	2	1	1	3	2	1	1	-34.21
Macau	1	0	1	1	2	1	0	-88.46
Uzbekistan	0	0	0	0	1	1	1	25.26
Gabon	3	1	3	1	1	1	1	-13.73
Brunei Darussalam	1	2	1	1	1	1	1	-9
Tajikistan	3	2	1	1	1	1	1	-32.67
Malta	1	2	2	2	1	1	1	-24.3
Barbados	1	1	1	1	1	1	0	-19.61
Nicaragua	1	1	1	1	1	1	2	158.45
Iceland	4	2	2	1	1	1	1	1.67
Chad	0	0	1	1	1	1	0	-30.72
St Kitts & Nevis	0	0	0	0	1	0	0	-41.13
Paraguay	1	2	1	1	1	0	1	99.92
Haiti	0	0	0	1	1	1	1	82.04
Burundi	0	0	0	1	1	0	1	301.04
Guyana	1	0	1	1	1	0	1	127.12
Somalia	1	0	1	1	1	1	0	-81.09
Rwanda	0	0	0	1	1	0	1	194.93
Seychelles	0	0	0	0	1	0	0	6.39
Guadeloupe	0	0	0	1	1	0	0	16.29
Belize	1	1	1	2	1	0	3	460.88
Albania	0	0	0	0	0	0	0	77.65

1	2	3	4	5	6	7	8	9
Macedonia	0	0	0	0	.0	0	1	384.01
Virgin Islands (U.S.)	0	1	1	0	0	0	0	-57.42
Aruba	0	0	0	0	0	0	0	-49.77
Luxembourg	5	5	3	1	0	0	0	63.37
Vanuatu	0	0	0	0	0	0	0	117.6
Armenia	0	0	0	0	0	0	0	-52.96
Namibia	0	0	0	0	0	0	0	5.44
Panama Canal Zone	0	0	0	0	0	0	0	-21.4
Antigua & Barbuda	0	0	0	0	0	0	0	-41.3
Martinique	0	0	0	0	0	0	0	-39.8
Bolivia	1	1	0	1	0	0	0	86.84
Bhutan	0	0	0	1	0	0	0	-45.11
Eritrea	0	0	1	0	0	0	0	88.91
Bermuda	0	0	0	0	0	0	0	14.18
New Caledonia	0	1	1	0	0	0	0	94.19
St. Vincent & the Grenadines	0	0	0	0	0	0	0	-99.05
Laos	0	0	1	0	0	0	1	1927.43
Moldova	1	1	1	0	0	0	0	-31.06
Dominica	1	0	1	0	0	0	0	54.31
Virgin Islands (British)	0	0	0	0	0	0	0	125.23
French Polynesia	0	0	0	0	0	0	0	-42.39
St. Lucia	0	0	0	0	0	0	0	13.96
Faroe Islands	0	0	0	0	0	0	0	29.97
Cuba	0	0	0	0	0	0	0	32.03
Monaco	0	0	0	0	0	0	0	-8.66
Mongolia	0	0	0	0	0	0	0	55.76
Grenada	0	0	0	0	0	0	0	265.78
Marshall Islands	0	0	0	0	0	0	0	-100
Wallis & Futuna Islands	0	0	0	0	0	0	0	33.53
Cayman Islands	0	0	0	0	0	0	0	-80.39



1	2	3	4	5	6	7	8	9
East Timor	0	0	0	0	0	0	0	166.97
Gibraltar	0	0	0	0	0	0	0	-26.98
Christmas Island	0	0	3	0	0	0	0	-100
Solomon Islands	0	0	0	0	0	0	0	-75.78
Pacific Is. (Trust Terr.)	0	0	0	0	0	0	0	-100
American Samoa	0	0	0	0	0	0	0	-55.8
Greenland	0	0	0	0	0	0	0	-100
Montserrat	0	0	0	0	0	0	0	216.72
Falkland Islands	0	0	0	0	0	0	0	N/A
French Guiana	0	0	0	0	0	0	0	-31.73
Andorra	0	0	1	0	0	0	0	-88.03
Guam	0	0	1	0	0	0	0	-65.96
Turks & Caicos Islands	0	0	0	0	0	0	0	-53.26
Tonga	0	0	0	0	0	0	0	N/A
Norfolk Island	0	0	0	0	0	0	0	-94.46
Cape Verde	1	0	0	0	0	0	0	990.43
Bahamas	0	0	0	0	0	0	0	00
St. Helena	0	0	0	0	0	0	0	-100
Anguilla	0	0	0	0	0	0	0	1070.35
Central African Republic	0	0	0	0	0	0	0	N/A
Equatorial Guinea	0	0	0	0	0	0	0	64.61
Samoa (Western)	0	0	0	0	0	0	0	425.69
Nauru	0	0	0	0	0	0	0	N/A
Guinea-Bissau	0	0	0	1	0	0	1	00
Northern Mariana Islands	0	0	0	0	0	0	0	N/A
Micronesia (Federated States of)	0	0	0	0	0	0	0	N/A
French Southern Terr.	0	0	0	0	0	0	0	-100
Kiribati	0	0	0	0	0	0	0	-100
Liechtenstein	0	0	0	0	0	0	0	N/A
Heard & McDonald Is.	0	0	0	0	0	0	0	-100

1	2	3	4	5	6	7	8	9
Pitcaim	0	0	0	0	0	0	0	N/A
Tuvalu	0	0	0	0	0	0	0	N/A
Cook Islands	0	0	0	0	0	0	0	N/A
Niue	0	0	0	0	0	0	0	N/A
Palau	0	0	0	0	0	0	0	N/A
Cocos (Keeling) Islands	0	0	0	0	0	0	0	N/A
Canary Islands	0	0	0	0	0	0	0	N/A
Tokelau	0	0	0	0	0	0	0	N/A
St Pierre & Miquelon	1	1	1	0	0	0	0	N/A
Sao Tome & Principe	0	0	0	0	0	0	0	N/A

#### Small Hydro Power Projects

1506. SHRI JAGDISH THAKOR:  
SHRI P.K. BIJU:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government has assessed the small hydro power potential in the country including Uttar Pradesh and Bihar;

(b) if so, the State-wise details thereof alongwith the present status of power generation from small hydro power projects in the country;

(c) the details of the criteria/norms for setting up of small hydro power projects in the country;

(d) the number of small hydro power projects proposed to be set up in the country during the current financial year, State-wise including Uttar Pradesh and Bihar; and

(e) the central financial assistance provided by the Union Government to the project developers for such projects in the country during the last three years and the current year?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) and (b) The

estimated potential for power generation from Small Hydro Power (SHP) projects (up to 25 MW) is about 15,000 MW in the country. So far, 801 SHP projects with an aggregate capacity of 2953 MW have been installed and 271 projects aggregating to 914 MW are under implementation in the country. State-wise details of estimated potential, projects installed and under implementation are given in the enclosed statement.

(c) The criteria/norms for setting up SHP project include availability of water discharge, difference in elevation at the site, as well as availability of land, power evacuation facilities and economic viability of the projects.

(d) A target of 300 MW SHP projects has been fixed for the current year. During the year, SHP projects aggregating to 218 MW (as on 31.1.2011) have been set up including seven projects of 5.5 MW in Bihar. No project has been set up during the current year in the State of Uttar Pradesh.

(e) The year-wise Central Financial Assistance provided by MNRE to SHP projects has been:

2007-08	:	Rs. 44.95 crore
2008-09	:	Rs. 78.50 crore
2009-10	:	Rs. 103.43 crore
2010-11	:	Rs. 139.31 crore (up to 28.2.2011)



**Statement**

*State-wise number and aggregate capacity of SHP projects (upto 25 MW)  
potential, installed & under implementation*

(As on 31.01.2011)

Sl. No.	State	Potential		Projects Installed		Projects under Implementation	
		Nos.	Total Capacity (MW)	Nos.	Capacity (MW)	Nos.	Capacity (MW)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	497	560.18	62	189.83	18	61.75
2.	Arunachal Pradesh	550	1,328.68	101	78.835	28	38.71
3.	Assam	119	238.69	4	27.11	4	15
4.	Bihar	95	213.25	18	58.3	11	36.31
5.	Chhattisgarh	184	993.11	6	19.05	1	1.2
6.	Goa	6	6.5	1	0.05	-	-
7.	Gujarat	292	196.97	4	12.6	-	-
8.	Haryana	33	110.05	7	70.1	2	3.4
9.	Himachal Pradesh	536	2,267.81	112	375.385	40	132.2
10.	Jammu and Kashmir	246	1,417.80	34	129.33	5	5.91
11.	Jharkhand	103	208.95	6	4.05	8	34.85
12.	Karnataka	138	747.59	111	725.05	18	107.5
13.	Kerala	245	704.1	20	136.87	7	23.8
14.	Madhya Pradesh	299	803.64	11	86.16	4	19.9
15.	Maharashtra	255	732.63	39	263.825	15	51.7
16.	Manipur	114	109.13	8	5.45	3	2.75
17.	Meghalaya	101	229.8	4	31.03	3	1.7
18.	Mizoram	75	166.93	18	36.47	1	0.5
19.	Nagaland	99	188.98	10	28.67	4	4.2
20.	Odisha	222	295.47	10	79.625	5	3.93
21.	Punjab	237	393.23	43	153.2	15	21.4
22.	Rajasthan	66	57.17	10	23.85	-	-
23.	Sikkim	91	265.55	16	47.11	2	5.2
24.	Tamil Nadu	197	659.51	16	94.05	6	33
25.	Tripura	13	46.86	3	16.01	-	-
26.	Uttar Pradesh	251	460.75	7	23.3	-	-
27.	Uttarakhand	444	1,577.44	95	134.12	55	230.65

1	2	3	4	5	6	7	8
28.	West Bengal	203	396.11	24	98.9	16	79.25
29.	Andaman and Nicobar Islands	7	7.27	1	5.25	-	-
Total		5718	15384.15	801	2953.58	271	914.81

[Translation]

#### Procedure for Release of Funds

1507. SHRI KIRTI AZAD: Will the Minister of FINANCE be pleased to state:

(a) whether funds for schemes run by the Union Government are directly paid to the autonomous institutions implementing the schemes in various States;

(b) if so, the details thereof for the last three years, State, scheme-wise and the reasons therefor;

(c) whether there are cases wherein amount meant for the said schemes are given to some States through their budget by the Union Government; and

(d) if so, the details thereof, scheme-wise, State for the same period?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (c) In

case of some Centrally Sponsored Schemes, the funds are directly transferred to autonomous institutions for implementation in the States, as per specific design of the Schemes. In case of some other schemes, the releases to the States are routed to the State Government treasuries.

(b) and (d) A 'Central Plan Scheme Monitoring System' (CPSMS) is being implemented since 2009-10. The intended outcome of CPSMS is to generate and monitor scheme-wise and State-wise releases for the Central Plan and Centrally Sponsored Schemes. The CPSMS system only has information in respect of 2009-10 onwards.

However, the details of expenditure on Flagship Programmes for the last three years (2008-09, 2009-10 and 2010-11 upto February 2011) are enclosed as Statement. This includes releases through the State Treasuries as well as releases to implementing autonomous institutions.

#### Statement

##### Expenditure on Flagship Programmes

(Rs. in crores)

Financial Year Name of Scheme	2008-09			2009-10			2010-11 (Upto 28 February 2011)		
	Total expenditure including expenditure at head Quarter	Expenditure through State Treasuries*	Expenditure other than through state treasuries and excluding Headquarter expenditure*	Total expenditure including expenditure at head Quarter	Expenditure through State Treasuries*	Expenditure other than through state treasuries and excluding Headquarter expenditure*	Total expenditure including expenditure at head Quarter	Expenditure through State Treasuries*	Expenditure other than through state treasuries and excluding Headquarter expenditure*
1	2	3	4	5	6	7	8	9	10
<b>Bharat Nirman</b>									
Rural electrification	5500			5000	0	5000	4359	0	4359
Rural roads	11826.36			11339.81	0	11043.07	18038.17	0	18038



1	2	3	4	5	6	7	8	9	10
Rural Housing	8800			8800.18	0	8813.58	8463.75	0	8462.2
National Rural Drinking Water Program	7399			8095.85	1741.47	5930.1	7574.87	0	7115.97
Irrigation	8502			8524.39	8524.39	0	4687.631	4892.85	0
Total	42027.36			41760.28	10265.86	30786.76	43123.42	4892.85	37875.12
Others									
JNNURM	10467			6152.75	6124.06	0	2952.49	2984.24	0
National Rural Health Mission	11330			13523.37	4571.99	8346.85	12585.47	4010.09	8114.51
Sarva Shiksha Abhiyan	12640.12			12825.43	0	12306.14	17118.06	0	17102.9
Sakshar Bharat	NA			NA			NA		
National Program of Mid Day Meal Scheme	6530.48			6931.74	5429.88	1430.69	7795.02	7567.82	153.73
Integrated Child Development Services	6372			8154.52	8140.91	0.41	8572.48	8840.82	0
MGNREGA	29950.08			33536.9	0	33183.4	33274.76	0	33261.45
Total Sanitation Campaign	1189.78			1199.86	0	1039	1350.54	0	1302.06

\*The State wise details of expenditure including those through state treasuries and other than through state treasuries are not available in the Office of Controller General of Accounts for the Financial Year 2008-09.

*Scheme-wise State-wise Expenditure (Rs. in Crores)*

**Rural Electrification\***

**SARVA SHIKSHA ABHIYAN**

Financial Year State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Arunachal Pradesh	0	0	0	0	104.02	104.02
Andaman and Nicobar Islands				0	2.08	2.08
Andhra Pradesh	0	385.7	385.7	0	660	660
Assam	0	474.8	474.8	0	449.54	449.54

1	2	3	4	5	6	7
Bihar	0	1,217.39	1,217.39	0	2,047.90	2,047.90
Chandigarh	0	11.01	11.01	0	21.56	21.56
Chhattisgarh	0	555.94	555.94	0	678.63	678.63
Daman and Diu (Only Daman)					1.63	1.63
Dadra and Nagar Haveli				0	4.14	4.14
Delhi	0	53.02	53.02	0	44.92	44.92
Goa	0	5.51	5.51	0	5.71	5.71
Gujarat	0	200.32	200.32	0	427.65	427.65
Haryana	0	276	276	0	327.86	327.86
Himachal Pradesh	0	86.08	86.08	0	137.87	137.87
Jammu and Kashmir	0	0	0	0	283.49	283.49
Jharkhand	0	709.4	709.4	0	773.08	773.08
Lakshadweep	0	1.44	1.44	0	1.27	1.27
Karnataka	0	442.2	442.2	0	669.03	669.03
Kerala	0	119.9	119.9	0	196.61	196.61
Madhya Pradesh	0	1,132.49	1,132.49		1567.83	1567.83
Meghalaya	0	93.83	93.8	0	160.41	160.41
Maharashtra	0	564.46	564.46	0	505.96	505.96
Manipur	0	15	15		84.12	84.12
Mizoram	0	66.18	66.18		84.53	84.53
Nagaland	0	49.13	49.13		86.37	86.37
Odisha	0	630.62	630.62		681.78	681.78
Puducherry	0	6.7	6.7		4.85	4.85
Punjab	0	200.44	200.44	0	396.13	396.13
Rajasthan	0	1,271.24	1,271.24	0	1461.82	1461.82
Sikkim	0	17.36	17.36	0	34.69	34.69
Tripura	0	74.73	74.73	0	119.27	119.27
Tamil Nadu	0	483.66	483.66	0	624.65	624.65
Uttar Pradesh	0	1,960.12	1,960.12	0	2604.63	2604.63
Uttarakhand	0	160.06	160.06	0	213.24	213.24
West Bengal	0	1,041.42	1,041.42	0	1635.64	1635.64
Total		12306.16	12306.16		17102.91	17102.91

\*State-wise break up is not available as funds are being transferred to Central Agency (rural electrification corporation)



## Scheme-wise State-wise Expenditure

## 1. Rural Electrification\*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total

\*State wise break up is not Available as funds are being transferred to Central Agency (rural electrification corporation)

## 2. Rural Roads (Pradhan Mantri Gram Sadak Yojana)

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	0	728.93	728.93			
Assam	0	700	700			
Bihar	0	808.22	808.22			
Chhattisgarh	0	438.03	438.03			
Delhi	0	949.7	949.7			
Gujarat	0	117.8	117.8			
Haryana	0	230.49	230.49			
Himachal Pradesh	0	53.96	53.96			
Jharkhand	0	224.74	224.74			
Karnataka	0	438	438			
Kerala	0	77.1	77.1			
Madhya Pradesh	0	1350.24	1350.24			
Maharashtra	0	299.18	299.18			
Manipur	0	118.16	118.16			
Mizoram	0	28.58	28.58			
Nagaland	0	60.02	60.02			
Odisha	0	791.35	791.35			
Punjab	0	122.1	122.1			

1	2	3	4	5	6	7
Rajasthan	0	489.41	489.41			
Sikkim	0	21.8	21.8			
Tamil Nadu	0	390	390			
Tripura	0	94.48	94.48			
Uttar Pradesh	0	2084.51	2084.51			
Uttarakhand	0	51	51			
West Bengal	0	375.28	375.28			
Total	0	11043.07	11043.07			

*Mid Day Meal (MDM)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Arunachal Pradesh	16.16	0	16.16	8.56	0	8.56
Andaman and Nicobar Islands	0	0	0		0	0
Andhra Pradesh	219.32	0	219.32	478.92	0	478.92
Assam	153.32	0	153.32	124.8	0	124.8
Bihar	170.15	0	170.15	210.63	0	210.63
Chandigarh	0	0	0	0	0	0
Chhattisgarh	163.53	0	163.53	316.5	0	316.5
Daman and Diu (Only Daman)	0	0	0	0	0	0
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	18.8	1430.69	18.8	58.06	153.73	58.06
Goa	4.97	0	4.97	11.32	0	11.32
Gujarat	226.57	0	226.57	239.99	0	239.99
Haryana	170.14	0	170.14	151.96	0	151.96
Himachal Pradesh	39.49	0	39.49	64.88	0	64.88
Jammu and Kashmir	19.37	0	19.37	40.47	0	40.47
Jharkhand	190.78	0	190.78	323.55	0	323.55



1	2	3	4	5	6	7
Lakshadweep	0	0	0	0	0	0
Karnataka	260.24	0	260.24	451.97	0	451.97
Kerala	109.34	0	109.34	182.82	0	182.82
Madhya Pradesh	494.18	0	494.18	652.96	0	652.96
Meghalaya	41.26	0	41.26	25.26	0	25.26
Maharashtra	564.82	0	564.82	975.43	0	975.43
Manipur	7.84	0	7.84	19.16	0	19.16
Mizoram	6.89	0	6.89	16.58	0	16.58
Nagaland	9.86	0	9.86	36.89	0	36.89
Odisha	314.95	0	314.95	383.71	0	383.71
Puducherry	4.28	0	4.28	6.69	0	6.69
Punjab	82.87	0	82.87	88.35	0	88.35
Rajasthan	332.27	0	332.27	461.09	0	461.09
Sikkim	3.42	0	3.42	8.71	0	8.71
Tripura	363.67	0	363.67	440.9	0	440.9
Tamil Nadu	13.16	0	13.16	36.42	0	36.42
Uttar Pradesh	819.18	0	819.18	1,020.85	0	1,020.85
Uttarakhand	42.47	0	42.47	67.86	0	67.86
West Bengal	566.59	0	566.59	662.54	0	662.54
Total	5429.89	1430.69	6860.58	7567.83	153.73	7721.56

*Integrated Child Development Services (ICDS)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Arunachal Pradesh	40.78	0	40.78	94.39	0	94.39
Andaman and Nicobar Islands	0.32	0	0.32		0	
Andhra Pradesh	680.06	0	680.06	526.43	0	526.43
Assam	415.1	0	415.1	505.37	0	505.37

1	2	3	4	5	6	7
Bihar	704.6	0	704.6	735.21	0	735.21
Chandigarh	3.09	0	3.09	3588	0	35.88
Chhattisgarh	220.4	0	220.4	160.65	0	160.65
Daman and Diu (Only Daman)		0			0	
Dadra and Nagar Haveli		0			0	
Delhi	74	0.41	74	56.89	0	61.21
Goa	12.21	0	12.21	12.21	0	12.21
Gujarat	248.27	0	248.27	284.01	0	284.01
Haryana	150.61	0	150.61	145.43	0	145.43
Himachal Pradesh	100.28	0	100.28	111.94	0	111.94
Jammu and Kashmir	100	0	100	87.01	0	87.01
Jharkhand	297.85	0	297.85	371.24	0	371.24
Lakshadweep		0		0	0	0
Karnataka	475.65	0	475.65	298.9	0	298.9
Kerala	220.12	0	220.12	195.37	0	195.37
Madhya Pradesh	430.6	0	430.6	629.2	0	629.2
Meghalaya	74.25	0	74.25	64.35	0	64.35
Maharashtra	530.46	0	530.46	626.53	0	626.53
Manipur	48.84	0	48.84	73.91	0	73.91
Mizoram	41.35	0	41.35	41.81	0	41.81
Nagaland	77.39	0	77.39	70.34	0	70.34
Odisha	366.52	0	366.52	396.06	0	396.06
Puducherry	3.89	0	3.89	7.51	0	7.51
Punjab	110.9	0	110.9	130.81	0	130.81
Rajasthan	335.64	0	335.64	322.58	0	322.58
Sikkim	14.75	0	14.75	8.56	0	8.56
Trjpura	102.78	0	102.78	115.97	0	115.97
Tamil Nadu	317.08	0	317.08	387.16	0	387.16
Uttar Pradesh	1,392.06	0	1,392.06	1,663.65	0	1,663.65
Uttarakhand	45.94	0	45.94	49.56	0	49.56
West Bengal	505.94	0	505.9-	627.56	0	627.56
Total	8141.73	0.41	8142.14	8836.49	0	8840.81



*MGNREGA*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Arunachal Pradesh	0	35.72	35.72	0	31.08	31.08
Andaman and Nicobar Islands	0	2.41	2.41	0	7.58	7.58
Andhra Pradesh	0	3782.34	3782.34	0	7,418.07	7,418.07
Assam	0	777.7	777.7	0	589.26	589.26
Bihar	0	1,044.79	1,044.79	0	1,984.38	1,984.38
Chandigarh	0	0	0	0	0	0
Chhattisgarh	0	827.1	827.1	0	1,473.63	1,473.63
Daman and Diu (Only Damabn)	0	0	0	0	0	0
Dadra and Nagar Haveli	0	0.39	0.39	0	0.48	0.48
Delhi	0	0	0	0	0	0
Goa	0	0.21	0.21	0	4.4	4.4
Gujarat	0	781.83	781.83	0	397.64	397.64
Haryana	0	124	124	0	103.65	103.65
Himachal Pradesh	0	0	0	0	636.25	636.25
Jammu and Kashmir	0	173.24	173.24	0	254.73	254.73
Jharkhand	0	803.39	803.39	0	946.75	946.75
Lakshadweep	0	2.00	2.00	0	2.34	2.34
Karnataka	0	2,769.98	2,769.98	0	773.05	773.05
Kerala	0	467.71	467.71	0	620.86	620.86
Madhya Pradesh	0	3,519.24	3,519.24	0	2,565.77	2,565.77
Meghalaya	0	209.51	209.51	0	186.07	186.07
Maharashtra	0	242.65	242.65	0	193.03	193.03
Manipur	0	436.81	436.81	0	267.76	267.76
Mizoram	0	276.97	276.97	0	195.38	195.38
Nagaland	0	562.92	562.92	0	487.02	487.02
Odisha	0	501.49	501.49	0	1,526.81	1,526.81

1	2	3	4	5	6	7
Puducherry	0	4.6	4.6	0	29.82	29.82
Punjab	0	143.18	143.18	0	128.79	128.79
Rajasthan	0	5,942.64	5,942.64	0	2,788.82	2,788.82
Sikkim	0	88.57	88.57	0	37.72	37.72
Tripiira	0	886.36	886.36	0	382.61	382.61
Tamil Nadu	0	1,389.77	1,389.77	0	1,559.35	1,559.35
Uttar Pradesh	0	5,318.87	5,318.87	0	5,266.59	5,266.59
Uttarakhand	0	279.6	279.6	0	284.17	284.17
West Bengal	0	1,787.29	1,787.29	0	2,117.61	2,117.61
Total	0	33183.28	33183.28	0	33261.47	33261.47

*Total Sanitation Campaign*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Arunachal Pradesh	0	2.74	2.74	0	0.08	0.08
Andaman and Nicobar Islands	0	0	0	0	0	0
Andhra Pradesh	0	110.78	110.78	0	138.8	138.8
Assam	0	67.3	67.3	0	94.37	94.37
Bihar	0	90.47	90.47	0	112.6	112.6
Chandigarh	0	1.16	1.16	0	0	0
Chhattisgarh	0	50.18	50.18	0	54.8	54.8
Daman and Diu (Only Damabn)	0	0	0	0	0	0
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	0	0.06	0.06	0	0	0
Goa	0	0	0	0	0	0
Gujarat	0	30.37	30.37	0	23.46	23.46
Haryana	0	7.18	7.18	0	6.05	6.05
Himachal Pradesh	0	4.08	4.08	0	15.06	15.06



1	2	3	4	5	6	7
Jammu and Kashmir	0	0	0	0	13.28	13.28
Jharkhand	0	39.42	39.42	0	27.33	27.33
Lakshadweep	0	0	0	0		
Karnataka	0	55.71	55.71	0	22.29	22.29
Kerala	0	25.95	25.95	0	22.86	22.86
Madhya Pradesh	0	99.87	99.87	0	144.03	144.03
Meghalaya	0	13.79	13.79	0	3.81	3.81
Maharashtra	0	99.24	99.24	0	129.12	129.12
Manipur	0	11.78	11.78	0	0.8	0.8
Mizoram	0	4.13	4.13	0	0	0
Nagaland	Q	10.59	10.59	0	1.12	1.12
Odisha	0	50.32	50.32	0	63.1	631
Puducherry	0	0	0	0	0	0
Punjab	0	0	0	0	2.86	2.86
Rajasthan	0	43.53	43.53	0	27.9	27.9
Sikkim	0	0	0	0	1.13	1.13
Tripura	0	8.37	8.37	0	3.4	3.4
Tamil Nadu	0	62.53	62.53	0	75.93	75.93
Uttar Pradesh	0	115.05	115.05	0	225.94	225.94
Uttarakhand	0	7.74	7.74	0	8.75	8.75
West Bengal	0	26.67	26.67	0	83.28	83.28
Total	0	1039.01	1039.01	0	1302.15	1302.15

*Rural Roads (Pradhan Mantri Gram Sadak Yojana)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	0	728.93	728.93	0	525.04	525.04
Arunachal Pradesh	0	0	0	0	267.37	267.37

1	2	3	4	5	6	7
Assam	0	700	700	0	1,611.00	1,611.00
Bihar	0	808.22	808.22	0	2699.45	2699.45
Chhattisgarh	0	438.03	438.03	0	678.58	678.58
Delhi	0	949.7	949.7	0	1,604.93	1,604.93
Gujarat	0	117.8	117.8	0	121.29	121.29
Haryana	0	230.49	230.49	0	92.75	92.75
Himachal Pradesh	0	53.96	53.96	0	199.3	199.3
Jammu and Kashmir	0	0	0	0	366.09	366.09
Jharkhand	0	224.74	224.74	0	843.81	843.81
Karnataka	0	438	438	0	492	492
Kerala	0	77.1	77.1	0	146.27	146.27
Madhya Pradesh	0	1350.24	1350.24	0	1,674.48	1,674.48
Maharashtra	0	299.18	299.18	0	695.73	695.73
Manipur	0	118.16	118.16	0	88.83	88.83
Meghalaya	0	0	0	0	64.55	64.55
Mizoram	0	28.58	28.58	0	90	90
Nagaland	0	60.02	60.02	0	25.13	25.13
Odisha	0	791.35	791.35	0	2,255.10	2,255.10
Punjab	0	122.1	122.1	0	99.1	99.1
Rajasthan	0	489.41	489.41	0	599	599
Sikkim	0	21.8	21.8	0	76.77	76.77
Tamil Nadu	0	390	390	0	322.12	322.12
Tripura	0	94.48	94.48	0	222.85	222.85
Uttar Pradesh	0	2084.51	2084.51	0	1216.83	1216.83
Uttarakhand	0	51	51	0	135.44	135.44
West Bengal	0	375.28	375.28	0	824.18	824.18
Total	0	11043.07	11043.07	0	18037.99	18037.99



*Rural Housing (Indira Awas Yojana) (IAY)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	0	856.29	856.29	0	858.83	858.83
Andaman and Nicobar Islands	0	0.98	0.98	0	0	0
Arunachal Pradesh	0	33.37	33.37	0	20.33	20.33
Assam	0	667.37	667.37	0	630.45	630.45
Bihar	0	2063.33	2063.33	0	1605.83	1605.83
Chhattisgarh	0	162.6	162.6	0	91.49	91.49
Dadra and Nagar Haveli	0	0.8	0.8	0	0.92	0.92
Delhi	0	0	0	0	0	0
Goa	0	5.24	5.24	0	4.36	4.36
Gujarat	0	415.93	415.93	0	464.1	464.1
Haryana	0	54.33	54.33	0	59.62	59.62
Himachal Pradesh	0	18.64	18.64	0	21.8	21.8
Jammu and Kashmir	0	57.25	57.25	0	62.85	62.85
Jharkhand	0	297.59	297.59	0	397.53	397.53
Karnataka	0	356.27	356.27	0	364.03	364.03
Kerala	0	194.71	194.71	0	185.78	185.78
Lakshadweep	0	0.62	0.62	0	0	0
Madhya Pradesh	0	242.99	242.99	0	257.24	257.24
Maharashtra	0	470.89	470.89	0	528.91	528.91
Manipur	0	20.42	20.42	0	14.78	14.78
Meghalaya	0	37.83	37.83	0	47.21	47.21
Mizoram	0	12.92	12.92	0	10.77	10.77
Nagaland	0	39.96	39.96	0	24.45	24.45
Odisha	0	460.26	460.26	0	390.67	390.67
Puducherry	0	2.4	2.4	0	0	0
Punjab	0	64.63	64.63	0	34.77	34.77

1	2	3	4	5	6	7
Rajasthan	0	218.01	218.01	0	210.14	210.14
Sikkim	0	6.45	6.45	0	5.24	5.24
Tamil Nadu	0	305.47	305.47	0	340.21	340.21
Tripura	0	55.59	55.59	0	63.52	63.52
Uttar Pradesh	0	1012.92	1012.92	0	1139.85	1139.85
Uttarakhand	0	50.45	50.45	0	39.47	39.47
West Bengal	0	627.08	627.08	0	587.05	587.05
Total	0	8813.58	8813.58	0	8462.2	8462.2

*National Rural Drinking Water Program*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	147.26	402.44	549.7	0	430.12	430.12
Andaman and Nicobar Islands	0	0	0	0	0	0
Arunachal Pradesh	94.72	123.45	218.17	0	118	118
Assam	98.78	231.77	330.55	0	437.48	437.48
Bihar	146.25	39.86	186.11	0	170.73	170.73
Chandigarh	0	59.05	59.05	0	80.15	80.15
Chhattisgarh	44.84	83.38	128.22	0	122.01	122.01
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	0	0	0	0	0	0
Goa	0	332	3.32	0	0	0
Gujarat	7.2	488.91	496.11	0	529.1	529.1
Haryana	40.68	166.21	206.89	0	173.6	173.6
Himachal Pradesh	21.25	0	21.25	0	126.18	126.18
Jammu and Kashmir	112.61	0	112.61	0	408.41	408.41
Jharkhand	0	111.34	111.34	0	102.82	102.82
Karnataka	167.49	467.46	634.95	0	461.19	461.19



1	2	3	4	5	6	7
Kerala	0	152.04	152.04	0	147.32	147.32
Lakshadweep	0	0	0	0	0	0
Madhya Pradesh	127.37	252.29	379.66	0	346.23	346.23
Maharashtra	0	656.16	656.16	0	619.76	619.76
Manipur	19.29	19.84	39.13	0	40.21	40.21
Meghalaya	22.7	57.99	80.69	0	61.88	61.88
Mizoram	17.16	39.93	57.09	0	44.59	44.59
Nagaland	0.5	31.25	31.75	0	77.52	77.52
Odisha	121.96	123.97	245.93	0	214.76	214.76
Puducherry	0	0	0	0	0	0
Punjab	33.57	0	33.57	0	0	0
Rajasthan	332.73	679.43	1012.16	0	1,099.49	1,099.49
Sikkim	6.72	14.03	20.75	0	13.12	13.12
Tamil Nadu	8.7	322.1	330.8	0	308.99	308.99
Tripura	19.78	58.42	78.2	0	55.66	55.66
Uttar Pradesh	0	970.15	970.15	0	371.12	371.12
Uttarakhand	0	124.9	124.9	0	136.41	136.41
West Bengal	149.91	250.43	400.34	0	419.12	419.12
Total	1741.47	5930.12	7671.59	0	7115.97	7115.97

*Irrigation (Accelerated Irrigation Benefits Programme) (AIBP)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	1313.69	0	1313.69	205.55	0	205.55
Andaman and Nicobar Islands	0	0	0	0	0	0
Arunachal Pradesh	45.05	0	45.01	32.71	0	32.71
Assam	690.83	0	690.83	111.02	0	111.02
Bihar	349.8	0	349.8	205.19	0	205.19

1	2	3	4	5	6	7
Chandigarh	0	0	0	0	0	0
Chhattisgarh	60.89	0	60.89	51.65	0	51.65
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	0	0	0	0	0	0
Goa	22.66	0	22.66	0.81	0	0.81
Gujarat	6.08	0	6.08	10.94	0	10.94
Haryana	101.42	0	101.42	47.67	0	47.67
Himachal Pradesh	133.88	0	133.88	66.15	0	66.15
Jammu and Kashmir	227.24	0	227.24	95.6	0	95.6
Jharkhand	4.53	0	4.53	130.26	0	130.26
Karnataka	934.01	0	934.01	469.36	0	469.36
Kerala	3.81	0	381	34.13	0	34.13
Lakshadweep	0	0	0	0	0	0
Madhya Pradesh	764.64	0	764.64	119.46	0	119.46
Maharashtra	1429.44	0	1429.44	1067.41	0	1067.41
Manipur	59.08	0	59.08	176.84	0	176.84
Meghalaya	22.54	0	22.54	85.31	0	85.31
Mizoram	36.45	0	36.45	41.25	0	41.25
Nagaland	60.01	0	60.01	63	0	63
Odisha	985.96	0	985.96	429.74	0	429.74
Puducherry	0	0	0	0	0	0
Punjab	35.13	0	35.13	180.38	0	180.38
Rajasthan	187.39	0	187.39	0	0	0.00
Sikkim	32.56	0	32.56	36.44	0	36.44
Tamil Nadu	146.36	0	146.36	157.7	0	157.7
Tripura	39.18	0	39.18	8.24	0	8.24
Uttar Pradesh	461.78	0	461.78	554.43	0	554.43
Uttarakhand	131.71	0	131.71	141.85	0	141.85
West Bengal	238.31	0	238.31	369.76	0	369.76
Total	8524.39	0	8524.39	4892.85	0	4892.85



*Jawaharlal Nehru National Urban Renewal Mission (JNNURM)*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	699.57	0	699.57	610.89	0	610.89
Andaman and Nicobar Islands	0	0	0	0	0	0
Arunachal Pradesh	31.35	0	31.35	4.48	0	4.48
Assam	107.64	0	107.64	13.46	0	13.46
Bihar	76.33	0	76.33	19.25	0	19.25
Chandigarh	0	0	0	0	0	0
Chhattisgarh	251.13	0	251.13	7.44	0	7.44
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	0	0	0	0	0	0
Goa	0	0	0	6.74	0	6.74
Gujarat	634.96	0	634.96	169.94	0	169.94
Haryana	14.88	0	14.88	60.63	0	60.63
Himachal Pradesh	39.28	0	39.28	5.38	0	5.38
Jammu and Kashmir	20.48	0	20.48	41.89	0	41.89
Jharkhand	57.86	0	57.86	32.27	0	32.27
Karnataka	346.43	0	346.43	162.72	0	162.72
Kerala	60.36	0	60.36	81.44	0	81.44
Lakshadweep	0	0	0	0	0	0
Madhya Pradesh	192.24	0	192.24	56.31	0	56.31
Maharashtra	1367.67	0	1367.67	527.22	0	527.22
Manipur	44.85	0	44.85	2.36	0	2.36
Meghalaya	20.85	0	20.85	0	0	0
Mizoram	27.7	0	27.7	7.23	0	7.23
Nagaland	27.46	0	27.46	26.4	0	26.4
Odisha	44.67	0	44.67	4.72	0	4.72
Puducherry	0	0	0	0	0	0

1	2	3	4	5	6	7
Punjab	41.78	0	41.78	30.17	0	30.17
Rajasthan	76.36	0	76.36	135.67	0	135.67
Sikkim	32.85	0	32.85	9.09	0	9.09
Tamil Nadu	623.35	0	623.35	178.07	0	178.07
Tripura	52.84	0	52.84	0	0	0
Uttar Pradesh	683.91	0	683.91	402.19	0	402.19
Uttarakhand	103.6	0	103.6	37.26	0	37.26
West Bengal	443.64	0	443-64	350.98	0	350.98
Total	6124.04	0	6124.04	2984.2	0	2984.2

*National Rural Health Mission*

State	2009-10			2010-11		
	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total	Release through Consolidated Fund of State	Release outside Consolidated Fund of State	Total
1	2	3	4	5	6	7
Andhra Pradesh	274.79	502.41	777.2	292.08	410.31	702.39
Andaman and Nicobar Islands	0.37	2.84	3.21	0.26	10.3	10.56
Arunachal Pradesh	17.03	39.06	56.09	10.56	37.23	47.79
Assam	128.26	724.06	852.32	126.88	528.62	655.50
Bihar	402.49	451.65	854.14	321.75	758.43	1080.18
Central Agency	0	0.22	0.22	0	0.15	0.15
Chandigarh	2.21	9.88	12.09	0.45	8.24	8.69
Chhattisgarh	99.18	180.18	279.36	124.12	157.89	282.01
Dadra and Nagar Haveli	0.23	0	0.23	0.05	3.57	3.62
Daman and Diu (Only Daman)	0.12	1.83	1.95	0.02	1.52	1.54
Delhi	32.59	124.79	157.38	29.4	110.94	140.34
Goa	6.47	7.3	13.77	8.45	6.45	14.9
Gujarat	158.72	373.93	532.65	178.52	358.04	536.56
Haryana	94.2	150.42	244.62	74.31	148.37	222.68
Himachal Pradesh	67.41	62.02	129.43	47.56	54.53	102.09



1	2	3	4	5	6	7
Jammu and Kashmir	50.13	86.98	137.11	31.92	101.95	133.87
Jharkhand	55.34	165.81	221.15	90.02	257.75	347.77
Karnataka	162.41	318.01	480.42	176.95	359.84	536.79
Kerala	24.51	246.2	270.71	58.77	184.19	242.96
Lakshadweep	0.06	1.08	1.14	0.01	1.26	1.27
Madhya Pradesh	206.06	463.5	669.56	238.24	496.54	734.78
Maharashtra	382.16	670.68	1052.84	253.62	651.75	905.37
Manipur	15.68	77.59	93.27	15.28	38.45	53.73
Meghalaya	19.21	65.57	84.78	5.58	28.56	34.14
Mizoram	18.63	32.95	51.58	21.57	28.7	50.27
Nagaland	15.2	62.99	78.19	17.74	32.19	49.93
Odisha	192.27	317.03	509.3	192.88	323.23	516.11
Puducherry	6.65	6.87	13.52	4.55	8.09	12.64
Punjab	230.98	161.75	392.73	86.07	158.73	244.8
Rajasthan	346.72	484.98	831.7	320.3	484.69	804.99
Sikkim	9.08	17.1	26.18	11.76	11.65	23.41
Tamil Nadu	306.51	420.74	727.25	230.73	405.96	636.69
Tripura	21.42	94.47	115.89	23.46	52.16	75.62
Uttar Pradesh	839.86	1447.63	2287.49	691.45	1395.91	2087.36
Uttarakhand	56.63	95.78	152.41	49.11	91.48	140.59
West Bengal	328.39	478.57	806.96	275.64	406.85	682.49
Total	4571.97	8346.87	12918.8	4010.06	8114.52	12124.6

[English]

**Centrally Sponsored Health Schemes**

1508. SHRI SANJAY NIRUPAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the amount allocated under the Centrally Sponsored Health Schemes during the last three financial years, scheme-wise, year-wise and State/UT-wise including Maharashtra;

(b) the amount released against the allocation made during this period, scheme-wise; State/UT-wise;

(c) whether the State Governments including Maharashtra have already spent funds released to them;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether the Government has undertaken/established a monitoring and auditing mechanism to ensure the rightful implementation of the schemes and the utilisation of funds; and

(f) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) Statements-I and

II showing the Scheme-wise and State-wise Allocation, Release and Expenditure under Major Centrally Sponsored Health Schemes including Maharashtra during the Financial Years 2007-08 to 2010-11 (up to 31st December, 2010) are enclosed. It would be seen that the States have been able to utilize most of the funds during this period. However, the pace of utilization was slow during the initial years of the implementation of the various components of National Rural Health Mission owing to shortage of manpower and infrastructural facilities. The unspent balances of the funds are carried forward to the next Financial Year to implement the approved activities. The absorptive

capacities have improved in the States, utilization of funds has increased.

(e) and (f) Yes. The Government monitors the implementation and progress of these schemes/programmes in the country through multiple monitoring mechanisms that includes analysis of structured monthly and quarterly reports, Common Review Missions/Joint Review Missions, dissemination workshops, surveys etc. The Ministry also constantly monitors the utilization of funds through Financial Monitoring Reports, concurrent audit and the annual statutory Audit Reports.

### Statement I

*Scheme-wise consolidated figures of allocation, release and expenditure under Centrally Sponsored Health Schemes during the Financial Years 2007-08 to 2010-11 (Up to 31.12.2010)*

(Rs. in crores)

Sl. No.	Programme	2007-08			2008-09			2009-10			2010-11		
		Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	RCH-I	1747.00	1715.94	1879.22	2973.03	2955.83	2928.80	3292.00	3327.91	3124.62	3647.00	2581.51	2335.80
2.	Additionalities under NRHM	3148.82	3132.74	1526.85	2597.44	2597.44	3256.08	3561.71	3365.65	4777.37	4045.20	3171.20	3246.09
3.	Routine Immunization	125.00	126.78	120.03	150.01	114.58	148.36	250.00	150.03	176.74	200.00	98.73	111.53
4.	PPI	422.88	421.59	352.96	618.02	618.02	461.55	600.94	593.46	462.62	485.57	127.69	112.75
5.	Infrastructure Maintenance	2603.07	2317.28	2353.10	2836.47	2527.16	2965.29	2859.79	2899.82	3845.70	3365.48	2960.43	1501.80
6.	National Disease Control Programmes												
a.	Integrated Disease Surveillance Programme	93.45	20.88	24.80	25.99	7.01	17.78	45.38	22.99	27.58	29.00	16.39	16.21
b.	National Iodine Deficiency Disorders Control Programme	4.30	3.49	2.18	8.10	5.40	3.53	7.90	1.89	3.31	7.90	4.83	1.38
c.	National Leprosy Eradication Programme*	36.50	22.65	22.82	47.17	35.53	29.46	43.01	25.05	23.18	41.10	20.65	12.97
d.	National Programme for Control of Blindness*	132.75	153.09	133.39	233.97	230.08	223.21	239.30	235.55	165.36	248.70	120.63	30.02



1	2	3	4	5	6	7	8	9	10	11	12	13	14
e.	National Vector Borne Disease Control Programme*	361.08	341.80	341.81	440.04	272.90	272.33	403.40	311.16	307.75	452.49	224.68	222.10
f.	Revised National TB Control Programme*	254.00	252.63	252.91	262.00	261.15	258.71	298.25	291.03	207.72	335.00	310.05	242.33
Total		8928.85	8508.87	7010.07	10192.23	9625.09	10565.10	11601.67	11224.53	13121.95	12857.44	9636.77	7832.96

**Statement II**

*Allocation, Release and Expenditure under Centrally Sponsored Health Schemes during the F.Ys. 2007-08 and 2010-11*

(Rs. in Crores)

Sl. No.	States/UTs.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release (Upto 31.12.10)	Exp. (Upto 31.12.10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andaman and Nicobar Islands	5.60	13.01	9.01	10.71	12.56	12.76	16.98	13.98	20.16	20.36	9.29	9.44
2.	Andhra Pradesh	628.43	608.94	505.18	663.37	638.72	700.12	717.87	707.86	770.31	816.36	584.40	355.92
3.	Arunachal Pradesh	47.99	44.50	47.62	43.95	36.51	57.68	51.17	57.32	66.51	54.15	44.77	33.39
4.	Assam	637.84	602.15	547.47	638.94	606.89	698.32	907.26	813.75	762.11	854.62	488.08	443.68
5.	Bihar	590.66	350.24	423.25	777.70	821.18	783.19	861.54	648.77	798.98	1001.02	577.27	461.51
6.	Chandigarh	6.48	6.45	4.11	8.04	5.31	6.47	9.99	9.44	7.79	11.21	1.83	5.31
7.	Chhattisgarh	222.60	190.85	197.77	259.35	249.72	162.12	293.26	261.64	239.06	336.14	222.98	147.87
8.	Dadra and Nagar Haveli	3.08	2.36	2.85	3.45	3.28	3.86	4.41	4.01	4.58	5.05	3.79	3.39
9.	Daman and Diu	2.79	1.98	2.43	3.07	2.60	2.41	3.70	3.95	3.46	4.05	1.68	1.81
10.	Delhi	77.73	55.31	51.06	100.37	99.62	55.68	122.22	83.03	73.69	136.68	94.99	42.00
11.	Goa	11.71	5.07	6.92	13.52	14.09	8.89	13.11	12.42	18.46	17.02	11.75	12.31
12.	Gujarat	369.20	394.93	306.81	414.07	342.81	495.43	465.92	499.91	628.98	526.91	468.99	337.30
13.	Haryana	137.25	115.79	98.57	166.20	165.02	187.73	180.30	188.42	335.53	203.25	197.55	128.86
14.	Himachal Pradesh	67.32	52.41	56.55	77.74	64.21	94.84	97.40	97.97	167.28	110.54	98.99	86.58
15.	Jammu and Kashmir	87.02	160.45	75.27	102.24	76.48	111.94	135.52	130.64	153.94	153.85	126.42	91.41
16.	Jharkhand	266.54	159.15	124.99	294.00	247.27	299.30	350.39	178.89	194.49	400.13	263.24	189.24

1	2	3	4	5	6	7	8	9	10	11	12	13	14
17.	Karnataka	393.94	297.32	275.29	461.83	437.84	428.94	505.30	436.47	663.89	552.02	508.92	452.98
18.	Kerala	236.40	293.86	144.03	253.61	222.88	331.20	285.57	237.62	383.46	310.05	219.91	227.67
19.	Lakshadweep	1.79	1.08	0.62	2.13	1.22	2.18	2.25	1.80	2.84	2.28	1.25	2.90
20.	Madhya Pradesh	689.95	617.09	645.70	609.02	707.88	686.97	707.17	604.79	745.50	757.82	583.05	520.25
21.	Maharashtra	603.58	672.52	550.76	779.15	587.43	873.15	861.36	959.32	1035.99	976.00	604.68	625.62
22.	Manipur	65.91	49.27	40.99	66.34	56.58	62.06	90.55	81.45	63.03	86.49	50.55	37.01
23.	Meghalaya	61.26	43.04	32.70	65.48	44.76	51.27	85.88	79.77	74.88	83.88	31.14	41.28
24.	Mizoram	37.46	32.67	56.22	40.24	37.44	54.26	50.70	49.87	58.86	53.30	28.15	29.00
25.	Nagaland	55.20	44.75	43.45	57.96	56.23	57.65	78.38	73.86	64.34	76.36	49.13	41.66
26.	Odisha	383.52	387.16	295.07	392.88	388.05	334.05	458.96	470.18	645.31	493.55	459.27	370.94
27.	Puducherry	9.41	4.71	7.14	11.31	5.12	7.29	11.67	10.59	13.21	14.16	11.68	10.24
28.	Punjab	161.69	107.84	111.64	185.89	183.03	190.08	210.00	221.70	239.08	246.76	201.76	153.68
29.	Rajasthan	571.89	660.90	537.65	596.53	798.15	909.16	633.31	726.13	997.11	742.85	585.54	670.74
30.	Sikkim	17.49	34.27	13.39	21.44	19.88	50.62	26.95	24.92	35.77	26.60	23.22	14.48
31.	Tamil Nadu	430.31	546.56	392.74	515.70	501.60	534.42	569.40	605.80	696.40	661.17	520.02	528.40
32.	Tripura	85.62	79.04	38.28	88.32	77.58	68.73	125.28	111.76	80.61	123.76	74.05	43.93
33.	Uttar Pradesh	1325.09	1258.77	956.47	1727.50	1474.91	1546.06	1870.38	1956.50	2212.40	2097.12	1741.11	1131.62
34.	Jharkhand	91.33	89.20	72.74	100.16	98.44	132.48	118.23	130.81	141.62	129.39	123.16	119.17
35.	West Bengal	544.73	525.23	335.33	639.93	539.79	563.75	679.28	729.16	722.32	772.50	624.14	461.38
Grand Total		8928.85	8508.87	7010.07	10192.23	9625.09	10665.10	11601.67	11224.53	13121.95	12857.44	9636.77	7832.96

Note: Expenditure Figures for 2009-10 and 2010-11 are provisional.

[Translation]

#### Relief to Farmers

1509. DR. MURLI MANOHAR JOSHI:  
SHRI RAJIV RANJAN SINGH ALIAS LALAN  
SINGH:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has formulated any scheme to provide relief to the farmers by way of compensation for the damage caused to their kharif crops for the year 2010-2011 due to unseasonal rains and climate changes;

(b) if so, the details of the scheme and if not, the reasons therefor;

(c) whether the Government proposes to provide relief to the farmers under such natural calamities for each of the crops in each of the States;

(d) if so, the details thereof and if not, the reasons therefore; and

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

THE MINISTER OF STATE IN THE MINISTRY OF  
FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) Ministry



of Agriculture has reported that four crop insurance schemes namely, National Agricultural Insurance Scheme (NAIS), Pilot Modified NAIS, Pilot Weather Based Crop Insurance Scheme (WBCIS) and Pilot Coconut Palm Insurance Scheme (CPIS) are being implemented in the country to compensate agriculture losses due to natural calamities and non-preventable risks.

Claims for notified crops/areas, under NAIS and Modified NAIS, are paid based on shortfall in yield vis-à-vis guaranteed yield (arrived from Crop Cutting Experiments) provided by State Government and as per provisions of the scheme. However, under Weather Based Crop Insurance Scheme, claims are paid based on deviation in weather parameters measured by weather stations in reference unit areas for notified crops and as per provisions of the scheme. Claims for Kharif 2010-11 (Kharif 2010 and Rabi 2010-11) under NAIS are under process/progress according to receipt of yield data from State Government.

Further, in order to provide relief to bank borrowers in times of natural calamities, Reserve Bank has issued standing guidelines to banks. The relief measures, inter alia, include conversion of the principal amount outstanding in the crop loans and agriculture term loans as well as accrued interest thereon into term loans for periods ranging from 3 to 10 years depending upon the frequency of crop failures/intensity of damage to crops; treatment of converted/rescheduled agri-loans as 'current dues'; non-compounding of interest in respect of loans converted/rescheduled etc; moratorium period of at least one year, while restructuring; relaxed security and margin norms; fresh crop loans and consumption loans for affected farmers etc.

It has also been clarified by Reserve Bank of India (RBI) that the accounts that are restructured for the second time or more on account of natural calamities, would retain the same asset classification category on restructuring. Accordingly, for once restructured standard asset, the restructuring necessitated on account of natural calamity would not be treated as second restructuring, i.e., the standard asset classification will be allowed to be maintained.

[English]

#### **Deficiency of Proteins in Children**

1510. SHRI A. SAMPATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether one child is dying in every minute in the country due to the deficiency of proteins;

(b) if so, the details thereof;

(c) whether the children in the age group of 4-6 years get only 16 per cent of Vitamin A, 35 per cent of iron contents and 45 per cent of Calcium;

(d) if so, the details thereof; and

(e) the remedial measures taken by the Government for the improvement in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) As per the National Nutrition Monitoring Bureau (NNMB) Diet and Nutrition status survey report, 2006, conducted in 9 states by Indian Council of Medical Research, no children below age 5 years revealed the problem of kwashiorkor, which is the clinical manifestation of protein deficiency.

Further the median intake of Vitamin A, Iron and Calcium in the age group 4-6 years was 66 micrograms, 6.8 mg. and 202 mg, respectively which were 16.5%, 37.7% and 50% of the Recommended Daily Allowance (RDA).

(e) Government has taken various measures to improve the health & nutrition status of vulnerable population including children. The brief details are given in the enclosed Statement.

#### **Statement**

##### *The measures taken to improve the health and nutritional status of population*

1. A National Nutrition policy has been adopted in 1993 and a National Plan of Action for Nutrition (1995) is being implemented through various Department of Government. The National Nutrition Mission has been set up.
2. Reproductive child Health programme under National Rural Health Mission (NRHM) includes:
  - Emphasis on appropriate infant and young child feeding.
  - Janani Suraksha Yojana (JSY) to promote institutional deliveries for better birth outcomes.



- Focus on Maternal health by promoting institutional deliveries, improved converge and quality of ANC skilled care to pregnant women, Post-partum care at community level.
  - Immunization.
  - Integrated Management of Neonatal and childhood illness and malnutrition.
  - Treatment of severe acute malnutrition through Nutrition rehabilitation Centres (NRCs) set up at public health facilities.
  - Specific program to prevent and combat micronutrient deficiencies of Vitamin A and Iron & Folic Acid. Vitamin A supplementation for children till the age of 5 years and Iron & Folic Acid supplementation for pregnant and lactation women. Iron and Folic acid syrup has been added in the programme for children 6 to 60 months.
3. National Iodine Deficiency Disorders Control Programme (NIDDCP) is being run under the NRHM umbrella.
4. Nutrition Education to increase the awareness and bring about desired changes in the dietary practices including the promotion of breastfeeding and dietary diversification is being encouraged under both Integrated Child Development Services Schemes (ICDS) and NRHM.
5. Other schemes targeting improvement of nutritional status are as under.
- (a) Integrated Child Development Services Schemes (ICDS)
  - (b) Rajiv Gandhi Scheme for Empowerment of Adolescent Girls (RGSEAG) - (SABLA)
  - (c) Indira Gandhi Matrutva Sahyog Yojana (IGMSY)
  - (d) National Programme of Nutritional support to Primary Education (Mid day meal programme)
  - (e) Improving the purchasing power of the people through various income generating schemes including National Rural Employment Generation Scheme.
  - (f) Availability of essential food items at subsidized cost through targeted Public Distribution System.

#### **External Capital Flow**

1511. DR. PADMASINHA BAJIRAO PATIL: Will the Minister of FINANCE be pleased to state:

(a) whether the capital inflow from the overseas investors has made it difficult to manage the difficult price situation in the country; and

(b) if so, the steps taken by the Government to monitor for external capital flow and meet the situation arising out of it?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The link between overseas capital inflows and inflation is primarily a function of the extent of central bank intervention, the liquidity conditions prevailing in the market and measures taken, if any, to sterilize excess liquidity. In India, the central bank intervention in the foreign exchange market has been minimal lately. The high capital flows have been largely financing the current account deficit of the country.

#### **Notification of Tariff Values**

1512. SHRI KISHANBHAI V. PATEL:  
SHRI PRADEEP MAJHI:

Will the Minister of FINANCE be pleased to state:

(a) whether Government has notified tariff values of edible oils, brass scrap and Poppy seeds in the recent past;

(b) if so, the details thereof;

(c) the reasons for issue of such new tariff values for each of such items; and

(d) the extent to which such values differ from earlier tariff values, item-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Tariff Values of edible oils, brass scrap and Poppy seeds have been notified in the recent past vide Official Gazette Notification No. 19/2011-Customs (N.T.) dated February 28, 2011.

(b) Copy of the Notification mentioned in reply in (a) above is enclosed as Statement.

(c) The Tariff Values of Brass Scrap and Poppy Seeds are revised on a fortnightly basis to keep them in line with international prices of the said commodities. The Tariff Value of edible oils has remained unchanged since July 31, 2006 to contain inflation and to stabilize the domestic prices.



(d) The Tariff Values for edible oils and Brass Scrap have remained unchanged from the last Official Gazette Notification No. 12/2011-Customs (N. T.) dated February 15, 2011. However the Tariff Value for Poppy seeds has fallen by around 10% (reduction in dollar terms is USD-340).

#### **Statement**

*[TO BE PUBLISHED IN PART-II, SECTION-3, SUB-SECTION (ii) OF THE GAZETTE OF INDIA, EXTRAORDINARY]*

Government of India  
Ministry of Finance  
(Department of Revenue)  
(Central Board of Excise and Customs)

Notification No. 19/2011-CUSTOMS (N.T.)

New Delhi, 28th February, 2011  
9 Phalgun, 1932 (SAKA)

S.O... (E) - In exercise of the powers conferred by sub-section (2) of section 14 of the Customs Act, 1962 (52 of 1962), the Board, being satisfied that it is necessary and expedient so to do, hereby makes the following further amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue), No. 36/2001-Cus (N. T.), dated, the 3rd August 2001, namely:

In the said notification, for the Table, the following Table shall be substituted namely:

**TABLE**

Sl.No.	Chapter/ heading/ sub-heading/tariff item	Description of goods	Tariff value US \$ (Per Metric Tonne)
1.	1511 10 00	Crude Palm Oil	447 (i.e. no change)
2.	1511 9010	RBD Palm Oil	476 (i.e. no change)
3.	1511 90 90	Others - Palm Oil	462 (i.e. no change)
4.	1511 10 00	Crude Palmolein	481 (i.e. no change)
5.	1511 90 20	RBD Palmolein	484 (i.e. no change)
6.	1511 90 90	Others - Palmolein	483 (i.e. no change)
7.	1507 10 00	Crude Soyabean Oil	580 (i.e. no change)
8.	7404 00 22	Brass Scrap (all grades)	4372 (i.e. no change)
9.	1207 91 00	Poppy seeds	2973

[F. No. 467/2/2011-Cus.V]

**(Abhinav Gupta)**

Under Secretary to the Government of India

**Note:** The Principal notification was published in the Gazette of India, Extraordinary, vide Notification No. 36/2001 - Customs (NT), dated, the 3rd August, 2001 (S. O. 748 (E), dated, the 3rd August, 2001) and was last amended vide Notification No. 12/2011-Customs (N.T.), dated, the 15th February, 2011 (S.O.380 (E) dated 15th February, 2011).

#### **Tax Evasion**

1513. SHRI JOSE K. MANI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to impose sanctions against countries that refuse to share information on suspected tax evaders;

(b) if so, the details thereof;

(c) whether a panel set up by the Government in this direction has recommended a tool-box of measures to fight tax evasion;

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



(e) whether the Government proposes any amendment in income tax law in this regard; and

(f) if so, the details thereof and the steps taken by the Government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) No Madam, the Government does not propose to impose sanction, however in the Finance Bill, 2011, recently introduced in the parliament, government has proposed anti-avoidance measures with a view to discourage transactions by a resident assessee, with persons located in any country or jurisdiction which does not effectively exchange information with India.

(c) Yes Madam.

(d) The Report of the panel set up by the government was submitted on 11.01.2011. The recommendations of the Panel have been incorporated in form of the proposed section 94A, to be inserted in the Income-tax Act, 1961 (Act). Clause 14 of the Finance Bill, 2011 provides for the same.

(e) Yes, the government has proposed a new section 94A in the Act in this regard.

(f) The proposed section provides:

- (1) an enabling power to the Central Government to notify any country or territory outside India, having regard to the lack of effective exchange of information by it with India, as a notified jurisdictional area;
- (2) that if an assessee enters into a transaction, where one of the parties to the transaction is a person located in a notified jurisdictional area, then all the parties to the transaction shall be deemed to be associated enterprises and the transaction shall be deemed to be an international transaction and accordingly, transfer pricing regulations shall apply to such transactions;
- (3) that no deduction in respect of any payment made to any financial institution shall be allowed unless the assessee furnishes an authorization, in the prescribed form, authorizing the Board or any other income-tax authority acting on its behalf, to seek relevant information from the said financial institution;

(4) that no deduction in respect of any other expenditure or allowance (including depreciation) arising from the transaction with a person located in a notified jurisdictional area shall be allowed under any provision of the Act unless the assessee maintains such other documents and furnishes the information as may be prescribed;

(5) that if any sum is received from a person located in the notified jurisdictional area, then, the onus is on the assessee to satisfactorily explain the source of such money in the hands of such person or in the hands of the beneficial owner, and in case of his failure to do so, the amount shall be deemed to be the income of the assessee;

(6) that any payment made to a person located in the notified jurisdictional area shall be liable to deduction of tax at the higher of the rates specified in the relevant provision of the Act or rate or rates in force or a rate of 30 per cent.

[Translation]

#### **Identity Card to Weavers**

1514. SHRI GORAKHNATH PANDEY: Will the Minister of TEXTILES be pleased to state:

(a) the number of male and female weavers and the numbers out of them who have been issued identity cards, State/UT-wise;

(b) whether the Government has taken note of issuance of fake Identity Cards to the weavers under the Marketing and Export Promotion Scheme leading to cornering of benefits available to genuine weavers participating in Delhi Haat, Marketing events and Craft Melas;

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

(d) whether the connivance of Handicraft and Handloom Officials have also been reported in the issuance of such fake identity cards; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) The details of number of male and female weavers and the



numbers out of them whose identity cards have been delivered to the State Government are given in the enclosed Statement.

(b) to (e) The distribution of Photo Identity Cards to the Weavers enumerated during Third Handloom Census has commenced only on 23.12.2010. No complaint has been received so far about distribution of fake identity cards under the Third Handloom Census. However, for

the limited purpose of enabling the weavers to participate in the marketing events, craft melas and Dilli Haat under Marketing and Export Promotion Scheme, 5000 identity cards had been issued to the weavers so far prior to the census by various Weavers Service Centres in the country. One case of attestation of forged identity card was detected and the officer concerned has been charge-sheeted.

**Statement**

States	Total Adult Workers			No of ID cards printed	Nos. of ID cards given to State Governments, out of col. 5
	Male	Female	Total		
1	2	3	4	5	6
Andhra Pradesh	149,896	156,569	306,465	268,940	268,940
Arunachal Pradesh	291	29,275	29,566	14,794	14,794
Assam	15,411	1,468,453	1,483,864	274,310	0
Bihar	14,997	22,728	37,725	34,185	
Chhattisgarh	2,673	2,218	4,891	4,341	
Delhi	1,541	976	2,517	2,285	0
Gujarat	4,443	5,053	9,496	8,147	0
Haryana	6,239	1,625	7,864	6,797	0
Himachal Pradesh	2,424	5,306	7,730	6,364	
Jammu and Kashmir	5,776	14,973	20,749	13,566	
Jharkhand	10,360	8,081	18,441	17,648	
Karnataka	35,377	41,472	76,849	69,302	69,302
Kerala	3,732	10,786	14,518	14,471	15,471
Madhya Pradesh	5,985	7,196	13,181	12,004	
Maharashtra	1,850	1,483	3,333	2,191	2,191
Manipur	1,577	202,742	204,319		
Meghalaya	97	12,828	12,925	11,798	11,798
Mizoram	1,935	39,254	41,189	26,287	26,287
Nagaland	7,881	57,422	65,303	54,119	0
Odisha	51,154	52,004	103,158	92,244	92,244

1	2	3	4	5	6
Puducherry	1,122	1,584	2,706	2,578	2,578
Punjab	1,551	967	2,518	2,500	
Rajasthan	5,745	24,357	30,102	25,259	
Sikkim	16	535	551	291	291
Tamil Nadu	149,373	169,139	318,512	293,576	277,576
Tripura	1,573	130,169	131,742	95,534	95,534
Uttar Pradesh	109,340	107,675	217,015	169,610	169,610
Uttarakhand	6,415	8,185	14,600	13,030	
West Bengal	249,699	415,307	665,006	579,541	564,541
All India	848,473	2,998,362	3,846,835	2,115,712	1,611,157

[English]

#### Utilization Certificate of Ministries

1515. SHRI DANVE RAO SAHEB PATIL: Will the Minister of FINANCE be pleased to refer to the reply given to USQ No. 46 dated 10.08.2007 regarding utilization certificates and state:

(a) whether Ministries/Departments continue to release grants without obtaining outstanding utilization certificates in violation of the provisions of the General Financial Rules, 2005 and if so, the number of outstanding utilisation certificates as on date, Ministry/ Department-wise; and

(b) the details of the advice tendered by his Ministry to Ministries/ Departments not to release grants unless utilisation certificates in respect of previous grants have been obtained/received during the last three years and the current year till date?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) It is the responsibility of the concerned Ministries/Departments to comply with provisions of the GFR, 2005 before releasing grant to organizations/statutory bodies/institutions. A statement indicating total No. of Utilisation Certificates outstanding in respect of grants released up to March 2008 which were due by 31st March 2009, Ministry/ Department-wise, as per Report No. 23 of 2009-10 of the Comptroller and Auditor General of India for the year ended March, 2009, is enclosed.

(b) Ministry of Finance have been advising the administrative Ministries/Departments from time to time for obtaining Utilisation Certificates in respect of grants in strict compliance of principles and procedure for award of grants-in-aid as laid down in GFRs, 2005. The provisions regarding requirement of submission of Utilisation Certificates within the stipulated period for release of further funds as laid down in Rule 212 of GFRs, 2005 have, *inter alia*, been reiterated vide Department of Expenditure's Office Memorandums No 8(4)/E IIA/2005 dated 8th October, 2007 and 7th December, 2007.

#### Statement

Name of Ministry/ Department	Total No. of Utilisation Certificates outstanding in respect of grants released up to March 2008 which were due by 31st March 2009
1	2
Agriculture	439
Andaman Nicobar Islands Administration	1010
Atomic Energy	416
Central Board of Direct Taxes	28



1	2
Chemicals and Petrochemicals	4
Fertilisers	10
Commerce	214
Textiles	1969
Civil Aviation	2
Culture	4855
Environment and Forests	8835
Home Affairs	1
Revenue	7
Disinvestment	24
Food Processing Industries	2124
Health	2091
Family Welfare	2083
AYUSH	1182
Secondary Education and Literacy	1476
Higher Education	2439
Information Technology	754
Heavy Industry	35
Small Scale Industry	190
Industrial Policy & Promotion	66
Public Enterprises	38
Labour and Employment	499
National Legal Services Authority	109
Legislative Department	5
Legal Affairs	2
Mines	5
New and Renewable Energy	677
Earth Sciences	1359
Personnel, Public Grievances and Pensions and Training	9
Planning Commission	14

1	2
Power	5
Shipping	8
Space	335
Urban Development	272
Housing and Urban Poverty Alleviation	152
Water Resources	181
Consumer Affairs	54
Food and Public Distribution	38
Panchayati Raj	120
Bio-Technology	128
Road Transport and Highway	2
Rural Development	579
Grand Total	34845

[Translation]

#### Blanket Centres

1516. KUMARI MEENAKSHI NATRAJAN: Will the Minister of TEXTILES be pleased to state:

(a) the number of blanket centres in the country, State/UT-wise; and

(b) the plan of action by the Government for development, protection and promotion of this handicraft as large number of population is engaged in weaving of blanket in these blanket centres?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) There are 7 major production centers of blankets in the country. These are located in Maharashtra-2, Punjab-2, Haryana-1, UP-1, MP-1.

(b) The Government provides various incentives for exporters such as MDA scheme, Duty Drawback, DEPB, Market Linked Focus Product Scheme etc for export of wool & woollen products including blankets.

[English]

#### Financial Assistance by AYUSH

1517. SHRI P.T. THOMAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of the schemes under which the Government allocates funds to the State Governments under AYUSH;

(b) the projects undertaken and funds allocated to the State Governments thereunder during the last year so far;

(c) the steps taken by the Government for proper monitoring of such projects and utilisation of allocated funds;

(d) whether cases of irregularities have been reported in implementation of such projects; and

(e) if so, the details thereof during the last three years and the action taken thereon, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): (a) The details of the Schemes under which the Government allocates funds to the State Governments are given in the enclosed statement-I.

(b) The details of the projects undertaken and funds allocated to the State Governments during the last year so far are given in the enclosed statement-II.

(c) There are 4 Centrally Sponsored Scheme in the Department of AYUSH. In the case of Scheme of National Mission on Medicinal Plants, there is an inbuilt provision for effective Planning, Monitoring and Evaluation of the Scheme. The State Governments are permitted to engage Programme Management Consultant and set up Project Management Units for the purpose. As for the Scheme of Quality Control of Ayurveda, Siddha, Unani and Homoeopathy (ASU&H) Drugs is concerned, monitoring is done from time to time in the meeting(s) of the State Drug Controllers and State Directors of ASU&H. In respect of all these Schemes, at the stage of furnishing the Utilization Certificates (UCs) by the State Governments, it is ensured that the past grants-in-aid are utilized for the purpose for which they were granted. Utilization of funds and pending UCs are regularly monitored through holding regional meeting(s) and visit(s) by the State Nodal Officers and other officers of the Department of AYUSH.

(d) Yes.

(e) The irregularities in respect of grants released to the 4 colleges, namely, (1) Rishikul State Ayurveda College Haridwar, Uttarakhand, (2) Shri O. H. Nazar,

Ayurveda College, Surat, Gujarat, (3) Government Ayurvedic College, Vadodara, Gujarat and (4) Government Homoeopathic College, Lucknow, Uttar Pradesh, have been brought to the notice of the Government. The Report of the State Government with respect to Rishikul State Ayurveda College Haridwar, Uttarakhand has been received and it is reported that the complaint is not based on facts. The concerned State Governments in respect of the remaining 3 colleges have been asked to inquire into the matter and furnish a report to Government.

#### **Statement I**

#### **I. Centrally Sponsored Scheme of Quality Control of Ayurveda, Siddha, Unani and Homoeopathy Drugs**

Under this Scheme, the grant in aid for following six sub-schemes are being released to the States:

- (i) Strengthening the State Drug Testing Laboratories(DTL) of Ayurveda. Siddha. Unani & Homoeopathy (ASU&H) Drugs: The grant in aid of Rs. 1,50,00,000/- to each State DTL is being released.
- (ii) Strengthening the State pharmacies of ASU&H Drugs: The grant in aid of Rs. 2,00,00,000/- to each State pharmacy of ASU&H drugs is being released.
- (iii) Re-imbursement of sample drag, testing fee of ASU&H Drugs: Drug Licensing Authorities of States of ASU&H drugs are reimbursed the amount incurred on sample drug testing fee @ Rs. 2000/- per sample.
- (iv) Strengthening the State enforcement mechanism of ASU&H Drugs: Drug Licensing Authority of ASU&H drugs were assisted with Rs. 15,00,000/- per annum to strengthen their enforcement mechanism in terms of vehicle, computerization of Drug Controller Office, training of technical staff, TA/DA for sample collection etc.
- (v) Assisting ASU&H drugs manufacturers having Good Manufacturing Practices (GMP) certificate for strengthening their in-house quality control lab with sophisticated equipments: The grant in aid of 30% of expenditure subject to maximum of Rs. 30,00,000/- is being released through State Government.



- (vi) Assisting ASU&H drug manufacturers having World Health Organization (WHO) GMP certificate for strengthening their infrastructure: The grant in aid of 30% of expenditure on infrastructure subject to maximum of Rs.30,00,000/- is being released through the State Government.

## **II. Centrally Sponsored Scheme of National Mission on Medicinal Plants**

National Medicinal Plants Board is implementing a "Centrally Sponsored Scheme of National Mission on Medicinal Plants" with a total outlay of Rs. 630 crores during the 11th Plan. The scheme aims at supporting market driven cultivation of prioritized medicinal plants in a mission mode through growers, farmers, cultivators, Growers Associations, Federations, Self Help Groups, Corporates, Growers Co-operatives with backward and forward linkages. Funds amounting to Rs. 69.25 crores have been allocated to 21 States during the year 2009-10 and Rs. 46.41 crores to 18 States during the year 2010-11 under the scheme. The Scheme has an inbuilt provision for effective Planning, Monitoring and Evaluation of the Scheme. The State Governments are permitted to engage Programme Management Consultant and set up Project Management Units for the purpose.

## **III. Centrally Sponsored Scheme for "Development of AYUSH Institutions"**

The Centrally Sponsored Scheme for "Development of AYUSH Institutions" is under implementation for assisting Government and Government aided colleges to upgrade their infrastructure and facilities with the objectives of bridging the critical gaps observed in compliance of the minimum standards/norms of CCIM/CCH. The scheme has following components:

- (i) Infrastructure development of AYUSH U.G./P.G. Institutions: The scheme provides for grant of financial assistance to UG Institutions up to Rs. 2 crore and for PG institutions Rs. 3 crore for the Plan period to be released in two installments.
- (ii) Assistance for add-on P.G./Pharmacy/Para-Medical courses in existing AYUSH institutions: The scheme provides for grant of financial assistance up to Rs. 3 crore.
- (iii) Development of Model AYUSH Institutions/ Centre of Advanced Studies: The scheme

provides for grant of financial assistance up to Rs. 5 Crore for the Plan period to be released in two installments.

- (iv) One time assistance on 50:50 matching share basis for opening of new Ayurveda, Siddha, Unani and Homoeopathy Institutions/AYUSH Universities in States not having such Institutions - upto Rs. 10 Crore.
- (v) Assistance to private but not for profit making Institutions: The scheme provides for grant of interest free loan to eligible institutions.

## **IV. Centrally Sponsored Scheme (Hospitals & Dispensaries of Indian Systems of Medicine & Homoeopathy)**

Under the Scheme, the Grant in aid is provided for the following components to the States:

- A. Establishment of AYUSH OPD Clinics in the Primary Health Centres (PHCs) One Time grant up to Rs. 15.00 lakhs for undertaking addition/alteration of existing premises; furniture, fixtures, equipments, etc. and recurring grant of Rs. 3.00 lakhs per annum for procurement of drugs, medicines, diet and other consumables along with Rs. 0.30 lakh per annum as lump sum contingency fund.
- B. Establishment of AYUSH IPDs in Community Health Centres (CHCs): One Time grant up to Rs. 25.00 lakhs for undertaking addition/alteration of existing premises; furniture, fixtures, equipments, etc; recurring grant of Rs. 5.00 lakhs per annum for procurement of drugs, medicines, diet and other consumables along with Rs. 0.50 lakh per annum as lump sum contingency fund.
- C. Setting up of AYUSH Wings in District Hospitals: One Time grant up to Rs. 30.00 lakhs for undertaking addition/ alteration of existing premises; furniture, fixtures, equipments, etc. and recurring grant of Rs. 2.50 lakhs per annum for procurement of drugs, medicines, diet and other consumables along with Rs. 0.70 lakh per annum as lump sum contingency fund.
- D. Supply of Essential Drugs to Hospitals and Dispensaries: Recurring grant of Rs. 0.50 lakh per annum for essential drugs (Ayurveda/Siddha/Unani) and Rs. 0.25 lakh per annum for drugs (Homoeopathy).



- E. Upgradation of AYUSFU hospitals (other than PHCs/CHCs/DHs) at the District/sub-District levels: One time grant up to Rs. 50.00 lakhs for undertaking construction, renovation of existing premises; furniture, fixtures, equipments, etc. and recurring grant of Rs. 13.36 lakhs for manpower, procurement of drugs, medicines, diet, other consumables and lump sum contingency fund.
- F. Upgradation of AYUSH Dispensaries: One time grant up to Rs. 10.00 lakhs for undertaking construction, renovation of existing premises; furniture, fixtures, equipments, etc. and recurring grant of Rs.0.10 lakh per annum as lump sum contingency fund.
- G. Programme Management Unit for AYUSH: One time grant up to Rs. 2.0 lakhs for furniture, fixtures, computers, equipment related to information technology (IT) etc. and recurring grant of Rs. 13.80 lakhs for manpower and Rs. 0.10 lakh as contingency fund.

- H. Setting Up of Specialized AYUSH Facilities in Government Tertiary Care AYUSH Hospitals in the Public Private Partnership (PPP) Mode: One time grant up to Rs. 85.00 lakhs for undertaking construction, renovation of existing premises; furniture, fixtures, equipment, etc. and Rs. 10 lakhs, Rs. 8 lakhs, Rs. 6 lakhs and Rs. 4 lakhs respectively as recurring grant in successive four years.

### **Statement II**

The funds allocated under the 4 Centrally Sponsored Schemes, viz. (i) Scheme of Quality Control of Ayurveda, Siddha Unani and Homoeopathy Drugs; (ii) Scheme of National Mission on Medicinal Plants; (iii) Scheme for "Development of AYUSH Institutions"; and (iv) Scheme (Hospitals & Dispensaries) of Indian Systems of Medicine & Homoeopathy during last year and current year so far are given in the enclosed Annexure-I, Annexure-II, Annexure-III and Annexure-IV respectively.

### **Annexure I**

*Details of funds released to States/UTs under the Centrally Sponsored Scheme of Quality Control of Ayurveda, Siddha, Unani and Homoeopathy Drugs for the period 2009-10*

(Rs. in lakh)

Sl.No.	State/UT	DTL	Pharmacies	Enforcement Mechanism	Drug Testing Fee	GMP Assistance	US/ FDA, EU/GMP Assistance	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	-	-	-	-	-	-	-
2.	Arunachal Pradesh	-	-	-	-	-	-	-
3.	Assam	-	-	-	-	-	-	-
4.	Bihar	-	-	-	-	-	-	-
5.	Chhattisgarh	-	-	-	-	-	-	-
6.	Delhi	-	-	-	-	-	-	-
7.	Chandigarh	-	-	-	-	-	-	-
8.	Gujarat	-	-	-	-	-	-	-
9.	Haryana	-	-	-	2	-	-	2
10.	Himachal Pradesh	-	-	-	-	-	-	-
11.	Jammu and Kashmir	-	-	-	-	-	-	-



1	2	3	4	5	6	7	8	9
12.	Jharkhand	-	-	-	-	-	-	-
13.	Karnataka	20.00	-	-	-	-	-	20
14.	Kerala	-	-	-	-	-	-	-
15.	Madhya Pradesh	-	-	-	-	-	-	-
16.	Maharashtra	-	-	-	-	3	-	3
17.	Lakshadweep	-	-	-	-	-	-	-
18.	Meghalaya	-	-	-	-	-	-	-
19.	Mizoram	8.18	-	-	-	-	-	8.18
20.	Nagaland	-	-	-	-	-	-	-
21.	Odisha	-	-	-	-	-	-	-
22.	Punjab	-	-	-	-	-	-	-
23.	Rajasthan	-	-	-	-	2.55	-	2.55
24.	Sikkim	-	-	-	-	-	-	-
25.	Tamil Nadu	-	-	-	-	-	-	-
26.	Tripura	-	-	-	-	-	-	-
27.	Uttar Pradesh	-	-	-	-	-	-	-
28.	Uttarakhand	-	-	-	-	-	-	-
29.	West Bengal	-	-	-	-	-	-	-
30.	Puducherry	-	-	-	-	-	-	-
Total		28.18	-	-	2	5.55	-	35.73

*Details of funds released to States/UTs under the Centrally Sponsored Scheme of Quality Control of Ayurveda, Siddha, Unani and Homoeopathy Drugs for the period 2010-11 (upto Feb. 2011)*

(Rs. in lakh)

Sl.No.	State/UT	DTL	Pharmacies AY/U/S/H	Enforcement Mechanism	Drug Testing Fee	GMP Assistance	US/ FDA, EU/GMP Assistance	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	-	-	-	-	-	-	-
2.	Arunachal Pradesh	-	-	-	-	-	-	-
3.	Assam	-	-	-	-	-	-	-

1	2	3	4	5	6	7	8	9
4.	Bihar	-	-	-	-	-	-	-
5.	Chhattisgarh	-	-	-	-	-	-	-
6.	Delhi	-	-	-	-	-	-	-
7.	Chandigarh	-	-	-	-	-	-	-
8.	Gujarat	92	-	-	-	1.63	-	93.63
9.	Haryana	-	-	-	-	4.21	-	4.21
10.	Himachal Pradesh	-	-	-	-	-	-	-
11.	Jammu and Kashmir	-	-	-	-	-	-	-
12.	Jharkhand	-	-	-	-	-	-	-
13.	Karnataka	-	-	-	-	-	-	-
14.	Kerala	-	-	-	-	-	-	-
15.	Madhya Pradesh	-	-	-	-	-	-	-
16.	Maharashtra	-	-	-	-	10.87	-	10.87
17.	Lakshadweep	-	-	-	-	-	-	-
18.	Meghalaya	-	-	-	-	-	-	-
19.	Mizoram	-	-	5	2	-	-	7
20.	Nagaland	-	-	5	2	-	-	7
21.	Odisha	-	-	-	-	-	-	-
22.	Punjab	-	-	-	-	-	-	-
23.	Rajasthan	41.19	64.24	-	-	-	-	105.43
24.	Sikkim	-	-	-	-	-	-	-
25.	Tamil Nadu	-	-	-	-	-	-	-
26.	Tripura	-	-	-	-	-	-	-
27.	Uttar Pradesh	-	-	-	-	-	-	-
28.	Uttarakhand	-	-	-	-	-	-	-
29.	West Bengal	-	-	2	-	-	-	2
30.	Puducherry	-	-	-	-	-	-	-
Total		133.19	64.24	10	6	16.71	-	230.14



**Annexure II**

*Details of funds released to States/UTs under the Centrally Sponsored Scheme of National Mission on Medicinal Plants for the period 2009-10 and 2010-11*

(Rupees in Lakhs)

Sl.No.	Name of State	2009-10	2010-11
1	2	3	4
1.	Andhra Pradesh	900	700
2.	Arunachal Pradesh	281.56	36.12
3.	Assam	0	332.8
4.	Bihar	150	
5.	Chhattisgarh	350	
6.	Delhi	0	
7.	Goa	0	
8.	Gujarat	161.35	
9.	Haryana	175.7	
10.	Himachal Pradesh	0	106.11
11.	Jammu and Kashmir	294.4	
12.	Jharkhand	563.33	165.18
13.	Karnataka	100	372.22
14.	Kerala	131.25	96.14
15.	Madhya Pradesh	0	737.58
16.	Maharashtra	0	196.79

1	2	3	4
17.	Manipur	126.24	
18.	Meghalaya	306.6	68.5
19.	Mizoram	188.16	108.3
20.	Nagaland	265.7	165.88
21.	Odisha	236.1	166.69
22.	Punjab	0	96
23.	Rajasthan	169.8	100
24.	Sikkim	366.1	0
25.	Tamil Nadu	300	805
26.	Tripura	0	
27.	Uttar Pradesh	760	
28.	Uttarakhand	414.11	280.98
29.	West Bengal	684.6	107.54
30.	Andaman and Nicobar Islands	0	
31.	Chandigarh	0	
32.	Dadra and Nagar Haveli	0	
33.	Daman and Diu	0	
34.	Lakshadweep	0	
35.	Puducherry	0	
Total		6925	4641.83

**Annexure III**

*Details of funds released to States/UTs under the Centrally Sponsored Scheme for "Development of AYUSH Institutions"*

Sl.No.	Name of College/Institution	Name of State	Amount (Rs. in lakh)
1	2	3	4
1.	Shri DGM Ayurveda College, Gadag	Karnataka	66.79
2.	N.S.S. Homoeo Medical College, Kottayam	Kerala	170.00
3.	D.M.M. Ayurveda Mahavidyalaya, Yavatmal	Maharashtra	170.00
4.	Government Ayurveda College, Varanasi	Uttar Pradesh	170.00

1	2	3	4
5.	Tilak Ayurveda Mahavidyalaya, Pune	Maharashtra	350.00
6.	Gurukul Kangri Rajkiya Ayurveda College, Haridwar	Uttarakhand	118.00
7.	Ashtang Ayurveda Mahavidyalaya, Pune	Maharashtra	90.00
8.	Sri Ayurved Mahavidyalaya, Nagpur	Maharashtra	240.00
9.	Seth Chandanmal Mutha Aryangla Vaidyak Mahavidyalaya, Satara	Maharashtra	90.00
10.	A.L. Govt. Ayurveda Medical College, Warangal	Andhra Pradesh	69.00
11.	Sri Dharmasthala Manjunatheshwara College of Ayurveda, Udupi,	Karnataka	163.49
12.	Vaidyaratnam Ayurveda College, Ollur	Kerala	38.10
13.	Ayurveda Prasarak Mandal's Ayurveda College, Mumbai	Maharashtra	63.00
14.	Govt. Ayurveda Medical College, Patna	Bihar	201.62
Total			2000.00

*Details of funds released to States/UTs under the Centrally Sponsored Scheme for "Development of AYUSH Institutions" for the year 2010-11*

Sl.No.	Name of College/Institution	Name of State	Amount [1st Installment] (Rs. in lakh)
1.	Government Ayurved College & Hospital, Thiruvanthapuram	Kerala	150.00
2.	Ayurveda Medical College & Hospital,	Puducherry	600.00
3.	Govt. Ayurveda Medical College, Patna	Bihar	93.77
4.	Bhaisaheb Sawant Ayurved Mahavidyalaya Sawantwadi, Maharashtra	Maharashtra	130.00
5.	Tripura Sundari Ayurveda Medical College at Udaipur, Tripura South	Tripura	800.00
6.	Institute of Ayurvedic Pharmaceutical Sciences, Jamnagar	Gujarat	80.74
7.	Calcutta Unani Medical College & Hospital, Calcutta, West Bengal	West Bengal	98.00
8.	Government Ayurveda Medical College, Rewa, M.P.	Madhya Pradesh	223.54
9.	Govt. Ayurveda College, Junagarh, Gujarat	Gujarat	150.00
10.	G.S. Gune Ayurveda College, Ahmednagar, Maharashtra	Maharashtra	140.00
Total			2466.05



**Annexure IV**

*Details of funds released to the States/UTs under Centrally Sponsored Scheme (Hospitals & Dispensaries) of Indian Systems of Medicine & Homoeopathy for the period 2009-10*

Sl.No.	States	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Cumulative Financial Total (Rs. in lakhs)
1	2	3	4	5	6	7	8
1.	Andaman and Nicobar Islands	-	-	-	-	-	-
2.	Andhra Pradesh	-	-	1.25	-	-	1.25
3.	Arunachal Pradesh	-	-	-	-	-	-
4.	Assam	-	76.25	1.17	-	-	77.42
5.	Bihar	-	117.75	-	-	2,500.00	2,617.75
6.	Chandigarh	-	-	-	-	-	-
7.	Chhattisgarh	-	-	-	-	-	-
8.	Dadra and Nagar Haveli	-	-	-	-	-	-
9.	Daman and Diu	-	-	-	-	-	-
10.	Delhi	-	-	-	-	-	-
11.	Goa	-	-	-	-	-	-
12.	Gujarat	-	-	-	-	-	-
13.	Haryana	-	-	-	-	1,615.00	1,615.00
14.	Himachal Pradesh	646.27	472.60	-	-	-	1,118.87
15.	Jammu and Kashmir	107.71	463.93	0.38	-	-	572.02
16.	Jharkhand	-	-	-	-	2,026.00	2,026.00
17.	Karnataka	484.70	-	-	-	-	484.70
18.	Kerala	1,184.83	-	-	-	-	1,184.83
19.	Lakshadweep	-	-	-	-	-	-
20.	Madhya Pradesh	646.27	583.55	-	-	47.06	1,276.88
21.	Maharashtra	-	-	-	-	27.00	27.00
22.	Manipur	-	0.23	1.73	-	1,050.30	1,052.26
32.	Meghalaya	-	-	-	-	323.00	323.00
24.	Mizoram	-	17.00	1.72	-	81.00	99.72
25.	Nagaland	-	-	-	-	305.29	305.29

1	2	3	4	5	6	7	8
26.	Odisha	430.85	32.60	-	59.00	-	522.45
27.	Puducherry	-	-	-	-	45.30	45.30
28.	Punjab	268.60	243.10	3.00	-	605.00	1,119.70
29.	Rajasthan	1,238.68	-	-	-	932.00	2,170.68
30.	Sikkim	-	-	-	-	-	-
31.	Tamil Nadu	-	167.88	-	73.00	4,666.50	4,907.38
32.	Tripura	-	38.90	0.81	-	200.88	240.59
33.	Uttar Pradesh	-	-	-	-	-	-
34.	Uttarakhand	-	-	-	-	463.00	463.00
35.	West Bengal	-	186.57	-	-	-	186.57
Total		5,007.91	2,400.36	10.06	132.00	14,887.33	22,437.66

*Details of funds released to the States/UTs under Centrally Sponsored Scheme (Hospitals & Dispensaries) of Indian Systems of Medicine & Homoeopathy for the period 2010-11*

Sl.No.	States	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Financial (Rs. in lakhs)	Cummulative Financial Total (Rs. in lakh)
1	2	3	4	5	6	7
1.	Andaman and Nicobar Islands	-	-	-	-	-
2.	Andhra Pradesh	-	-	5.00	-	5.00
3.	Arunachal Pradesh	-	-	-	-	-
4.	Assam	-	-	4.68	-	4.68
5.	Bihar	1,454.11	-	3.90	276.25	1,734.26
6.	Chandigarh	-	-	-	-	-
7.	Chhattisgarh	-	-	-	-	-
8.	Dadra and Nagar Haveli	-	-	-	-	-
9.	Daman and Diu	-	3.58	-	-	3.58
10.	Delhi	-	-	-	-	-
11.	Goa	-	-	-	-	-
12.	Gujarat	272.54	-	-	-	272.54
13.	Haryana	-	-	2.32	-	2.32



1	2	3	4	5	6	7
14.	Himachal Pradesh	861.69	-	4.68	-	866.37
15.	Jammu and Kashmir	-	-	4.50	-	4.50
16.	Jharkhand	-	-	-	-	-
17.	Karnataka	3,015.93	304.51	-	216.75	3,537.19
18.	Kerala	1,205.00	369.72	6.50	-	1,581.22
19.	Lakshadweep	-	-	6.90	43.86	50.76
20.	Madhya Pradesh	592.41	-	6.90	-	599.31
21.	Maharashtra	-	-	4.68	198.81	203.49
22.	Manipur	-	-	6.90	-	6.90
32.	Meghalaya	-	-	-	-	-
24.	Mizoram	-	-	6.90	-	6.90
25.	Nagaland	-	6.75	-	-	6.75
26.	Odisha	-	-	-	1,283.55	1,283.55
27.	Puducherry	-	-	-	-	-
28.	Punjab	-	-	6.00	-	6.00
29.	Rajasthan	5,708.74	-	6.90	-	5,715.64
30.	Sikkim	-	-	-	-	-
31.	Tamil Nadu	-	-	-	-	-
32.	Tripura	171.07	-	4.89	113.58	289.54
33.	Uttar Pradesh	-	-	-	-	-
34.	Uttarakhand	370.60	-	6.00	-	376.60
35.	West Bengal	-	-	-	-	-
Total		13,652.09	684.56	87.65	2,132.80	16,557.10

**Assessment/Survey on Black  
Money in Real Estate**

1518. SHRI PRABHATSINH P. CHAUHAN:  
SHRI RAMESH BAIS:

Will the Minister of FINANCE be pleased to state:

(a) whether a nation-wide assessment/survey of the size of black money transactions has been conducted in the recent times particularly in the real estate, share markets and jewellery business;

(b) if so, the details thereof and actual figures found particularly in real estates sector in Mumbai, Vadodara, Rajkot, Surat and other major cities;

(c) the actions so far taken by the Government to control the situation;

(d) whether the Government proposes to withdraw 1000/- and 500/- currency notes to check and control black money in the national economy; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) No, Madam. The Government has not made any estimation of unaccounted money in various sectors of economy, in recent times. However, the Government has decided to get a fresh study conducted on unaccounted income/wealth both inside and outside the country bringing out the nature of activities engendering money laundering and its ramifications on national security. The proposal was approved by the Government in January, 2011. The study is likely to be completed within a time frame of eighteen months.

Sector-wise and area-wise details of undisclosed income detected by the Income Tax Department are not centrally maintained in the Ministry. The information will have to be collected from field formations of the Income Tax Department spread in various parts of the country. The time and effort required for collection of the information may not be commensurate to the objective sought to be achieved.

(c) The Income Tax Department takes several deterrent and punitive steps to unearth unaccounted money and curb tax evasion. These include scrutiny of returns, surveys, search and seizure action, imposition of penalty and launching of prosecution in appropriate cases. Information Technology has also been used in a big way in collection, collation and dissemination of taxpayer information. Tax Information Network (TIN) has been set up as a depository of important tax related information which can be accessed by the Department. The basic components of TIN are Information relating to Tax Deduction at Source (TDS), payment of taxes and high value transactions reported in Annual information Returns (AIR). The Department has set up an Integrated Taxpayer Data Management System (ITDMS) to electronically collate information collected from various sources *i.e.* Tax Deduction at Source, Electronic Filing of Return, Annual Information Returns, Central Information Branches (CIB) etc, to create 360 degrees profile of High net-worth assesses. Information received from Financial Intelligence Unit under the Department of Revenue regarding suspicious transactions from various banks, insurance companies etc., are also investigated by the Income Tax Department. Further, the Department has implemented Computer Assisted Selection of Scrutiny (CASS) wherein returns are selected for scrutiny on the basis of comparison of the information gathered from various sources with the information available and declarations made by the assesses in the return of income.

(d) No, Madam.

(e) It is not considered practical to stop printing of the notes of the denomination of Rs. 500/- and Rs. 1000/- as more notes of smaller denominations will have to be printed to meet the demands of new currency notes, which is not possible considering the printing capacity and availability of bank note paper.

#### **Indo-US Co-operation in Health Sector**

1519. SHRIMATI SUPRIYA SULE:  
SHRI M. SREENIVASULU REDDY:

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

(a) whether Indo-US health care summit has been held recently in Jaipur;

(b) if so, the details alongwith the outcome thereof;

(c) whether India and the United States of America have worked out any strategy to work together on a low cost intervention programme to combat various diseases, particularly diabetes; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The 4th Indo-US Health Care Summit organised by American Association of Physicians of Indian Origin was held in Jaipur in January, 2011.

(b) According to information available discussions at the Summit included activities proposed to be undertaken by the American Association of Physicians of Indian Origin in the coming years including the prevention of blindness, increasing public awareness about cervical cancer and education to the general public for prevention of communicable diseases.

(c) No.

(d) Does not arise.

[Translation]

#### **Recommendation of Bhore Committee**

1520. SHRI GANESH SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:



(a) whether the health care dispensing system in the country is based on roadmap of recommendation made by Bhore Committee;

(b) if so, the details thereof;

(c) whether 40 per cent people of rural areas in the country are still deprived of health care benefits; and

(d) if so, remedial steps taken by the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Bhore Committee in 1946 inter-alia estimated that around 15,000 doctors would be needed in the first five years, and around 30,000 over 10 years. Over the last six decades, the Government has facilitated establishment of a number of medical colleges in the country. At present, there are 314 medical colleges out of which 149 are in the Government sector and remaining 165 are in private sector with an overall annual admission capacity of around 37,027 MBBS students and around 18,625 PG students.

(c) and (d) There is an imbalance in availability of doctors in rural and urban areas of the country. The Medical Council of India has made the following amendments to its Post Graduate Medical Education Regulations to encourage doctors to serve in the rural areas:

- (i) 50% reservation in Post Graduate Diploma Courses for Medical Officers in the Government service who have served for at least three years in remote and difficult areas; and
- (ii) Incentive at the rate of 10% of the marks obtained for each year in service in remote or difficult areas upto the maximum of 30% of the marks obtained in the entrance test for admissions in Post Graduate Medical Courses.

[English]

#### **Jan Aushadhi Programme**

1521. PROF. RANJAN PRASAD YADAV: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of Jan Aushadhi Programme launched in 2008;

(b) the number of Jan Aushadhi Stores across the country at present, State-wise alongwith the reasons for not opening Jan Aushadhi Store in every State;

(c) whether the Union Government has taken up the matter with State Governments to open Jan Aushadhi Store in every States;

(d) if so, the response of State Governments thereto;

(e) the names of medicines being sold at Jan Aushadhi Stores at present;

(f) whether there is a proposal to add more medicines in the programmes; and

(g) if so, the details thereof alongwith the steps taken by the Government to popularise the said stores?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Department of Pharmaceuticals has informed that consequent upon a decision taken in the meeting of the Pharma Advisory Forum held on 23rd August, 2008, the Jan Aushadhi Campaign was launched on 25th November, 2008 by way of opening the first Jan Aushadhi Drug Store in the Civil Hospital, Amritsar. Under the campaign, at least one Jan Aushadhi store is to be opened in the District Hospitals to begin with, wherever the State Governments extend their support and cooperation in allotting the space and identifying the agency to manage such stores, to make available quality generic medicines at affordable prices to all. So far, 81 Jan Aushadhi Stores have been opened in the States of Punjab (20), Rajasthan (36), Haryana (04), Uttarakhand (02), Andhra Pradesh (03), Odisha (08), West Bengal (02), Delhi (03) and Chandigarh (03). A Statement-I containing the list of Jan Aushadhi Stores is enclosed.

(c) and (d) Yes. The matter has been taken up with the State Governments. A good response has been received from some of the States like Punjab, Rajasthan, Haryana, Odisha, Delhi and Chandigarh. Such stores could not be opened in many other States as response from them were poor.

(e) to (g) A statement-II containing the names of the medicines which are under supply from the Central Pharma Public Sector Units to the Jan Aushadhi Stores is enclosed. The Department of Pharmaceuticals has informed that it is taking all efforts to increase the basket of medicines being sold in the Jan Aushadhi Stores. At

present the stress is on the effective regular supply of 319 medicines to Jan Aushadhi Stores. Also Government is taking all efforts to popularize the said stores through advertisements in print and visual media. In this regard, a joint multi-media publicity programme has been initiated by the Department of Pharmaceuticals with the Department of Consumer Affairs, Government of India. Apart from this, State Governments and the agencies running the stores are also assisted to popularize the stores which include running of a Toll Free Helpline on Jan Aushadhi Campaign so that the benefit of the programme reaches the common man.

**Statement I**

*Jan Aushadhi Stores already opened till now*

Sl. No.	State	District	Date of Opening
1	2	3	4
1.	Punjab	Amritsar	25.11.08
2.		Mohali	23.02.09
3.		Bhatinda	02.03.09
4.		Ludhiana	17.06.09
5.		Jalandhar	17.06.09
6.		Patiala	29.06.09
7.		Moga	30.06.09
8.		Faridkot	30.06.09
9.		Ferozpur	04.09.09
10.		Mansa	12.09.09
11.		Sangrur	01.10.09
12.		Barnala	01.10.09
13.		Fatehgarh Sahib	28.10.09
14.		Rupnagar (Ropar)	03.12.09
15.		Nava sahar (Sahid Bhagat Singh Nagar)	03.12.09
16.		Hoshiarpur	11.12.09
17.		Taran Taran	13.12.09
18.		Muktsar	18.12.09

1	2	3	4
19.		Gurdaspur	29.12.09
20.		Kapurthala	31.12.09
21.	Delhi	Shastri Bhawan	05.02.09
22.		GTB Hospital	13.11.09
23.		Deen Dayal Upadhyay Hospital	11.02.10
24.	Rajasthan	Kanvatia Hospital, Jaipur	09.03.10
25.		Jaipuriya Hospital, Jaipur	09.03.10
26.		Jhunjhunu	04.05.10
27.		Beawar Ajmer	09.05.09
28.		Jalore	01.05.10
29.		Shri Ganga Nagar	26.03.10
30.		Shri Ganga Nagar	26.03.10
31.		Churu	03.05.10
32.		Udaipur	28.03.10
33.		Banswara	05.04.10
34.		Jhalawar	15.04.10
35.		Alwar Rajgarh	06.05.10
36.		Alwar	06.04.10
37.		Bhawani Mandi	01.05.10
38.		Barmer	05.06.10
39.		Keshov Raipatan	20.04.10
40.		Khanpur Jhalawar	02.05.10
41.		Tonk	05.06.10
42.		Tonk	05.06.10
43.		Rajsamand	27.05.10
44.		Pali	02.06.10
45.		Kota	19.05.10
46.		Rampura Kota	19.05.10
47.		Bhilwara	01.06.10



1	2	3	4
48.		Doongarpur	05.06.10
49.		Jodhpur Mador	06.06.10
50.		Jodhpur Osian	05.06.101
51.		Sagwara	05.06.10
52.		Bikaner	21.06.10
53.		Paratapgarh	23.06.10
54.		Bharatpur	07.07.10
55.		Vijay Nagar	07.07.10
56.		Sirochi	23.09.10
57.		Sirochi	23.09.10
58.		Dausa	10.07.10
59.		RBM Hospital Bharatpur	19.08.10
60.	Haryana	Gurgaon	20.02.09
61.		Panchkula	23.02.09
62.		Faridabad	05.08.09
63.		Yamuna Nagar	29.08.09
64.	Uttarakhand	Dehradun	09.11.09
65.		Roorkee	27.11.09
66.	Chandigarh	PGIMER, Chandigarh	16.11.09
67.		Govt. Medical College Hospital, Sector-32, Chandigarh	04.08.10
68.		Multispeciality Hospital, Sector-16, Chandigarh	02.02.11
69.	Andhra Pradesh	Visakhapatnam Port Hospital, Vizag	12.12.09
70.		Nizam's Institute of Medical Sciences, Hyderabad	05.03.10
71.		Uppal Industrial Employees Healthcare Centre, Hyderabad	29.07.10

1	2	3	4
72.	Odisha	Capital Hospital, Bhubaneswar	06.03.10
73.		Red Cross Bhawan, Unit-IX, Bhubaneswar	06.03.10
74.		District HQ Hospital, Khordha	06.03.10
75.		District HQ Hospital, Dhenkanal	25.03.10
76.		District HQ Hospital, Koraput	11.06.10
77.		District HQ Hospital, Angui	09.07.10
78.		District Head Quarter Hospital, Navrangpur	15.08.10
79.		District Head Quarter Hospital, Baragarh	03.10.10
80.	West Bengal	M.R. Bangur Hospital, Tollygunge, Kolkata	25.08.10
81.		N.R.S. Medical College & Hospital, Maulali, Kolkata	25.08.10

1. Jan Aushadhi store at Gurgaon and Faridabad closed due to poor sale.
2. Jan Aushadhi stores at Mohali, Ludhiana and Patiala temporarily closed due to pending court case in Punjab and Haryana High Court.

### **Statement II**

*List of the medicines for supply to Jan  
Aushadhi Generic Drug Stores*

Sl.No.	Name of the medicine
1	2
<b>Analgesic Anti-inflammatory</b>	
1.	Diclofenac Sodium IP 100 mg. SR
2.	Diclofenac Sodium IP 50 mg.
3.	Ibuprofen 200 mg Tabs
4.	Ibuprofen IP 400 mg.

1	2
5.	Ibuprofen IP 400 mg. + Paracetamol IP 325 mg.
6.	Indomethacin 25 mg
7.	Inj. Diclofenac Sodium 25mg per ml
8.	Nimesuiide IP 100 mg.
9.	Paracetamol 500mg Tab.
10.	Syrup Paracetamol IP 125 mg./5 ml
11.	Paracetamol syrup 125 mg/ 5 ml
12.	Paracetamol IP 500 mg. + Diclofenac Sodium IP 50 mg.
13.	Pentazocine 30 mg/ml Injection
14.	Nimesulide Syrup [50 mg/5ml]
15.	Diclofenac Sodium 50mg. + Serratiopeptidase 10mg
16.	Aceclofenac 100MG Tabs
17.	Diclofenac Gel
18.	Nimesuiide 100 mg+Paracetamol 500mg.Tabs
19.	Nimesuiide + Para.Susp [5 ml/Nimesulide 50 mg+paracetamol 125 mg].
20.	Aceclofenac Gel
21.	Serratiopeptidase 10mg Tablets
22.	Methayl Sallisilate Oint.(Eutheria)
23.	Acelof 100mg + Paracetamol 200mg
24.	Tab Tramadol 50 mg
25.	Tramadol 50mg Inj.
26.	Tramadol 100 mg Inj.
27.	Etoricoxib 90 mg Tablets
28.	Etoricoxib 120 mg Tablets
	<b>Antibacterials</b>
29.	Amikacin 100 mg injection
30.	Amikacin 250 mg injection
31.	Amikacin 500 mg injection

1	2
32.	Amoxycillin 125 mg.
33.	Amoxycillin IP 250 mg.
34.	Amoxycillin IP 500 mg.
35.	Amoxy.250 + Cloxy. 250 caps.
36.	Amoxy.250 + Cloxy. 250 caps.
37.	Amoxycillin Oral Suspension IP Each 5 ml contains Amoxycillin 125 mg.)
38.	Ampicillin IP 250 mg.
39.	Ampicillin IP 500 mg.
40.	Ampicillin dry Syrup [125 mg/ 5 ml]
41.	Ampi 250 +Cloxy 250mg Cap
42.	Ampicillin 250mg inj.
43.	Ampicillin 500mg inj.
44.	Azithromycin IP 250 mg.
45.	Azithromycin IP 500 mg.
46.	Benzathene Penicillin G Injection 6lac
47.	Benzathine Penicillin G Injection12lac
48.	Benzathine Penicillin G Injection24lac
49.	Cefadroxil 250 mg.
50.	Cefadroxil 500 mg.
51.	Inj.Cefoparazone 1 gm
52.	Inj Cefoparazone + Sulbactam 1 gm
53.	Inj Cefoparazone + Sulbactam 2 gm
54.	Cefotaxime Sodium & Salbactam Sodium inj. 1gm.+500mg
55.	Cefotaxime Sodium & Salbactam Sodium inj (500+250mg)
56.	Cefotaxime Sodium & Salbactam Sodium inj (250+125mg)
57.	Cefotaxime Sodium Injection 1000mg.
58.	Cefotaxime Sodium Injection 500 mg.
59.	Cefotaxime 250 mg Inj.



1	2
60.	Ceftazadime IP 1000mg
61.	Ceftazadime IP 500mg
62.	Ceftazadime IP 250mg
63.	Ceftriaxone 1 gm.
64.	Ceftriaxone 250 mg.
65.	Ceftriaxone 500 mg.
66.	Ceftriaxone+Sulbactam 1500mg
67.	Ceftriaxone+Sulbactam 750mg
68.	Ceftriaxone+Sulbactam 375mg
69.	Cefuroxime Axetil IP 250mg.
70.	Cefuroxime Axetil IP 500mg.
71.	Cephalexin 125 mg.
72.	Cephalexin IP 250 mg.
73.	Cephalexin IP 500 mg.
74.	Ciprofloxacin IP 250mg+TinidazoleIP300mg.
75.	Ciprofloxacin IP 500mg.+Tinidazole IP600mg
76.	Amoxycillin.250 mg+Bromhexine 8 mg Cap
77.	Amoxycillin500mg+Bromhexine 8 mg Caps
78.	Ciprofloxacin IP 250 mg.
79.	Ciprofloxacin IP 500 mg.
80.	Ciprofloxacin Ophthalmic Solution USP.3%w/v
81.	Clotrimazole IP 1% w/w Oint.
82.	Suspension Cotrimoxazole[Sulphamethoxazole 200mg+Trimethoprim40m/5ml]%%
83.	Suspension Cotrimoxazole[Sulphamethoxazole 200mg+Trimethoprim40mg/5ml]
84.	Co-trimoxazole-Pead. (20 mg.+100 mg.)
85.	Co-trimoxazole-DS (160 mg.+ 800 mg.)
86.	Co-trimoxazole-SS (80 mg.+400 mg.)
87.	Doxycycline IP 100 mg.
88.	Erythromycin Stearate IP 250 mg.

1	2
89.	Erythromycin Stearate IP 500 mg.
90.	Gentamycin Sulphate Injection 80mg
91.	Livofloxacin IP 250 mg.
92.	Livofloxacin IP 500 mg.
93.	Norfloxacin IP 400 mg.
94.	Norfloxacin IP 400 mg+Tinidazole IP 600 mg.
95.	Ofloxacin IP 200 mg.
96.	Ofloxacin IP 400 mg.
97.	Ofloxacin IP 200 mg. + Omidazole IP 500 mg.
98.	Benzyl Penicillin IP 5lac
99.	Benzyl Penicillin IP 10lac
100.	Fortified Procain Pencillin IP 4lac
101.	Fortified Procain Pencillin IP 20lac
102.	Fortified Procain Pencillin IP 40lac
103.	Roxithromycin IP 150 mg.
104.	Roxithromycin IP 300 mg.
105.	Roxithromycin Syrup[ 50 mg/ 5ml]
106.	Sparfloxacin 100 mg.
107.	Sparfloxacin 200 mg.
108.	Tetracycline IP 250 mg.
109.	Tetracycline 250mg Caps
110.	Tetracycline IP 500 mg.
111.	Tinidazole IP 300 mg.
112.	Tinidazole IP 500 mg.
113.	Amoxicillin + Clavulanic acid 1.2mg Inj.
114.	Amoxycillin + Clavulanic acid 300mg Inj
115.	Amoxycillin + Clavulanic acid 600mg Inj.
116.	Amoxycillin + Clavulanic acid 625mg Tabs
117.	Amoxycillin 200mg+ Clavulanic acid 28.5mg/5ml Dry Syrup
118.	Phenoxy Methyl Penicillin 125mg

1	2
119.	Phenoxy Methyl Penicillin 250mg
120.	Azythromycin 100mg DT Tab
121.	Cefixime 200mg Tab.
122.	Cefixime 100mg Tab.
123.	Cefixime Dry Syrup [50 mg/ 5ml]
124.	Meropenem 1gm injection
125.	Amoxy 250 mg+ Dicloxacillin 250 mg Caps
126.	Azithromycin Suspension [20mg/ 5ml]
127.	Gatifloxacin 400mg Tab.
128.	Cefpodoxime 100 DT Tablets
129.	Cefpodoxime 200 Tablets
130.	Chloramphenicol-P Syrup
131.	Arteunate 50mg Tab
132.	Metronidazole IP 200 mg.
133.	Metronidazole IP 400 mg.
134.	Ornidazole 500mg
	<b>Anti Infectives (Topicals)</b>
135.	Application Benzyl Benzoate IP 25 % w/w
136.	Chlorhexidine Gluconate Solution BP 5%
137.	Chlorhexidine Gluconate Solution BP 5%
138.	Glutaraldehyde 2% Solution
139.	Glutaraldehyde 2% Solution.
140.	Povidone Iodine Solution 10 %
141.	Povidone Iodine Solution I.P. 7.5%
142.	Povidone Iodine Solution 5 %
143.	Povidon Iodine ointment 5%w/w
144.	Povidon Iodine ointment 5% w/w
145.	Antiseptic Solution 1.5%
146.	Antiseptic Solution 3 %
147.	Antiseptic Solution 7.5 %
148.	Antiseptic Solution 15 %

1	2
149.	Silver Sulphadiazine Cream 1 % w/w)
150.	Silver Sulphadiazine Cream 1 % w/w
151.	Ravlon Solution [Chlorhexidine 1.5%w/v + Cetramide 3%w/v]
	<b>Antituberculous Drugs</b>
152.	Ethambutol IP 200 mg.
153.	Ethambutol IP 400 mg.
154.	Ethambutol IP 800 mg.
155.	Isoniazid IP 100 mg
156.	Isoniazid IP 300 mg.
157.	Pyrazinamide IP 500 mg.
158.	Pyrazinamide IP 750 mg.
159.	Rifampcin 150mg Caps
160.	Rifampcin 300mg
161.	Rifampicin IP 450 mg.
162.	Streptomycin IP 0.75g
163.	Streptomycin IP 1g.
	<b>Antifungal</b>
164.	Hamycin Suspension (200,000 unit /ml)
165.	Griseofulvin 125Tab
166.	Griseofulvin 250mg Tab.
167.	Fluconazole IP 150 mg.
	<b>Ointments</b>
168.	Beclomethasone 0.025 % w/w + Neomycin 0.5% Cream
169.	Beclomethasone 0.025 % + Clotrimazole 1.0% + Genta 0.1%. Cream
	<b>I.V. Fluids</b>
170.	Metronidazole Injection IV. 5 mg / ml.
171.	Normal Saline (NS)
172.	Glucose Normal Saline (DNS)
173.	Dextrose 5% [5 D]



1	2
174.	Dextrose 10% (10D)
175.	Mannitol 20%
176.	Mannitol 20%
177.	Plasma Volume Expander (Gelatin Base)
178.	Ciprofloxacin IV Inf (2mg/ml.)
179.	Inj Levofloxacin 500mg
180.	Ringer Lactate (RL)
181.	Water for Injection
	<b>Gastrointestinal Tract</b>
182.	Pentaprazole 40 mg Tabs
183.	Pentaprazole 20 mg Tabs
184.	Ondansetron 4 mg Tab
185.	Inj. Ondansetron 2 mg/ml
186.	Al+Mg.Hydroxide Tabs.
187.	Mebendazole 100 mg Tabs
188.	Mebendazole 500 mg Tabs
189.	Omeprazole 20 mg+ Domperidon 10mg Caps
190.	Dicyclomin 20mg + Mefenamic Acid 250mg
191.	Rabiprazole 20 mg Tabs
192.	Rabiprazole+Domperidon 30mg SR tabs
193.	Ranitidine IP Hcl. 150 mg.
194.	Ranitidine IP Hcl. 300 mg.
195.	Ranitidine Injection [50 mg/ 2ml]
196.	Dicyclomin Hcl.IP 20mg + Paracetamol 500mg
197.	Domperidone IP 10 mg.
198.	Susp. Domperidone 5 mg. / 5 ml.
199.	Famotidine IP 20 mg
200.	Famotidine IP 40 mg
201.	Omeprazole IP 20 mg.
202.	Ofloxacin 50 mg+Metronidazole 100mg/5 ml Syrup
203.	Tab Metoclopramide 10 mg

1	2
204.	Metoclopramide Inj
205.	Enzyme Tablets
206.	Enzyme Syrup
207.	Bisacodyl 5mg Tablets
208.	Magaldrate 480 mg + Simethicone 20 mg Susp.
209.	Norfloxacin 100mg+Metronidazole 100mg/5ml Suspension
210.	Furazolidone IP 100 mg.
211.	Furazolidone Susp. (Furazolidone IP 25 mg/ 5 ml)
212.	Albendazole IP 400 mg. (Chewable) Uncoated
213.	Albendazole 400mg Tabs
214.	Suspension Albendazole 200 mg. / 5ml.
215.	Oral Rehydration Salts Citrate IP 21 GM (WHO Formula)
216.	Promethazine Syrup (5mg/5ml)
217.	Promethazine Syrup (5 mg/5ml)
218.	Lactobacillus 60 million spores Tablets
219.	Secnidazole 500mg Tabs
220.	Secnidazole 1gm Tabs
221.	Tab. Dicyclomine 10 mg
222.	Aquaptychotis Cone. (Ayurvedic)
223.	Aquaptychotis Cone. (Ayurvedic)
	<b>Vitamins</b>
224.	Calcium & Vit. D3 250mg Tabs
225.	Calcium & Vit. D3 500mg Tabs
226.	Calcium+Vitamin D3 Syrup
227.	Folic Acid 5mg Tabs
228.	Iron, Folic Acid & Zinc Caps (Carbonil Iron)
229.	Tonic Iron, Folic Acid & Zinc (Carbonil Iron)
230.	Doxylamine 10mg+Pyridoxine 10mg+Folic Acid 2.5mg

1	2
231.	Iron+Folic Acid Syrup
232.	B-Comple Syrup
233.	Methylcobalamin 500 mcg tab.
234.	Cebexin-Z Caps
235.	Polyvitamin (Prophylactic) NFI
236.	Vitamin B-Complex (Prophylactic) NFI
237.	Vitamin B Complex with C
238.	Vitamin B Complex with Vitamin C & Zinc
239.	Vitamin+Iron(Vibitone) syrup
240.	Vitamin-C 500mg
241.	Tab.Zinc Sulphate 55 mg
242.	Liver Tonic Cyproheptadine HCl 2mg + Tricholine Citrate 275mg Flavoured Syrup
	<b>Respiratory Tract</b>
243.	Bronchodilator Expectorent
244.	Cough supressent (Dextromethorphan Based)
245.	Cough supressent (Dextromethorphan Based)
246.	Cough Syrup CPM 3 mg. + A.Chl.110 mg. +Sod. Cit.46 mg. +Menthol IP 0.9 mg.
247.	Cough Syrup Diphen.14 mg. + A.Chl.135 mg. + Sod.Cit.57 mg. + Menthol IP 0.9 mg.)
248.	Cough Syrup CPM 2.5mg + A. Chl.125mg + Sod. Cit. 55mg
249.	Deacos Cough Syrup
250.	Kasatol Cough Syrup (Ayurvedic)
251.	Kasatol Cough Syrup (Ayurvedic)
252.	Cetirizine 5mg+Pseudoephedrine20mg +Paracetamol 500mg
253.	Levocetirizine 5mgTabs.
254.	PheniramineMaleate 25mg
255.	Syrup Citirazine 5 mg./5 ml.
256.	Tab. Citirazine 10mg
257.	Inj. Aminophylline 125 mg./ml.

1	2
258.	Theophylline 25.3mg+Etophyllin Amp. 84.7
259.	Doxofyllin 400 mg
260.	Anticold Syrup
261.	Etophylline 77 mg+Theophylline 23 mgTab
262.	Kalmagh Liquid (Ayurvedic)
263.	Kalmagh Liquid (Ayurvedic)
	<b>Corticosteroids</b>
264.	Betamethasone 1mg Tabs
265.	Betamethasone .5 mg Tabs
266.	Dexamethasone 40 MG Inj.
267.	Dexamethasone Tabs 0.5mg
268.	Tab Salbutamol 4 mg
269.	Tab. Salbutamol 2 mg
	<b>CNS Drugs</b>
270.	Carbamazepin 100mg tabs
271.	Carbamazepin 200mg tabs
272.	Carbamazepin 300mg tabs
273.	Carbamazepin 400mg tabs
274.	Meth. Ergometrine 0.125 mg Tablets
275.	Flunarzine-5mg Tabs
276.	Flunarzine-10mg Tabs
	<b>Cardiovascular Drugs</b>
277.	Amlodipine 5mg Tabs
278.	Atenolol 50 mg Tabs
279.	Atenelol 100mg Tabs
280.	Diazepam 5 mg
281.	Enalapril 5mg Tabs
282.	Isosorbide mononitrate 10mg
283.	Alprazolam .5mg Tabs
284.	Alprazolam .25mgTabs
285.	Amiodipine 5mg + Atenolol 50 mgTab



1	2
286.	Lisinopril 5mg
287.	Losartan 50mg+H.Ch. Thiazide 12.5mg Tab.
288.	Clopidogrel 75mg tablets
289.	Lisinopril 5mg + Amlodipine 5mg Tablets
290.	Atorvastatin 10mg Tab
291.	Tab. Atorvastatin 20 mg
292.	Losartan-25mg
293.	Losartan Potassium 50mg Tablets
294.	Atropine sulphate 0.6mg/ ml
295.	Frusemide IP 40 mg.
296.	Frusemide Injection [10mg/ml]
	<b>Antidiabetic Drug</b>
297.	Glibenclamide 1.25 mg Tabs
298.	Glibenclamide 2.5 mg Tabs
299.	Glibenclamide 5 mg Tabs
300.	Glibenclamide 10 mg Tabs
301.	Metformin Hydrochloride 500mg Tabs
302.	Metformin Hydrochloride 1000 mgTab
303.	Glimperide 2mg Tab
304.	Glimperide 1mg Tab
	<b>Antimalarials Drugs</b>
305.	Chloroquine Phosphate IP 250 mg.
306.	Primaquine 2.5mg
307.	Primaquine 5mg
308.	Primaquine 15mg
	<b>Vaccines</b>
309.	AVS
	<b>Others</b>
310.	IDPL28'Pills (OCP)

1	2
311.	Proxy Tabs (Sugar free Tabs)
312.	Phenol Black
313.	Phenol Black
314.	Phenol White
315.	Disodium hydrogen (Alkalysr)
316.	Aguru
317.	Bleaching Powder
318.	Tab Napthalene
319.	Tab Napthalene

[Translation]

#### Revival of Handloom Units

1522. SHRI SURESH KASHINATH TAWARE: Will the Minister of TEXTILES be pleased to state:

(a) whether a large number of handloom units of the country are sick and on the verge of closure;

(b) if so, the details thereof and the reasons therefor indicating the number of sick and closed handloom units, State/UTwise;

(c) whether the Government proposes to provide any financial package for revival of sick units in handloom sector; and

(d) if so, the details and present status of the proposal and the time by which the same is likely to be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) and (b) As per the Third Handloom Census of India (2009-10), there are 230,899 idle looms in the country. State-wise number of idle looms is furnished in the enclosed Statement. However, it may be noted that percentage of idle looms at 4% in Third Handloom Census is lower than that in Second Handloom Census (1995-96), which stood at 10%. There are several reasons for looms lying idle, such as migration, competition from powerlooms & mills, changes in people's preference, raw material prices, marketing etc.

(c) and (d) Based on the recommendations of High Level Committee, and keeping in view the observations and suggestion of Ministry of Finance (Department of Expenditure), a revised package had been submitted to Ministry of Finance, which was under scrutiny. The proposals *inter-alia* include:

- (i) Waiver of overdue interest and overdue loans of Societies
- (ii) Recapitalisation of the balance sheet of Primary Weavers Cooperative Societies and State level Apex Societies with adequate fund support from Government;
- (iii) Financing the credit needs of handloom weavers/societies at lower rate of interest with interest subvention etc. In the Budget speech delivered on 28.02.2011, the Finance Minister has announced a financial package in the Annual Budget 2011-12. The package, with a financial implication of Rs. 3000 crores, benefits more than 15000 handloom weavers cooperative societies.

**Statement**

*Number of Idle Handloom, as per Handloom Census of India (2009-10)*

Sl.No.	Name of the States	Nos. of Idle looms
1	2	3
1.	Andhra Pradesh	6,969
2.	Arunachal Pradesh	5,883
3.	Assam	128,905
4.	Bihar	6,472
5.	Chhattisgarh	147
6.	Delhi	376
7.	Goa	0
8.	Gujarat	316
9.	Haryana	857
10.	Himachal Pradesh	153
11.	Jammu and Kashmir	135
12.	Jharkhand	237

1	2	3
13.	Karnataka	5,882
14.	Kerala	4,271
15.	Madhya Pradesh	210
16.	Maharashtra	1,260
17.	Manipur	3,931
18.	Mizoram	669
19.	Meghalaya	619
20.	Nagaland	3,087
21.	Odisha	5,015
22.	Puducherry	78
23.	Punjab	0
24.	Rajasthan	338
25.	Sikkim	40
26.	Tamil Nadu	5,067
27.	Tripura	5,879
28.	Uttar Pradesh	4,121
29.	Uttarakhand	221
30.	West Bengal	39,761
Total		230,899

[English]

**Power Projects**

1523. SHRI KHAGEN DAS: Will the Minister of POWER be pleased to states:

(a) the number of power projects proposed to be set up by the Government within this decade, sector-wise, project-wise and State-wise; and

(b) the number of power projects which could not be started earlier due to environmental non-clearance resulting in huge cost escalation, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) The capacity addition target for the 11th Plan has been revised to 62,374 MW at the time of mid-term appraisal carried out



by the Planning Commission. A capacity aggregating to 32,762 MW has already been commissioned during the 11th Plan till 16.02.2011 and the balance capacity is under execution. State-wise/sector-wise list of power projects, for likely benefits during the 11th Plan is enclosed as Statement.

Planning Commission is in the process of finalizing its approach paper for the 12th Five Year Plan. It has also to set-up a Working Group on power sector and finalize its composition and terms of reference. The Working Group will deliberate upon various issues in the power sector including size and details of the capacity addition programme for power projects during the 12th Five Year Plan.

(b) Eight thermal power projects (3 in Odisha and 5 in Chhattisgarh) could not be started as the captive coal blocks allocated to these projects fall in category 'A' as per Ministry of Environment & Forests. The forest clearance for the captive coal blocks is yet to be accorded by MoE&F. In addition, the start of Sikka TPS Ext. (2x250 MW) was delayed due to the delay in according of environmental clearance. However, MoE&F clearance has since been received and the project is under construction.

Further, 19 hydro-electric projects (Himachal Pradesh: 1, Jammu & Kashmir 2, Uttarakhand: 5, Chhattisgarh: 1, Karnataka:1, Sikkim: 1, Manipur: 2, Arunachal Pradesh: 6) have been accorded concurrence by CEA since 2002-03 which have not yet been started for want of environmental and/or forest clearance.

### **Statement**

#### *List of projects commissioned/being monitored for likely benefits during 11th Plan*

Sl. No.	Plant Name	State	Agency	Sector	Category	Ultimate Capacity (MW)	Fuel Type	Benefits 11th Plan (2007-12) (MW)
1	2	3	4	5	6	7	8	9
<b>Andhra Pradesh</b>								
1.	Simhadri-Ext. U-3,4	AP	NTPC	C	UC	1000	Coal	1000
2.	Jurala Priya U 1-5	AP	APGENCO	S	COMND	195	Hydro	195
3.	Jurala Priya U 6	AP	APGENCO	S	UC	39	Hydro	39
4.	Nagarjuna Sagar T	AP	APGENCO	S	UC	50	Hydro	50
5.	Rayalseema U4, 5	AP	APGENCO	S	COMND	420	Coal	420
6.	Kakatiya TPP	AP	APGENCO	S	COMND	500	Coal	500
7.	Vijaywada TPP St-IV, U1	AP	APGENCO	S	COMND	500	Coal	500
8.	Kothagudem St-VI	AP	APGENCO	S	UC	500	Coal	500
9.	Konaseema CCGT	AP	KONASEEM A POWER	P	COMND	445	Gas/LNG	445
10.	Gautami CCGT	AP	GAUTAMI POWER	P	COMND	464	Gas/LNG	464

1	2	3	4	5	6	7	8	9
11.	Kondapalli CCPP Ph-II AP		LANCO	P	COMND	366	Gas/LNG	366
	Total (AP)							4479
	<b>Assam</b>							
1.	Bongaigaon TPP U 1,2	ASM	NTPC	C	UC	500	Coal	500
2.	Lakwa WH	ASM	APGCL	S	UC	37.2	Gas/LNG	37.2
	Total (Assam)							537.2
	<b>Bihar</b>							
1.	Kahalgaoon III U6,7	BIH	NTPC	C	COMND	1000	Coal	1000
	Total (Bihar)							1000
	<b>Chhattisgarh</b>							
1.	Sipat-II U4,5	CHG	NTPC	C	COMND	1000	Coal	1000
2.	Bhilai IV U 1,2	CHG	NTPC	C	COMND	500	Coal	500
3.	Korba III U-7	CHG	NTPC	C	COMND	500	Coal	500
4.	Korba East Ext U2	CHG	CSEB	S	COMND	250	Coal	250
5.	Raigarh TPP Ph-I U-1, 2; Ph II U 3,4	CHG	JINDAL POWER	P	COMND	1000	Coal	1000
6.	Lanco Amarkantak U 1, 2	CHG	LANCO	P	COMND	600	Coal	600
	Total (CHG)							3850
	<b>Delhi</b>							
1.	Pragati-III (Bawana) GT-1, 2	DELHI	PPCL	S	COMND	500	Gas/LNG	500
1.	Pragati-III (Bawana)	DELHI	PPCL	S	UC	1000	GAS/LNG	1000
2.	Rithala CCPP GT	DELHI	NDPL	P	COMND	72	Gas/LNG	72
2.	Rithala CCPP ST	DELHI	NDPL	P	UC	37	Gas/LNG	37
	Total (Delhi)							1608
	<b>Gujarat</b>							
1.	Kutch Lignite TPS	GUJ	GSECL	S	COMND	75	Lignite	75
2.	Dhuvran ST	GUJ	GSECL	S	COMND	219	Gas/LNG	40
3.	Surat Lignite Ext U3,4	GUJ	GIPCL	S	COMND	250	Lignite	250
4.	Ukai Ext U6	GUJ	GSECL	S	UC	490	Coal	490



1	2	3	4	5	6	7	8	9
5.	Utran CCPP-GT+ST	GUJ	GSECL	S	COMND	374	Gas/LNG	374
6.	GSEG Hazira Ext	GUJ	GSECL	S	UC	351	Gas/LNG	351
7.	Pipavav JV CCGT	GUJ	GSECL	S	UC	702	Gas/LNG	702
8.	Sugen Torrent Block 1, II & III	GUJ	TORRENT	P	COMND	1147.5	Gas/LNG	1147.5
9.	Mundra TPP Ph-I, U 1-4	GUJ	ADANI POWER	P	COMND	1320	Coal	1320
10.	Mundra TPP PH-II U1	GUJ	ADANI POWER	P	COMND	680	Coal	660
	Mundra TPP Ph-II U2	GUJ	ADANI POWER	P	UC	660	Coal	660
11.	Mundra TPP PH-III U-1	GUJ	ADANI POWER	P	UC	660	Coal	660
12.	Ultra Mega Mundra	GUJ	TATA POWER	P	UC	4000	Coal	800
	Total (Gujarat)							7529.5
	<b>Haryana</b>							
1.	Indira Gandhi TPP (Jhajjar) JV U1	HAR	NTPC	C	COMND	500	Coal	500
1.	Indira Gandhi TPP (Jhajjar) JV U2,3	HAR	NTPC	C	UC	1000	Coal	1000
2.	Yamuna Nagar U 1,2	HAR	HPGCL	S	COMND	600	Coal	600
3.	Rajiv Gandhi TPS (Hissar) U1,2	HAR	HPGCL	S	COMND	1200	Coal	1200
	Total (Haryana)							3300
	<b>Himachal Pradesh</b>							
1.	Chamera-III	HP	NHPC	C	UC	231	Hydro	231
2.	Parbati-III	HP	NHPC	C	UC	520	Hydro	520
3.	BUDHIL	HP	LANCO	P	UC	70	Hydro	70
4.	Allain Duhangan U1,2	HP	ADHPL	P	COMND	192	Hydro	192
5.	Malana II	HP	EVREST POWER	P	UC	100	Hydro	100
6.	Karcham Wangtoo	HP	JPKHCL	P	UC	1000	Hydro	1000
	Total (HP)							2113

1	2	3	4	5	6	7	8	9
<b>Jammu and Kashmir</b>								
1.	SEWA-II	J&K	NHPC	C	COMND	120	Hydro	120
2.	URI-II	J&K	NHPC	C	UC	240	Hydro	240
3.	Nimoo Bazgo	J&K	NHPC	C	UC	45	Hydro	45
4.	Chutak	J&K	NHPC	C	UC	44	Hydro	44
5.	Baglihar-I U1,2,3	J&K	JKPDC	S	COMND	450	Hydro	450
	Total (J&K)							899
<b>Jharkhand</b>								
1.	Chandrapur U-7,8	JHAR	DVC	C	COMND	500	Coal	500
2.	Kodarma U1&2	JHAR	DVC	C	UC	1000	Coal	1000
3.	Maithan RBC JV U1,2	JHAR	IPP	P	UC	1050	Coal	1050
	Total (Jharkhand)							2550
<b>Karnataka</b>								
1.	Kaiga U-3,4	KAR	NPC	C	COMND	440	Nuclear	440
2.	Varahi Ext. U1,2	KAR	KPCL	S	COMND	230	Hydro	230
3.	Bellary TPP U 1	KAR	KPCL	S	COMND	500	Coal	500
4.	Bellary TPP U 2	KAR	KPCL	S	UC	500	Coal	500
5.	Raichur U 8	KAR	KPCL	S	COMND	250	Coal	250
6.	Torangallu U1,2	KAR	JSW ENERGY	P	COMND	600	Coal	600
7.	Udupi TPP U1*	KAR	NPCL	P	COMND	508	Coal	508
8.	Udupi TPP U2	KAR	NPCL	P	UC	508	Coal	508
	Total (Karnataka)							3535
<b>Kerala</b>								
1.	Kutiyadi Ext. U1, 2	KERL	KSEB	S	COMND	100	Hydro	100
	Total (Kerala)							100
<b>Maharashtra</b>								
1.	Ratnagiri (Dhabol) JV	MAH	NTPC	C	COMND	740	Gas/LNG	740
2.	Ghatghar PSS U1,2	MAH	GOMID	S	COMND	250	Hydro	250
3.	New Parli Ext U-2	MAH	MSPGCL	S	COMND	250	Coal	250
4.	Paras Ext U1,2	MAH	MSPGCL	S	COMND	500	Coal	500



1	2	3	4	5	6	7	8	9
5.	Khaper Kheda Ext	MAH	MSPGCL	S	UC	500	Coal	500
6.	Bhusawal TPP	MAH	MSPGCL	S	UC	1000	Coal	1000
7.	Trombay TPS	MAH	TATA POWER	P	COMND	250	Coal	250
8.	JSW Energy Ratnagiri ,U1,2	MAH	JSW	P	COMND	600	Coal	600
8.	Jsw Energy, Ratnagiri U3-4	MAH	JSW	P	UC	600	Coal	600
9.	Tiroda TPP Ph-I U1	MAH	ADANI POWER	P	UC	660	Coal	660
	Total (Maharashtra)							5350
	<b>Meghalaya</b>							
1.	Myntdu St-1	MEGH	MeSEB	S	UC	84	Hydro	84
2.	Myntdu St-I Addl Unit	MEGH	MeSEB	S	UC	42	Hydro	42
	Total (Meghalaya)							126
	<b>Madhya Pradesh</b>							
1.	Omkareshwar	MP	NHDC	C	COMND	520	Hydro	520
2.	Birsinghpur Ext	MP	MPPGCL	S	COMND	500	Coal	500
3.	Amarkantak U-5	MP	MPGENCO	S	COMND	210	Coal	210
4.	Maheshwar	MP	SMHPCL	P	UC	400	Hydro	400
	Total (MP)							1630
	<b>Odisha</b>							
1.	Balimela St-II U7,8	Odisha	OHPC	S	COMND	150	Hydro	150
2.	Sterlite TPP U2,1	Odisha	STERLITE ENERGY	P	COMND	1200	Coal	1200
	Total (Odisha)							1350
	<b>Punjab</b>							
1.	GHTPP-II U-3,4	PUN	PSEB	S	COMND	500	Coal	500
	Total (Punjab)							500
	<b>Rajasthan</b>							
1.	Barsingsar LIG U1,2	Raj	NLC	C	COMND	250	Lignite	250
2.	Rapp U5&6	Raj	NPC	C	COMND	440	Nuclear	440
3.	Giral U-2	Raj	RRVUNL	S	COMND	125	Lignite	125

1	2	3	4	5	6	7	8	9
4.	Chhabra TPS U-1,2	Raj	RRVUNL	S	COMNO	500	Coal	500
5.	Kota TPP U7	Raj	RRVUNL	S	COMND	195	Coal	195
6.	Suratgarh Ext US	Raj	RRVUNL	S	COMND	250	Coal	250
7.	Dholpur GT2+St	Raj	RRVUNL	S	COMND	220	Gas/LNG	220
8.	Jallipa Lignite U 1, 2	Raj	RAJ WEST POWER	P	COMND	270	Lignite	270
9.	Jallipa Lignite U 3-8	Raj	RAJ WEST POWER	P	UC	810	Lignite	810
	Total (Rajashtan)							3060
	<b>Sikkim</b>							
1.	Teesta VV 1,2,3	Sikkim	NHPC	C	COMND	510	Hydro	510
2.	Teesta III	Sikkim	TEESTA URJA	P	UC	1200	Hydro	600
3.	Chujachen	Sikkim	GATI	P	UC	99	Hydro	99
	Total (Sikkim)							1209
	<b>Tamil Nadu</b>							
1.	Neyveli - II LIG	TN	NLC	C	UC	500	Lignite	500
2.	Kudankulam U 1,2	TN	NPC	C	UC	2000	Nuclear	2000
3.	PFBR (Kalapakkam)	TN	NPC	C	UC	500	Nuclear	500
4.	Vallur (Ennore) JV U1, 2	TN	NTPC	C	UC	1000	Coal	1000
5.	Bhawani Barrage II & III	TN	TNEB	S	UC	60	Hydro	60
6.	Valuthur Ext	TN	TNEB	S	COMND	92.2	Gas/LNG	92.2
7.	Mettur Ext U1	TN	TNEB	S	UC	600	Coal	600
8.	North Chennai Ext U 1,2	TN	TNEB	S	UC	1200	Coal	1200
	Total (TN)							5952
	<b>Uttarakhand</b>							
1.	Koteshwar	UKND	THDC	C	UC	400	Hydro	400
2.	Maneri Bhali	UKND	UJVNL	S	COMND	304	Hydro	304
	Total (Uttarakhand)							704



1	2	3	4	5	6	7	8	9
<b>Uttar Pradesh</b>								
1.	Dadri Ext U-5,6	UP	NTPC	C	COMND	980	Coal	980
2.	Parichha Ext U-5,6	UP	UPRVUNL	S	UC	500	Coal	500
3.	Harduaganj Ext U-89	UP	UPRVUNL	S	UC	500	Coal	500
4.	Anpara-C U1,2	UP	LANCO	P	UC	1200	Coal	1200
5.	Rosa St-I U1,2	UP	RELIANCE POWER	P	COMND	600	Coal	600
	Total (UP)							3780
<b>West Bengal</b>								
1.	Mejia U-6	WB	DVC	C	COMND	250	Coal	250
2.	Mejia PH II U7	WB	DVC	C	COMND	500	Coal	500
2.	Mejia PH II U8	WB	DVC	C	UC	500	Coal	500
3.	Durgapur Steel	WB	DVC	C	UC	1000	Coal	1000
4.	Raghunathpur PH-I U 1,2	WB	DVC	C	UC	1200	Coal	1200
5.	Teesta Low Dam-III	WB	NHPC	C	UC	132	Hydro	132
6.	Teesta Low Dam-IV	WB	NHPC	C	UC	160	Hydro	160
7.	Farakka Stage -III U6	WB	NTPC	C	UC	500	Coal	500
8.	Purlia PSS	WB	WBSEB	S	COMND	900	Hydro	900
9.	Sagardighi U 1,2	WB	WBPDCCL	S	COMND	600	Coal	600
10.	Santalidih U5	WB	WBPDCCL	S	COMND	250	Coal	250
11.	Santalidih EXT-U 6	WB	WBPDCCL	S	UC	250	Coal	250
12.	Bakreshwar U 4,5	WB	WBPDCCL	S	COMND	420	Coal	420
13.	Durgapur Ext. U 7	WB	DPL	S	COMND	300	Coal	300
14.	Budge-Budge Ext.	WB	CESC	P	COMND	250	Coal	250
	Total (WB)							7212
	Total							62374
Total Commissioned as on 16.02.2011								32762

C: Central Sector; S: State Sector; P: Private Sector; COMND: Commissioned; UC: Under Construction

\* Note: Capacity commissioned in respect of Udipi TPP U1 is 600 MW in place of 507.5 MW. In addition Wardha Warora TPP U1.2&3, (3x135=405 MW) and Baramura GT U 5, 21 MW not included in the capacity addition programme has also been commissioned.

**Experts in Scientific Panels of FSSAI**

1524. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Food Safety and Standards Authority of India (FSSAI) has appointed experts linked to food and softdrink companies on its Scientific Committee/Panels;

(b) if so, the details thereof;

(c) whether the Supreme Court has asked the Government to remove these experts from the Committee/Panels;

(d) if so, the details thereof; and

(e) the follow up action taken thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) The Food Safety and Standards Authority of India has appointed independent scientific experts as members of its Scientific Committee/Panels as per section 13(1) of the Food Safety and Standards Act, 2006. In the eight Scientific Panels and the Scientific Committee constituted by the Authority, at present there are 13 scientists who are employed in private companies out of a total of 123 scientists (10%). In addition to private sector scientists, the Scientific Committee/Panels also have eminent scientists from various reputed Government institutes organizations like Central Food Technological Research Institute, National Dairy Research Institute, Translational Health Science & Technology Institute, All India Institute of Medical Sciences, National Institute of Nutrition, Indian Institute of Toxicology Research, IITs, Indian Council of Agricultural Research, Indian Agricultural Research Institute, All India Institute of Hygiene & Public Health, Indian Veterinary Research Institute, Central Institute of Fisheries Technology, and various Agricultural university/institutes.

(c) to (e) The Hon'ble Supreme Court of India has ordered the Food Authority to reconstitute the Scientific Panels in terms of section 13 (1) of the Food Safety and Standards Act (34 of 2006), 2006. The Food Safety and Standards Authority of India is taking steps to comply with the directions of the Hon'ble Supreme Court.

**Crisis in Spinning and Garment Units**

1525. SHRI K.R.G. REDDY: Will the Minister of TEXTILES be pleased to state:

(a) whether the spinning and garment units are facing an unprecedented crisis owing to high input and labour costs;

(b) if so, the details thereof; and

(c) the remedial measures taken in this regard alongwith the financial assistance provided by the Government to such units during the Eleventh Five Year Plan, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Madam.

(b) There have been representations and reports from spinning industry and garment industry during the current financial year that cost of inputs *i.e.* raw cotton and cotton yarn, have gone up due to which these industries are facing problems of viability.

(c) Government has capped cotton exports at 55 lakh bales and yarn exports at 720 million Kgs to address the issues of steep increase in prices and restoring domestic supply lines.

**Improvement in Infrastructure of CGHS Dispensaries**

1526. SHRI ANANDRAO ADSUL:  
SHRI R. THAMARAISELVAN:  
SHRI ADHALRAO PATIL SHIVAJI:

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

(a) the infrastructure of Central Government Health Scheme has become outdated in comparison with the Exservicemen Contributory Health Service (ECHS);

(b) if so, the facts thereof;

(c) whether the Government has felt an urgent need to improve the infrastructure and also to introduce appropriate policy measures to enhance the quality of health care service provisions in CGHS dispensaries/polyclinics; and

(d) if so, the measures taken by the Union Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) No. The CGHS is



functioning in 25 cities and providing quality health care to its beneficiaries. The improvement in CGHS is a continuous process and to improve the quality of health care in CGHS the Government has computerized the CGHS dispensaries. Private hospitals are also empanelled in CGHS cities for extensive coverage of CGHS beneficiaries.

[Translation]

#### Price Index

1527. SHRI GOVIND PRASAD MISHRA: Will the Minister of FINANCE be pleased to state:

(a) whether a large gap has been found between the Wholesale Price Index (WPI) and Consumer Price Index (CPI) between the years 2004-05 and 2009-10; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The Wholesale Price Index (WPI) and Consumer Price Index for Industrial Workers (CPI-IW) series are available with different base years. Whereas WPI has 2004-05 as the base year, CPI (IW) series is with 2001 as the base year. In order to make the two series comparable, the CPI-IW has been converted to the same base (2004-05=100), as in the case of WPI. The comparable series from 2004-05 to 2009-10 are given in the table below. It is also pointed out that the WPI and CPI-IW differ in terms of their weighting pattern. While food items have the maximum combined weight of 46.20 per cent in CPI-IW, in WPI its weight is 24.31. The relatively higher gap between the two series in 2009-10, reflected in the table below, is explained by the relatively high food prices in 2009-10, higher weight of food items in CPI (IW) and the actual price difference between wholesale and retail levels.

	Wholesale Price Index (2004-05=100)	Consumer Price Index for Industrial Workers (2004-05=100)*	Gap between CPI and WPI
1	2	3	4
2004-05	100.0	100.0	0.0
2005-06	104.4	104.5	0.1
2006-07	111.2	111.6	0.4

1	2	3	4
2007-08	116.5	118.8	2.3
2008-09	125.9	129.5	3.6
2009-10	130.4	145.5	15.1

\*Base converted to 2004-05=100 from original CPI-IW with base 2001=100

[English]

#### Production and Export of Silk

1528. SHRI K. SHIVAKUMAR ALIAS J.K. RITHEESH:  
SHRI DILIP SINGH JUDEV:  
SHRI RAVNEET SINGH:

Will the Minister of TEXTILES be pleased to state:

(a) the details of production of silk and silk yarn in the country during each of the last three years and the current year, State/UT-wise;

(b) the export of silk and its products during the said period, country-wise and foreign exchange earned therefrom alongwith the names of exporting countries;

(c) the details of the schemes implemented by the Government for production of silk in the country and funds allocated and released thereunder during the said period, State/UT-wise; and

(d) the steps taken by the Government to increase silk production including encouragement to farmers in sericulture, improve its quality and boost its export?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Raw Silk production in the country during the last three years (2007-08 to 2009-10) and for the current year 2010-11 (April to December) is given below:

<i>Raw Silk Production in the country</i>			
Year	Mulberry	Vanya#	Total
2007-08	16245	2075	18320
2008-09	15610	2760	18370
2009-10	16322	3368	19690
2010-11 (Apr.-Dec.)	11677	1997	13674

\* (Provisional) # includes tasar, eri & muga

State-wise raw-silk production for the years 2007-08 to 2010-11 (April to December) is furnished in the enclosed Statement-I.

(b) Export earnings from Silk-Goods for the last three years and for the current year 2010-11 (April to September period) is given below.

Sl. No.	Item of Exports	2007-08		2008-09		2009-10		2010-11*	
		Creore Rs.	Mn. US\$	Creore Rs.	Mn. US\$	Creore Rs.	Mn. US\$	Creore Rs.	Mn. US\$
1.	Natural Silk Yarn, Fabrics, Made ups	1897.06	471.09	2127.72	462.65	1971.98	415.59	663.40	144.06
2.	Readymade Garments	746.55	185.39	986.57	214.52	854.95	180.18	567.30	123.19
3.	Silk Carpets	72.11	17.91	58.67	12.76	40.59	8.55	4.32	0.94
4.	Silk waste	12.15	3.02	5.23	1.14	24.92	5.25	20.66	4.49
Total		2727.87	677.40	3178.19	691.06	2892.44	609.58	1255.68	272.68

\*Provisional data for the period April to September. Source: DGCI&S, Kolkata.

Country-wise foreign exchange earnings from silk-goods exports for the years 2007-08 to 2010-11 (April to September period) is enclosed as Statement-II.

(c) In order to promote sericulture in the country, the Government of India through Central Silk Board (CSB) is implementing a Centrally Sponsored Scheme viz. "Catalytic Development Programme" (CDP) in collaboration with state sericulture departments in all States. Under this scheme, financial assistance is provided to the stakeholders of silk industry in the country through the respective State Governments. CDP envisages development and expansion of host plant, development of farm and post cocoon infrastructure, up-gradation of reeling and processing technologies in silk.

The State-wise and year-wise details of assistance made available to States under CDP in the country during

the last three years (2007-08 to 2009-10) and current year 2010-11 are given in the enclosed statement.

(d) Government of India has taken steps to enhance the R&D efforts and extension activities to improve productivity and quality of silk in India and increase total production of silk in the country. Steps have also been taken to improve the reeling/weaving sector through introduction of improved technology and assistance to reelers and weavers.

As a result of the interventions of Government of India the silk production in the country has increased from 17,351 M.tonnes during 2001-02 to 19,690 M. tonnes during 2009-10. The silk productivity in terms of raw silk production per hectare has also increased from 68.26 Kgs/Ha. during 2001-02 to 88.82 Kgs/Ha. during 2009-10.

#### Statement I

##### State-wise Raw Silk Production

State	2007-08	2008-09	2009-10	2010-11 (P) (April to Dec)
Raw Silk in MT				
1	2	3	4	5
<b>A. Traditional States</b>				
Karnataka	8240	7238	7360	5412
Andhra Pradesh	4497	4512	5137	3755



1	2	3	4	5
Tamil Nadu	1368	1411	1233	839
West Bengal	1700	1852	1915	1279
Jammu and Kashmir	105	102	11	115
Sub-Total (A)	15910	15115	15756	11400
<b>B. Non-Traditional States</b>				
Assam	956	1261	1519	1028
Arunachal Pradesh	12	19	19	11
Bihar	21	27	46	26
Chhattisgarh	154	154	173	129
Himachal Pradesh	20	22	20	15
Jharkhand	145	297	407	191
Kerala	14	20	22	8
Madhya Pradesh	87	130	173	72
Maharastra	129	204	226	138
Manipur	297	340	286	223
Mizoram	9	15	23	9
Meghalaya	316	449	465	228
Nagaland	125	163	255	143
Odisha	55	70	89	11
Punjab	5	4	5	1
Rajasthan	0.3	1	2	1
Sikkim	0.4	2	5	1
Tripura	8	8	13	6
Uttarakhand	17	19	17	11
Uttar Pradesh	40	52	72	22
Sub-Total (B)	2410	3256	3934	2273
Total (A+B)	18320	18370	19690	13674

Source : of data Department of Sericulture (States)

Note: Total may not tally due to rounding off of the figures.

SS, CSB, Bangalore P: Provisional

**Statement II***Country-wise Silk-Goods Export Earnings*

Country +	2007-08		2008-09		2009-10		2010-11 (April-September)(P)	
	Crore	Rs. Mn. US\$	Crore	Rs. Mn. US\$	Crore	Rs. Mn. US\$	Crore	Rs. Mn. US\$
U.S.A.	614.53	152.60	536.78	116.72	423.49	89.25	171.97	37.34
Hong Kong	102.3	25.40	381.51	82.95	366.33	77.20	215.76	46.85
U.K.	390.63	97.00	341.12	74.17	316.05	66.61	117.83	25.59
U.A.E.	209.79	52.10	302.16	65.70	305.30	64.34	109.77	23.84
German P. Ref.	147.63	36.66	193.22	42.01	160.84	33.90	68.93	14.97
Italy	191.34	47.51	196.37	42.70	151.36	31.90	57.17	12.41
France	109.23	27.12	150.31	32.68	125.62	26.47	44.87	9.74
Spain	152.13	37.78	181.86	39.54	112.02	23.61	45.96	9.98
Singapore	40.12	9.96	29.97	6.52	83.67	17.63	26.38	573
Saudi Arabia	50.36	12.51	59.39	12.91	75.51	15.91	29.93	6.50
Others	719.81	178.75	805.50	175.15	772.25	162.75	367.11	79.72
Total	2727.87	677.40	3178.19	691.06	2892.44	609.58	1255.68	272.68

+Refers to top 10 countries

P: Provisional

Source: FTSI &amp; MSFTI, DGCIS, Kolkata

**Statement III**

*The status of State-wise funds released during 2007-08, 2008-09,  
2009-10 and 2010-11 (upto Jan., 2011)*

(Rs. in Lakhs)

Sl.No.	State	Funds released during				Total funds released
		2007-08	2008-09	2009-10	2010-11 (upto January 2011)	
1	2	3	4	5	6	7
1.	Karnataka	1015.22	1876.63	2306.76	2684.94	7883.55
2.	Tamil Nadu	745.20	954.48	911.88	1644.65	4256.21
3.	Jammu and Kashmir	181.85	316.07	1089.25	1706.22	3293.39
4.	Andhra Pradesh	979.88	1554.84	1073.16	1127.90	4735.78
5.	West Bengal	102.04	273.32	869.55	751.02	1995.93



1	2	3	4	5	6	7
6.	Maharashtra	95.21	200.11	295.82	515.08	1106.22
7.	Madhya Pradesh	173.85	518.95	430.25	929.79	2052.85
8.	Odisha	63.70	75.18	566.64	622.85	1328.37
9.	Bihar	0.00	43.90	171.35	395.81	611.06
10.	Uttar Pradesh	321.01	413.98	611.70	684.76	2031.46
11.	Kerala	87.33	147.30	87.40	123.36	445.39
12.	Punjab		26.63		42.54	69.17
13.	Haryana			9.00	19.83	•28.83
14.	Himachal Pradesh	53.93	165.63	158.94	279.57	658.07
15.	Gujarat	0.00	32.57		0.00	32.57
16.	Chhattisgarh	344.07	378.22	469.59	184.90	1376.78
17.	Jharkhand	43.60	255.70	1066.22	2023.88	3389.41
18.	Uttarakhand	143.02	208.72	423.39	882.48	1657.60
	Total for States other than NE (A)	4349.91	7442.24	10540.91	14619.58	36952.64
<b>NE States</b>						
19.	Sikkim	50.04	32.29	69.09	119.11	270.53
20.	Assam (**)	1891.52	590.46	1614.93	2299.88	6396.79
21.	Arunachal Pradesh	220.40	113.83	287.13	243.11	864.46
22.	Manipur	594.59	89.97	324.78	481.17	1490.51
23.	Meghalaya	74.81	267.14	302.37	553.14	1197.46
24.	Mizoram	249.10	230.29	349.46	694.51	1523.36
25.	Nagaland	217.11	163.32	540.54	348.33	1269.29
26.	Tipura	434.13	144.62	377.04	687.51	1643.30
	Total for NE States (B)	3731.70	1631.91	3865.34	5426.76	14655.71
	Total (A+B)	8081.61	9074.15	14406.25	20046.34	51608.35

Includes amount spent/released in respect of Bodoland Tentorial Council (BTC), (\*\* Kokrajar Assam)

**Compensation for losses of States**

1529. SHRI TATHAGATA SATPATHY: Will the Minister of FINANCE be pleased to state:

(a) the details of revenue loss suffered by the States due to the implementation of new taxation system like Value Added Tax (VAT), State-wise;

(b) the policy of the Government relating to compensation, amount due, released and pending release thereto to the States;

(c) whether many States have not yet got their outstanding compensation;

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

(e) the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) The details of revenue loss suffered by the States due to introduction of Value Added Tax (VAT), amount released and pending are given in the enclosed Statement-I. The guidelines relating to compensation are given in the enclosed Statement-II.

(c) to (e) Admissible claims of all the States other than Maharashtra, Meghalaya and Tamil Nadu have been settled. An amount of Rs. 277.40 crore remains to be paid to Maharashtra, Rs. 167.42 crore to Meghalaya and Rs. 321.36 crore to Tamil Nadu, as on date. Claims of Maharashtra and Tamil Nadu are pending as the AG audited figures in support of their claims have been received only recently. Meghalaya has sent the claims for financial years 2005-06 to 2007-08 only in February, 2011. Claims of these States have been processed.

**Statement I**

*Status of VAT compensation claims of States for period 01.04.2005 to 31.03.2008*

**Aggregate 2005-11**

Sl.No.	Name of State	Revenue Loss suffered by the State	Compensable amount found admissible as per the guidelines	Total Release	Pending
1	2	3	4	5	6
1.	Andhra Pradesh	405.94	405.94	405.94	0.00
2.	Assam	477.38	297.01	297.01	0.00
3.	Bihar	244.10	244.10	244.10	0.00
4.	Chhattisgarh	706.19	388.50	388.50	0.00
5.	Delhi	2233.07	1255.58	1255.58	0.00
6.	Haryana	147.54	87.69	87.69	0.00
7.	Jharkhand	325.00	191.18	191.18	0.00
8.	Karnataka	3420.91	2568.34	2568.34	0.00
9.	Kerala	1447.02	1249.35	1249.35	0.00
10.	Madhya Pradesh	143.13	86.98	86.98	0.00
11.	Maharashtra	10781.94	7925.84	7648.44	277.40
12.	Meghalaya	275.08	167.42	0.00	167.42
13.	Odisha	324.13	182.25	182.25	0.00
14.	Puducherry	0.00	0.00	0.00	0.00



1	2	3	4	5	6
15.	Sikkim	24.68	16.79	16.79	0.00
16.	Tripura	58.16	34.31	34.31	0.00
17.	West Bengal	269.23	269.23	278.85	0.00*
18.	Tamil Nadu	5712.42	3361.36	3040.00	321.36
Total		26995.92	18731.87	17975.31	766.18

\*An excess release of Rs. 9.62 crore made to W.B. has been duly adjusted in CST compensation.

### **Statement II**

VAT Compensation guidelines, issued vide dated 19th July, 2005, envisage modalities for calculating revenue loss and the compensation to be paid to the States and Union Territories on account of introduction of VAT. The details of modalities are summarized as under:

- (i) The year 2004-05 shall be adopted as the base year for the purpose of calculations.
- (ii) The tax revenues to be taken into account for this purpose would include net-of-refunds revenues of General Sales Tax as well as other State Taxes and surcharge on any of these taxes, which are to be subsumed in VAT.
- (iii) The annual growth rate would be worked out for each year, starting with the growth rate for the year 2000-2001 over the year 1999-2000. Therefore, 3 best growth rates shall be selected and simple arithmetic average of these 3 growth rates shall be taken, to arrive at the average annual growth rate.
- (iv) On the basis of the base year net revenues and the average annual growth rate calculated as above, the projected revenues for the years 2005-06, 2006-07 and 2007-08 shall be calculated. The difference between such projected revenues and the actual revenues would be the loss on account of introduction of VAT, for which compensation will be paid to the States @ 100% of such loss during 2005-06, 75% of loss during 2006-07 and 50% of the loss during 2007-08.
- (v) The payment of compensation shall be contingent upon the States complying with the design of VAT (including the Convergence

Parameters), as finalized by the Empowered Committee (EC). In case a State/UT makes some deviations from the approved design, the revenue loss on account of such deviation shall not be covered by this compensation package and suitable adjustments in the amount of compensation to be paid to the State/UT shall be made.

- (vi) The AG of the concerned State shall verify the data furnished by the Finance Secretary of the State/UT in respect of total tax revenue collections.

### **SGSY**

1530. SHRI G.M. SIDDESHWARA: Will the Minister of FINANCE be pleased to state:

(a) the details of loan provided under Swarnajayanti Gram Swarozgar Yojana (SGSY) during each of the last three years; State-wise;

(b) whether it is a fact that the number of people provided loan under the scheme has come down to a great extent;

(c) if so, the details thereof; and

(d) the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) As per information furnished by the Ministry of Rural Development, the nodal Ministry for Swarnajayanti Gram Swarozgar Yojana (SGSY), State-wise details of loans disbursed under SGSY during the years 2007-08, 2008-09 and 2009-10 are given in the enclosed statement.

(b) to (d) The number of Swarozgaris disbursed loans under SGSY has increased from 16.99 lakh in 2007-08 to 20.85 lakh in 2009-10.

**Statement***State-wise progress under the SGSY during 2007-08 to 2009-10*

(in numbers/Rs. In lacs)

Sl.No.	States/U.T.	2007-08		2008-09		2009-10	
		Credit Disbursed (Rs. in lacs)	Total No. of Swarozgaris Assisted	Credit Disbursed (Rs. in lacs)	Total No. of Swarozgaris Assisted	Credit Disbursed (Rs. in lacs)	Total No. of Swarozgaris Assisted
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	27763.26	263615	29836.79	188837	28826.68	295568
2.	Arunachal Pradesh	127.55	1599	93.01	774	155.32	1496
3.	Assam	13207.21	100261	23609.78	142728	33639.87	164752
4.	Bihar	15084.45	100159	25592.21	127226	26472.16	157801
5.	Chhattisgarh	10028.49	44914	11278.10	46542	13955.75	50311
6.	Goa	121.98	735	149.41	592	248.89	1489
7.	Gujarat	6326.54	45189	7338.78	41728	9682.95	46131
8.	Haryana	5399.06	19891	5908.58	20639	7383.09	24392
9.	Himachal Pradesh	2166.05	7764	3601.08	11863	4281.73	12284
10.	Jammu and Kashmir	2435.36	6818	2296.00	6990	1396.30	5644
11.	Jharkhand	8858.61	77168	10275.30	83103	13650.16	116670
12.	Karnataka	15447.10	95409	23319.88	99950	20693.91	96470
13.	Kerala	6536.41	39683	8259.44	43784	10809.22	47426
14.	Madhya Pradesh	26557.71	73091	27136.30	99200	30259.17	106481
15.	Maharashtra	21599.63	119344	26368.24	154647	29862.06	159026
16.	Manipur	155.70	3144	209.50	3640	500.40	3362
17.	Meghalaya	186.96	3419	146.52	2195	226.15	5211
18.	Mizoram	87.93	5830	179.85	8748	149.85	8159
19.	Nagaland	32.97	2259	88.74	3205	162.49	3884
20.	Odisha	17738.54	87171	20992.06	126206	28887.23	131334
21.	Punjab	3156.56	15402	2695.71	13109	4278.23	14504
22.	Rajasthan	13605.95	50351	13937.77	58495	20602.66	62094
23.	Sikkim	203.35	1718	243.75	1689	248.42	1463
24.	Tamil Nadu	14510.03	152907	13534.36	113097	30996.18	107486



1	2	3	4	5	6	7	8
25.	Tripura	1473.83	13672	3518.25	23847	4387.56	30959
26.	Uttar Pradesh	55552.52	292105	81559.66	319568	94447.18	345408
27.	Uttarakhand	3140.45	13432	4428.09	18044	5536.06	18590
28.	West Bengal	4310.56	60786	6192.86	99905	22579.81	63092
29.	Andaman and Nicobar Islands	0.00	195	8.25	243	16.07	587
30.	Daman and Diu	0.00	0	0.00	0	0.00	0
31.	Dadra and Nagar Haveli	0.00	0	4.20	24	0.00	
32.	Lakshadweep	41.47	177	0.00	0	0.00	0
33.	Puducherry	174.57	1087	204.52	1257	367.10	3103
Total		276030.80	1699295	353006.96	1861875	444702.64	2085177

Source: Ministry of Rural Development [Data compiled from online monthly progress reports uploaded by District Rural Development Agencies (DRDAs)]

[Translation]

**Proposals under Rajiv Gandhi Grameen Vidyutikaran Yojana**

1531. SHRI SAJJAN VERMA:  
SHRI JOSE K. MANI:

Will the Minister of POWER be pleased to state:

(a) whether the proposals under the Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY) relating to most backward/scheduled castes/scheduled tribes dominated areas received from various States Governments including Madhya Pradesh are pending with the Union Government for approval;

(b) if so, the details thereof and the time by which these proposals are likely to be approved;

(c) whether various State Governments including Kerala have sent any revised Detailed Project Reports (DPRs) for electrification of villages under RGGVY;

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

(e) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (e) Under Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY), 573

projects including that of Madhya Pradesh and Kerala including areas of most backward/scheduled castes/scheduled tribes also have been sanctioned under 10th and 11th Plan. The State-wise details of projects sanctioned under RGGVY are given in the enclosed Statement-I. 32 projects which are of high cost compared to benchmark cost have not been sanctioned in first instance and have been identified for consideration in Phase-II of RGGVY. The details of these 32 projects, state-wise, are given in the enclosed Statement-II. However, this Ministry has requested the Planning Commission for permission to sanction additional projects including these 32 projects amounting to Rs. 6000/- Crore in the 11th Plan itself. The approval of Planning Commission is yet to be received.

**Statement I**

*State-wise details of projects sanctioned for execution under RGGVY*

Sl. No.	Name of State	No. of projects sanctioned	Total Cost of Project (Rs. crore)
1	2	3	4
1.	Andhra Pradesh	26	840.09
2.	Arunachal Pradesh	16	537.69

1	2	3	4
3.	Assam	23	1664.71
4.	Bihar	43	2975.89
5.	Chhattisgarh	14	1105.21
6.	Gujarat	25	360.43
7.	Haryana	18	197.40
8.	Himachal Pradesh	12	205.25
9.	Jammu and Kashmir	14	635.93
10.	Jharkhand	22	2662.61
11.	Karnataka	25	600.10
12.	Kerala	7	134.32
13.	Madhya Pradesh	32	1528.88
14.	Maharashtra	34	713.44
15.	Manipur	9	357.79
16.	Meghalaya	7	290.41
17.	Mizoram	8	104.25
18.	Nagaland	11	111.17
19.	Odisha	31	3575.11
20.	Punjab	17	154.59
21.	Rajasthan	40	1254.49
22.	Sikkim	4	57.10
23.	Tamil Nadu	26	447.41
24.	Tripura	4	131.46
25.	Uttar Pradesh	64	2719.51
26.	Uttarakhand	13	643.89
27.	West Bengal	28	2344.63
Total		573	26353.76

**Statement II**

*State-wise details of projects identified for consideration in Phase-II of RGGVY*

Sl.No.	Name of State	Name of Districts
1	2	3
1.	Chhattisgarh	Jashpurnagar
2.		Korea

1	2	3
3.	Haryana	Gurgaon
4.		Faridabad
5.	Karnataka	Dakshina Kannada
6.		Udupi
7.	Kerala	Thiruvananthapuram
8.		Kollam
9.		Ernakulam
10.		Thrissur
11.		Kottayam
12.		Alappuzha
13.		Pathanamthitta
14.	Madhya Pradesh	Bhopal
15.		Raisen
16.		Sehore
17.		Hosangabad
18.		Vidisha
19.		Barwani
20.		Khargone
21.		Gwalior
22.		Rajgarh
23.		Khandwa
24.		Burhanpur
25.		Shajapur
26.		Mandsaur
27.		Neemuch
28.		Bhind
29.		Dewas
30.	Tamil Nadu	Dharmapuri
31.		Tirunelveli
32.		Udagamantalam



[English]

### **Ban on Exports of Cotton Yarn**

1532. SHRI MANISH TEWARI: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has imposed a ban on the export of cotton yarn;

(b) if so, the reasons therefor;

(c) the manner in which the ban on export of cotton yarn has impacted the Yarn Manufacturing Industry;

(d) whether there has been an exponential increase in the price of raw cotton;

(e) whether the ban on export of cotton yarn has brought a substantive decline in the price of cotton yarn that has benefited the primary consumers of the yarn; and

(f) the manner in which the Government intends balancing the interests of cotton growers, yarn manufacturers and the domestic consumers of cotton yarn so that a level playing field can be ensured to all the players in the value chain?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No Madam. For the Financial Year 2010-11, cotton yarn exports are permitted under licence with quantitative limit of 720 million kgs.

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

(d) Yes Madam. The prices of raw cotton have increased from Rs. 37,700 per candy in October 2010 to Rs. 60,000 per candy in February, 2011.

(e) The price of cotton yarn for 40's count stands at Rs. 190/ kgs in 2010-11 as against Rs. 146/ kgs. in 2009-10.

(f) To address the issues of steep increase in prices of cotton and cotton yarn and to restore domestic supply lines Government has initiated policy measures including capping exportable surplus to 55 lakh bales of raw cotton

for the cotton season 2010-11 (October-September); registration of yarn exports by the Textile Commissioner; Test Check of Hank Yarn Obligations; withdrawal of DEPB incentive of 7.67% on cotton yarn exports w.e.f. 21.4.2010; withdrawal of duty drawback on yarn w.e.f. 29.4.2010; Constitution of a Cotton Yarn Advisory Board to monitor domestic and international prices of cotton yarn and permitting export of cotton yarn upto 720 million kgs.

### **Rural Electrification**

1533. SHRI PRADEEP MAJHI:  
SHRI KISHANBHAI V. PATEL:  
SHRI P.K. BIJU:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to provide a special package to the State Governments for speedy rural electrification in various parts of the country;

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

(c) the details of funds allocated for the said purpose during 2009-10 and 2010-11, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) The Government of India has accorded approval for capital subsidy of Rs. 28000 Crore for execution of Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY) during 11th Plan in addition to Rs. 5000 Crore approved for execution of RGGVY during 10th Plan period. Under RGGVY 90% capital subsidy for overall cost of the project is provided by the Central Government and the balance 10% can be provided by Rural Electrification Corporation (REC) as interest bearing loans. RGGVY also provides for free service connection to Below Poverty Line (BPL) households. The State-wise details of projects sanctioned under RGGVY are given in the enclosed Statement-I.

(c) There is no upfront allocation of funds for any State/district under RGGVY. Funds are released against sanctioned projects in installments based on the utilization of amount in the previous installment(s) and fulfillment of other conditionalities. The State-wise details of funds released for the sanctioned projects under RGGVY during the year 2009-10 and 2010-11 are given in the enclosed Statement-II.

**Statement I***State-wise details of projects sanctioned under RGGVY*

(As on 15.02.2011)

Sl. No.	Name of State	Sanctioned during 10th Plan	Sanctioned during 11th Plan	Total No. of projects sanctioned
1.	Andhra Pradesh	17	9	26
2.	Arunachal Pradesh	2	14	16
3.	Assam	3	20	23
4.	Bihar	26	17	43
5.	Chhattisgarh	3	11	14
6.	Gujarat	3	22	25
7.	Haryana	4	14	18
8.	Himachal Pradesh	1	11	12
9.	Jammu and Kashmir	3	11	14
10.	Jharkhand	13	9	22
11.	Karnataka	17	8	25
12.	Kerala	1	6	7
13.	Madhya Pradesh	8	24	32
14.	Maharashtra	4	30	34
15.	Manipur	2	7	9
16.	Meghalaya	2	5	7
17.	Mizoram	2	6	8
18.	Nagaland	2	9	11
19.	Odisha	4	27	31
20.	Punjab	0	17	17
21.	Rajasthan	25	15	40
22.	Sikkim	2	2	4
23.	Tamil Nadu	0	26	26
24.	Tripura	1	3	4
25.	Uttar Pradesh	64	0	64
26.	Uttarakhand	13	0	13
27.	West Bengal	13	15	28
Total		235	338	573



**Statement II**

*State-wise details of funds released for the sanctioned projects under RGGVY during the year 2009-10 & 2010-11*

(Rs. in crores)

Sl.No.	Name of State	2009-10	2010-11 (As on 31.01.2011)
1	2	3	4
1.	Andhra Pradesh	158.28	64.06
2.	Arunachal Pradesh	225.27	61.85
3.	Assam	459.62	499.80
4.	Bihar	697.41	379.24
5.	Chhattisgarh	333.56	77.15
6.	Gujarat	94.32	48.45
7.	Haryana	60.67	4.81
8.	Himachal Pradesh	122.46	11.86
9.	Jharkhand	750.48	119.62
10.	Jammu and Kashmir	363.92	30.48
11.	Karnataka	67.60	48.10
12.	Kerala	10.59	20.85
13.	Madhya Pradesh	416.47	172.22
14.	Maharashtra	200.77	159.96
15.	Manipur	63.17	94.87
16.	Meghalaya	129.38	2.52
17.	Mizoram	81.02	78.28
18.	Nagaland	59.26	29.83
19.	Odisha	998.65	421.01
20.	Punjab	0.00	0.00
21.	Rajasthan	159.10	70.48

1	2	3	4
22.	Sikkim	44.90	43.62
23.	Tripura	52.29	13.90
24.	Tamil Nadu	119.30	39.12
25.	Uttar Pradesh	192.92	52.99
26.	Uttarakhand	102.06	9.69
27.	West Bengal	619.18	375.72
Total		6582.65	2930.48

**Financial Assistance under  
Article 275 (1) of the Constitution**

1534. SHRI NISHIKANT DUBEY: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Union Government has received proposals from various State Governments including Jharkhand for financial assistance under the Article 275 (1) of the Constitution;

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

(c) the funds sanctioned, released and utilized by the State Governments during each of the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) to (c) Every financial year, proposals are received from State Governments having Scheduled Tribe population, including Jharkhand, for providing financial assistance under the programme of Grant under Article 275 (1) of the Constitution of India. The activities taken up under the programme relate to bridging the gap in critical areas in sectors like education, health, drinking water, electrification, communication, rural marketing, water harvesting, tribal land management etc. Priority for undertaking the development schemes is decided by the State Governments based on the felt needs of the local area in accordance with the guidelines.

A statement indicating the grant released by the Ministry under the programme of grants under Article 275 (1) to various States including Jharkhand during the last three years and the current financial year is enclosed.

**Statement***Grant Released/Utilized under Article 275(1) of the Constitution during the last 3 years*

Sl.No.	States	2007-08			2008-09			2009-10			2010-11		
		Allocation	Amount Released	Utilization Reported	Allocation	Amount Released	Utilization Reported	Allocation	Amount Released	Utilization Reported	Allocation	Amount Released (As on 25.02.2011)	Utilization Reported
1.	Andhra Pradesh	2114.73	2453.03	2114.73	2199.32	1863.44	1863.44	5283.00	1946.20	1946.20	5526.00	3363.00	*Not Applicable
2.	Arunachal Pradesh	296.81	544.29	544.29	308.68	308.68	308.68	738.00	35.20	35.20	772.00	0.00	
3.	Assam	1392.63	1192.63	1189.77	1448.34	1444.88	1193.84	3483.00	1240.77	0.00	3643.00	2322.84	
4.	Bihar	319.20	319.20	319.20	331.97	0.00	0.00	801.00	95.00	95.00	838.00	638.00	
5.	Chhattisgarh	2785.03	3090.44	3090.44	2896.43	3211.43	3211.43	6966.00	2834.80	2644.74	7286.00	7286.00	
6.	Goa	68.45	68.45	0.00	71.19	7.00	0.00	171.00	0.00	0.00	179.00	0.00	
7.	Gujarat	3148.94	3652.68	3652.68	3274.90	2372.77	2372.77	7875.00	4783.00	58.00	8237.00	8237.00	
8.	Himachal Pradesh	142.62	165.43	165.43	148.32	148.32	148.32	360.00	360.00	360.00	377.00	377.00	
9.	Jammu and Kashmir	465.52	286.61	230.45	484.14	193.66	0.00	1161.00	282.74	131.84	1214.00	607.00	
10.	Jharkhand	465.52	3060.27	3060.27	3102.38	1852.43	1852.43	7461.00	3730.25	253.22	7804.00	7804.00	
11.	Karnataka	1458.05	1458.05	1458.05	1516.37	1496.37	1496.37	3645.00	1823.00	1823.00	3813.00	3813.00	
12.	Kerala	153.29	101.52	101.52	159.42	158.42	159.42	387.00	387.00	387.00	405.00	405.00	
13.	Madhya Pradesh	5149.26	5973.00	5355.00	5355.23	6466.80	6466.80	12870.00	6435.00	6435.00	13462.00	14878.90	
14.	Maharashtra	3610.31	3610.310	3610.31	3754.722	2441.46	2441.46	9027.00	2000.00	293.00	9442.00	7101.00	
15.	Manipur	311.96	311.96	311.96	324.44	324.44	324.44	783.00	352.50	352.50	819.00	819.00	
16.	Meghalaya	838.83	773.02	484.34	872.38	155.33	155.33	2097.00	0.00	0.00	2193.00	0.00	
17.	Mizoram	353.28	409.79	409.79	367.41	403.57	403.57	882.00	441.00	441.00	923.00	500.00	
18.	Nagaland	746.72	866.170	866.17	776.589	200.00	200.00	1863.00	576.59	576.59	1949.00	1949.00	
19.	Odisha	3428.39	4176.84	4176.84	3565.53	4129.73	4129.73	8568.00	7026.00	7026.00	8962.00	9644.33	
20.	Rajasthan	2987.54	3168.91	3168.91	3107.04	3107.04	3106.65	7470.00	1500.00	574.37	7814.00	7814.00	
21.	Sikkim	87.50	101.50	101.50	91.00	65.00	65.00	216.00	149.20	110.19	226.00	226.00	
22.	Tamil Nadu	274.15	0.00	0.00	285.12	291.39	210.60	684.00	342.00	333.85	716.00	358.00	
23.	Tripura	418.15	485.04	485.04	434.88	434.88	434.88	1044.00	780.00	780.00	1092.00	1092.00	
24.	Uttar Pradesh	502.88	499.12	489.51	523.00	391.28	281.97	1260.00	350.00	0.00	1318.00	1200.00	
25.	Uttarakhand	107.81	107.81	97.77	112.12	20.00	20.00	270.00	120.00	109.64	282.00	250.00	
26.	West Bengal	1854.89	2151.620	2151.62	1929.086	2489.09	2489.09	4635.00	2320.00	0.00	4848.00	4848.00	
Grand Total		36000.00	39027.69	38253.59	37440.00	33978.41	33336.19	90000.00	39910.00	24766.34	94140.00	85533.07	

N.B. Wherever release indicated is in excess of the allocated amount, that is attributable to additional releases for the purpose of innovative grant etc.

\*Utilization of funds released is to be reported only within 12 months, and hence would be monitored only in 2011-12.



[Translation]

### Bank Surcharge on Online Banking

1535. SHRI P.L. PUNIA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that various banks are charging additional surcharge on payment of bills through debit/credit cards and online banking; and

(b) if so, the details thereof alongwith the corrective efforts being made the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Reserve Bank of India (RBI) has issued guidelines on credit card operations on 21.11.2005, which cover almost all issues concerning credit card operations like interest and other charges, wrongful billing, protection of consumer rights, redressal of grievances etc. The Banking Ombudsman Scheme, 2006 has been notified w.e.f. 1st January, 2006 enlarging the scope of the scheme to cover customer complaints in areas such as levying service charges without prior notice to the customer and non-adherence to the Fair Practices Code as adopted by the banks, credit card complaints, deficiency in providing the services assured by the banks through their agents etc.

### Revival of NJMC Mills

1536. SHRI NARANBHAI KACHHADIA: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government proposes to rejuvenate mills of National Jute Manufacturers Corporation (NJMC) under public-private partnership model; and

(b) if so, the details thereof and the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) No, Madam. The Union Cabinet has approved the proposal for Revival of NJMC under Public Sector route, and not through Private Partnership.

(b) Does not arise.

[English]

### IT Raids in Pre-diwali Period

1537. DR. KIRIT PREMJBHAI SOLANKI: Will the Minister of FINANCE be pleased to state:

(a) the commissionerate-wise amount of Income Tax collected in different states of India, including Gujarat during each of the last three years;

(b) whether Income Tax raids are conducted during the pre-diwali period from August to October, 2010, and

(c) if so, the reasons therefore and details thereof for that period commissionerate-wise, in the states particularly Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The Department does not maintain centralized data of commissionerate-wise amount of income tax collection in different states of India. However, total collection made during last 3 year are as below:

F.Y.	Net direct Tax Collected (Rs. in crores)
2007-08	3,12,213
2008-09	3,33,828
*2009-10	3,77,984

\*Figures for the F.Y. 2009-10 are provisional.

(b) and (c) Search and Seizure actions (Income tax raids), as per the Income Tax Act, 1961 are not confined to specific period but a continuous and ongoing process based on credible information in the possession of the Income Tax Department. These operations are carried out as per the provisions of Income Tax Act, 1961 and procedures laid down by CBDT from time to time. State-wise or commissionerate -wise data in respect of search and seizure is not maintained as most businesses/groups have activities cutting across sectors, states and commissionerates.

### Quality of Packed Food and Beverage Items

1538. SHRI ADHIR CHOWDHURY:  
SHRI S. PAKKIRAPPA:

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

(a) whether the Government has laid down any standards for the packed food and beverage items including soft and energy drinks in the country;

(b) if so, the details thereof alongwith the measures taken/proposed to strengthen and enforce them;



(c) whether cases of marketing of such packed items of poor and substandard quality have been reported in the country;

(d) if so, the details thereof during the last three years and the current year so far, State/UT-wise; and

(e) the action taken by the Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (e) The standards for various food products, including carbonated water have been laid down under the Prevention of Food Adulteration Rules, 1955. Food items like energy drink fall in the category of proprietary food (non-standardised) defined in the Prevention of Food Adulteration Rules, 1955 and all foods including packed foods have to comply with their requirements laid down in Prevention of Food Adulteration Act, 1954 and Rules, 1955. The implementation of the Prevention of Food Adulteration Act & Rules is entrusted with the Food (Health) Authorities/ Food safety Commissioners of the State /UT.

The details of violation of norms in case of packed foods by the companies are not maintained centrally. Samples of various food articles are taken regularly by the State/UT Governments and action is taken from time to time, in case there is violation of Prevention of Food Adulteration Act and Rules.

#### **Multiple Drugs under Same Name**

1539. SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:  
SHRI MADHU GOUD YASKHI:  
SHRI EKNATH MAHADEO GAIKWAD:

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

(a) whether the Drug Controller General (India) has asked all the State drug regulators and pharmaceutical firms to withdraw several medicines sold under the same brand name but used to treat different ailments in the country;

(b) if so, the details of such medicines alongwith the names of their manufacturers;

(c) the number of such medicines withdrawn from the market till date;

(d) whether the DCG(I) proposes to set up any centralised drug brands database in order to effectively enforce the same and track such medicines across the country; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. "AZ" brand was being used for Albendazole, Azithromycin and Cetirizine formulations as under:

- (i) Cetirizine, manufactured by M/s Sienna Formulations Pvt. Limited, Vadodara, Gujarat.
- (ii) Albendazole, manufactured by M/s Cure Quick Pharma, Karnal, Haryana.
- (iii) Azithromycin, manufactured by M/s Eugenics, Lucknow, Uttar Pradesh.

The office of Drugs Controller General (India) [DCG (I)] had requested the State Drugs Controllers and the concerned manufacturers on 7.2.2011 to withdraw the permission for AZ brand and other similar cases of same brand names under their jurisdiction.

(c) The formulations for which permissions have since been withdrawn as per information provided by State Licensing Authorities:

- (i) Zocor Dry Syrup, Zocor Drops & Zocor-125 manufactured by M/s Per Pharmaceuticals, 272, Indl. Area, Phase-II, Panchkula.
- (ii) Neogest-50 and Neogest-100 manufactured by M/s Oscar Remedies Pvt. Ltd., Oscar House, Baddi, Majara, Yamuna Nagar.
- (iii) Metagesic Suspension & Metagesic Plus Syrup mfd. by M/s Amree Pharmaceuticals, 1/10, Shiv Colony, Kaithal Road, Karnal.
- (iv) AZ suspension (Albendazole Suspension) mfd. by M/s Cure Quick Pharmaceuticals, 20/3, HSIDC, Karnal.
- (v) AZ tablets manufactured by M/s R.H. Laboratories, Gondpur Indl. Area, Paonta Sahib, Distt. Sirmour, HP. (Marketed by M/s Cure Quick Pharma, Karnal, Haryana)
- (vi) AZ suspension manufactured by M/s R.H. Laboratories, Gondpur Indl. Area, Paonta Sahib, Distt. Sirmour, HP. (Marketed by M/s Cure Quick Pharma, Karnal, Haryana)



- (vii) Calcimax manufactured by M/s Alps Pharmaceuticals Pvt. Ltd. Almora, brand of M/s Meyer Organics Pvt. Ltd.
- (viii) Col-Q manufactured by M/s G.S. Pharmaceuticals Pvt. Ltd. Roorkee brand of M/s Blue Cross Laboratories
- (ix) AZ Tablet - Cetirizine, manufactured by M/s Sienna Formulations Pvt. Limited, Vadodara, Gujarat.

(d) and (e) There is no proposal under consideration at present to set up a centralized drug brand data base as the Drugs & Cosmetics Act, 1940 essentially regulates the quality of the drugs marketed in the country and does not provide for recognition of brand names under it.

#### **International Financial Agencies**

1540. SHRI ANANTHA VENKATARAMI REDDY:  
SHRI M. VENUGOPALA REDDY:  
SHRI SURENDRA SINGH NAGAR:

Will the Minister of FINANCE be pleased to state:

(a) the project-wise details of international financial agencies like the World Bank and the Asian Development Bank etc. aided development projects under implementation during the last three years and the current year till date;

(b) the present status of each of such project in physical and financial terms;

(c) whether most of the State projects are running behind schedule or are unable to utilize the sanctioned amount within the time frame;

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

(e) the details of projects, pending for approval by the aforesaid agencies; and

(f) the time by which these are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The details of projects with external assistance under implementation during 2007-08, 2008-09, 2009-2010 and 2010-11 (till date) are enclosed as Statement-I.

(c) and (d) The average project completion period ranges between five to six years and the external assistance committed for a project is utilised in a phased manner in accordance with disbursement schedule mutually agreed between the international financial agency and the Project Authority. In consultation with all stakeholders, wherever required, disbursement schedule is amended as per the implementation progress.

(e) and (f) Three projects have been negotiated with the World Bank, namely (i) Karnataka State Highways Project (US \$ 350 million), (ii) Kerala Local Government Strengthening Project (US \$ 200 million) and (iii) E-delivery of Public Services Development Policy Loan (US \$ 150 million) which will be placed before the Bank's Board in its forthcoming meetings.

The details of the four project posed to DFID are enclosed as Statement-II. No definite time frame for approval of such proposals can be indicated as it involves various activities like appraisal and finalisation of detailed project report/document in conformity with the established guidelines.

#### **Statement I**

Sl.No.	Project Name	Donor Agency	Date of Approval	Date of closing	Loan/Grant Amount (US\$ millions)	Cumulative utilization till 31st January 2011 (Financial Progress of the Project (US \$ millions)	Physical Progress of the Project (in terms of % of disbursement)
1	2	3	4	5	6	7	8
1.	Uttar Pradesh Sodic Lands Reclamation Project (02)	IDA	15-Dec-98	30-Sep-07	194.1	194.1	100%

1	2	3	4	5	6	7	8
2.	Rajasthan District Poverty Initiatives Project	IDA	25-Apr-00	31-Dec-07	100.5	100.5	100%
3.	Technical Assistance for Economic Reform Project	IDA	12-May-00	31-Dec-07	45.0	32.9	73%
4.	Third National Highways Project	IBRD	08-Jun-00	31-Dec-07	516.0	407.8	79%
5.	Second Renewable Energy	IBRD+ IDA	27-Jun-00	31-Mar-08	130.0	130.0	100%
6.	Gujarat State Highway Project	IBRD	05-Sep-00	31-Dec-07	381.0	280.0	73%
7.	Third Technician Education Project	IDA	07-Sep-00	30-Jun-07	64.9	83.0	128%
8.	Karnataka State Higwyas Improvement Project	IBRD	24-May-01	31-Oct-07	360.0	360.0	100%
9.	Rajasthan Second District Primary Education Project	IDA	21-Jun-01	31-Mar-08	74.4	75.4	101%
10.	Elementary Education Project	IDA	20-Apr-04	31-Dec-07	500.0	500.0	100%
						2365.9	2163.7
11.	Uttar Pradesh Health Systems Development Project	IDA	25-Apr-00	31-Dec-08	110.0	82.9	75%
12.	Madhya Pradesh District Poverty Initiatives Project	IDA	07-Nov-00	30-Jun-08	110.1	90.1	82%
13.	Kerala Rural Water Supply and Environmental Sanitation Project	IDA	07-Nov-00	30-Sep-08	65.5	65.5	100%
14.	Grand Trunk Road Improvement Project	IBRD	21-Jun-01	30-Jun-08	589.0	487.1	83%
15.	Karnataka Wathershed Development Project	IDA	21-Jun-01	31-Mar-09	100.4	80.4	80%
16.	Gujarat Emergency Earthquake Reconstruction Project	IDA	02-May-02	31-Oct-08	442.8	327.1	74%
17.	Technical/Engineering Education Quality Improvement Project	IDA	14-Nov-05	31-Mar-09	250.0	242.7	97%



1	2	3	4	5	6	7	8
18.	Food and Drugs Capacity Building Project	IDA	05-Jun-03	30-Jun-08	54.0	25.1	47%
19.	Odisha Socio-Economic Development Loan/ Credit II	IBRD+ IDA	01-Aug-06	30-Jun-08	225.0	225.0	100%
					1946.8	1626.0	
20.	Andhra Pradesh Community forrest Management Project	IDA	16-Jul-02	31-Mar-10	108.0	117.3	109%
21.	Chhattisgarh District Rural Poverty Reduction Project	IDA	24-Apr-03	31-Mar-10	112.6	55.9	50%
22.	Maharashtra Rural Water Supply and Sanitation "Jalswarajya" Project	IDA	26-Aug-03	30-Sep-09	181.0	181.0	100%
23.	Allahabad Bypass Project	IBRD	14-Oct-03	30-Jun-09	240.0	229.9	96%
24.	Himachal Pradesh Development Policy Loan 1	IBRD + IDA	25-Sep-07	31-Dec-09	200.0	190.5	95%
25.	Bihar DPL	IBRD + IDA	20-Dec-07	31-Dec-09	225.0	227.4	101%
					1066.6	1001.9	
26.	Second Karnataka Rural Water Supply and Sanitation Project	IDA	18-Dec-01	30-Jun-13	301.6	170.4	57%
27.	Uttar Pradesh Water Sector Restructuring Project	IDA	19-Feb-02	31-Oct-11	149.2	113.0	76%
28.	Rajasthan Water Sector Restructuring Project	IDA	19-Feb-02	31-Mar-13	159.0	110.6	70%
29.	Kerala State Transport Project	IBRD	14-Mar-02	31-Dec-10	255.0	211.6	83%
30.	Mizoram State Roads Project	IDA	14-Mar-02	31-Dec-10	91.0	91.0	100%
31.	Karnataka Community-Based Tank Management Project	IBRD + IDA	25-Apr-02	31-Jan-12	162.9	61.4	38%
32.	Mumbai Urban Transport Project	IBRD + IDA	18-Jun-02	15-Jun-11	542.0	428.5	79%

1	2	3	4	5	6	7	8
33.	Uttar Pradesh State Roads Project	IBRD	19-Dec-02	31-Dec-10	488.0	438.8	90%
34.	Andhra Pradesh Rural Poverty Reduction Project	IDA	20-Feb-03	30-Sep-11	315.0	257.1	82%
35.	Tamil Nadu Road Sector Project	IBRD	17-Jun-03	31-Mar-12	398.7	346.2	87%
36.	Rajasthan Health Systems Development Project	IDA	11-Mar-04	30-Sep-11	89.0	69.6	78%
37.	Karnataka Urban Water Sector Improvement Project	IBRD	08-Apr-04	31-Mar-11	39.5	34.3	87%
38.	Uttarakhand Decentralized Watershed Development Project	IDA	20-May-04	31-Mar-12	77.6	58.7	76%
39.	Integrated Disease Surveillance Project	IDA	08-Jul-04	31-Mar-12	68.0	24.2	36%
40.	Hydrology Project Phase II	IBRD	24-Aug-04	30-Jun-12	105.0	34.2	33%
41.	Madhya Pradesh Water Sector Restructuring Project	IBRD	07-Sep-04	31-Mar-11	394.0	154.3	39%
42.	Rural Roads Project	IBRD + IDA	23-Sep-04	31-Mar-12	399.5	389.9	98%
43.	SME Financing & Development	IBRD	30-Nov-04	30-Jun-12	520.0	263.5	51%
44.	Assam Agricultural Competitiveness Project	IDA	14-Dec-04	31-Dec-11	154.0	119.7	78%
45.	Tamil Nadu Health Systems Project	IDA	16-Dec-04	30-Sep-13	228.5	91.4	40%
46.	Lucknow-Muzaffarpur National Highway Project	IBRD	21-Dec-04	30-Jun-12	620.0	579.6	93%
47.	India: Emergency Tsunami Reconstruction Project	IDA	03-May-05	31-Dec-11	465.0	117.9	25%
48.	Maharashtra Water Sector Improvement Project	IBRD	23-Jun-05	31-Mar-12	325.0	182.9	56%
49.	Third Tamil Nadu Urban Development Project (TNUDP III)	IBRD	05-Jul-05	31-Mar-12	300.0	166.5	55%
50.	Tamil Nadu Empowerment and Poverty Reduction	IDA	12-Jul-05	30-Sep-14	274.0	92.4	34%



1	2	3	4	5	6	7	8
51.	Himachal Pradesh Mid-Himalayan Watershed Development Project	IDA	13-Dec-05	31-Mar-13	60.0	42.5	71%
52.	Power Sytesm Development Project-III	IBRD	19-Jan-06	31-Jul-11	400.0	394.8	99%
53.	Karnataka Municipal Reform Project	IBRD	14-Mar-06	30-Apr-12	216.0	64.6	30%
54.	National Agricultural Innovation Project	IDA	18-Apr-06	31-Dec-12	200.0	107.2	54%
55.	Karnataka Panchayats Strengthening Project	IDA	29-Jun-06	31-Mar-12	120.0	88.5	74%
56.	Karnataka Health Systems	IDA	22-Aug-06	31-Mar-12	141.8	97.6	69%
57.	Second National Tuberculosis Control Project	IDA	22-Aug-06	31-Mar-12	170.0	124.6	73%
58.	Reproductive & Child Health Second Phase	IDA	22-Aug-06	31-Mar-12	360.0	199.7	55%
59.	Uttarakhand Rural Water Supply and Sanitation Project	IDA	05-Sep-06	30-Jun-12	120.0	40.8	34%
60.	Punjab State Roads Project	IBRD	05-Dec-06	05-Jun-12	250.0	134.4	54%
61.	Punjab Rural Water Supply and Sanitation	IDA	14-Dec-06	31-Dec-13	154.0	36.0	23%
62.	Third Andhra Pradesh Economic Reform Loan/Credit	IBRD + IDA	11-Jan-07	30-Jun-10	225.0	226.8	101%
63.	Tamil Nadu Irrigated Agriculture Modernization and Water-Bodies Restoration and Management Project	IBRD + IDA	23-Jan-07	31-Mar-13	485.01	169.1	35%
64.	Andhra Pradesh Community-Based Tank Management Project	IBRD + IDA	19-Apr-07	31-Dec-12	189.0	44.6	24%
65.	Third National HIV/AIDS Control Project	IDA	26-Apr-07	30-Sep-12	250.0	101.1	40%
66.	India Vocational-Training Improvement Project	IDA	05-Jun-07	31-Dec-12	280.0	117.3	42%

1	2	3	4	5	6	7	8
67.	Himachal Pradesh State Roads Project	IBRD	05-Jun-07	30-Jun-13	220.0	47.8	22%
68.	Bihar Rural Livelihoods Project - "JEEVIKA"	IDA	14-Jun-07	31-Oct-12	63.0	29.8	47%
69.	Strengthening India's Rural Credit Cooperatives	IBRD + IDA	26-Jun-07	30-Jun-12	600.0	381.0	64%
70.	Rampur Hydropower Project	IBRD	13-Sep-07	31-Mar-13	400.0	153.7	38%
71.	Power System Development Project IV	IBRD	18-Mar-08	31-Jul-14	1000.0	735.5	74%
72.	Elementary Education (SSA II)	IDA	15-May-08	30-Sep-12	1350.0	252.5	19%
73.	Odisha Rural Livelihoods Project	IDA	31-Jul-08	31-Dec-13	82.4	4.5	5%
74.	National Vector Borne Disease Control & Polio Eradication Support Project	IDA	31-Jul-08	31-Dec-13	521.0	81.6	16%
75.	Odisha Community Tank Management Project	IBRD + IDA	30-Sep-08	31-Aug-14	112.0	5.6	5%
76.	India Odisha State Roads Project	IBRD	30-Sep-08	31-Dec-14	250.0	14.6	6%
77.	Coal-Fired Generation Rehabilitation	IBRD	18-Jun-09	30-Nov-14	180.0	0.5	0%
78.	Second Madhya Pradesh District Poverty Initiatives Project (MPDPIP-II)	IDA	24-Jun-09	31-Dec-14	100.0	16.4	16%
79.	Uttar Pradesh Sodic Lands Reclamation III Project	IDA	30-Jun-09	31-Dec-15	197.0	16.8	9%
80.	Haryana Power System Improvement Project	IBRD	04-Aug-09	31-Dec-14	330.0	63.5	19%
81.	Banking Sector Support Loan	IBRD	22-Sep-09	30-Jun-10	2000.0	2000.0	100%
82.	Andhra Pradesh Rural Water Supply and Sanitation	IDA	22-Sep-09	30-Nov-14	150.0	15.0	10%
83.	Fifth Power System Development Project	IBRD	22-Sep-09	30-Jun-15	1000.0	22.6	2%



1	2	3	4	5	6	7	8
84.	Financing Public Private Partnerships (PPPs) in Infrastructure through Support to the India Infrastructure Finance Company Ltd.	IBRD	22-Sep-09	30-Sep-15	1195.0	3.0	0%
85.	Andhra Pradesh Road Sector Project	IBRD	15-Oct-09	30-Jun-15	320.0	20.3	6%
86.	Sustainable Urban Transport Project	IBRD	10-Dec-09	30-Nov-14	105.2	7.3	7%
87.	Andhra Pradesh Municipal Development Project	IBRD	10-Dec-09	31-Dec-15	300.0	20.9	7%
88.	Tech Engr Educ Quality Improvement II	IDA	18-Mar-10	31-Dec-14	300.0	13.1	4%
89.	India First Statistical Strengthening Project	IBRD	01-Jun-10	30-Jul-11	107.0	107.0	100%
90.	India: Scaling Up Sustainable and Responsible Microfinance	IBRD + IDA	01-Jun-10	30-Jun-15	300.0	0.5	0%
91.	India - Capacity Building for Industrial Pollution Management	IBRD + IDA	03-Jun-10	30-Sep-15	64.2	5.5	9%
92.	Andhra Pradesh Water Sector Improvement	IBRD	03-Jun-10	31-Jul-16	450.6	41.1	9%
93.	West Bengal PRI	IDA	08-Jun-10	31-Dec-15	200.0	13.3	7%
94.	Integrated Coastal Zone Management	IDA	15-Jun-10	31-Dec-15	222.0	10.0	5%
95.	India National Cyclone Risk Mitigation Project (I)	IDA	22-Jun-10	31-Oct-15	255.0	0.0	0%
96.	Mumbai Urban Transport Project-2A	IBRD	29-Jun-10	15-Jun-15	430.0	1.1	0%
97.	Dam Rehabilitation and Improvement Project	IBRD + IDA	29-Jun-10	31-Dec-16	350.0	0.0	0%
98.	Bihar Kosi Flood Recovery Project	IDA	09-Sep-10	14-Sep-14	220.0	0.0	0%
99.	Maharashtra Agricultural Competitiveness Project	IDA	28-Sep-10	31-Dec-16	100.0	0.0	0%
100.	NHAI Technical Assistance Project	IBRD	30-Nov-10	31-Jul-16	45.0	0.0	0%

1	2	3	4	5	6	7	8
101.	PMGSY Rural Roads Project	IBRD + IDA	20-Dec-10	30-Nov-15	1500.0	0.0	0%
102.	Rajasthan Rural Livelihoods Project (RRLP)	IDA	11-Jan-11	31-Oct-16	162.7	0.0	0%
					25724.4	10681.5	
					31103.7	15473.1	

*International Fund for Agriculture Development (IFAD)*

(amount in US \$ million)

Sl. No.	Title of the Project	Donor Agency	Date of Agreement	Terminal Date	Loan Amount	Cumulative utilization till 28th Feb. 2011 (Financial Progress of the Project)	Physical progress of the project in terms of percentage of disbursement (%)
1.	Mitigating Poverty in Western Rajasthan Programme	IFAD	17.10.08	31.12.14	30.3	2.23	7.35
2.	Priyadarshini: Women's Empowerment & Livelihoods Programme in Mid-Gangetic Plains	IFAD	11.12.08	31.12.17	30.2	2.00	6.62
3.	Convergence of Agricultural Interventions in Maharashtra's Distressed Districts Project	IFAD	30.9.09	31.12.17	40.1	2.00	4.98
4.	North-Eastern Region Community Resources Management Project for Upland Areas-II	IFAD	12.7.10	30.9.16	20	0	0
5.	North Eastern Region Community Resources Management Project	IFAD	20.05.1997	31.3.2008	22.9	22.9	100
6.	National Micro finance Support Programme	IFAD	18.2.2002	30.6.2009	22.0	21.26	96.6



Sl. No.	Name of the Project	Donor	Signing Date	Closing Date	Loan AMT (US \$ Millions)	Cum Disbursed (US \$ Millions)	Project Progress
1	2	3	4	5	6	7	8
1.	Madhya Pradesh Power Sector Development Project	ADB	21-Mar-02	3-Apr-07	178.99	178.99	Completed
2.	Assam Governance and Public Resource Mgmt Sector Dev. Program	ADB	16-Dec-04	25-Jun-07	125.00	125.00	Completed
3.	Housing Finance II Project-NHB	ADB	18-Dec-01	30-Jun-07	7.40	7.40	Completed
4.	Power Transmission Improvement Sector Project	ADB	4-Dec-00	10-Aug-07	250.00	250.00	Completed
5.	Private Sector Infrastructure Facility at State Level Project	ADB	5-Aug-02	6-Sep-07	50.40	50.40	Completed
6.	Housing Finance II Project-ICICI	ADB	18-Dec-01	10-Oct-07	80.00	80.00	Completed
7.	Gujarat Earthquake Rehabilitation and Reconstruction Project	ADB	26-Apr-01	6-Nov-07	315.14	315.14	Completed
8.	Western Transport Corridor Project	ADB	14-Dec-01	26-Aug-08	145.60	145.60	Completed
9.	State Power Reform Project	ADB	11-Dec-03	5-Sep-08	21.48	21.48	Completed
10.	Madhya Pradesh State Roads Sector Development Project	ADB	5-Dec-02	10-Dec-08	150.00	150.00	Completed
11.	Rajasthan Urban Infrastructure Development Project	ADB	1-Dec-99	11-Jun-09	250.00	250.00	Completed
12.	Assam Power Sector Development Project	ADB	11-Dec-03	11-Jun-09	100.00	100.00	Completed
13.	East West Corridor Project	ADB	25-Aug-03	24-Aug-09	320.00	320.00	Completed
14.	Rural Roads Sector I Project	ADB	25-Nov-04	9-Oct-09	366.44	366.44	Completed
15.	MFF-Rural Roads Sector II Investment Program (Proj I)	ADB	29-Aug-06	9-Oct-09	173.91	173.91	Completed
16.	Karnataka Urban Development & Coastal Environmental Management	ADB	19-May-00	25-Nov-09	145.00	145.00	Completed
17.	MFF-India Infrastructure Project Financing Facility-Proj. I	ADB	3-Mar-08	15-Jan-10	300.00	300.00	Completed

1	2	3	4	5	6	7	8
18.	Tsunami Rehabilitation and Reconstruction Loan	ADB	12-May-05	9-Feb-10	98.27	98.27	Completed
19.	MFF: Rural Roads Sector II Investment Program-Project II	ADB	28-Mar-08	31-Dec-10	38.55	36.7	95%
20.	West Bengal Corridor Development Project	ADB	10-Dec-02	30-Jun-11	79.21	73.3	93%
21.	Multisector Proj for Infrastructure Rehabilitation in Jammu & Kashmir	ADB	17-Mar-05	30-Jun-11	250.00	167.4	67%
22.	MFF-Madhya Pradesh Power Sector Investment Program-Project I	ADB	12-Apr-07	30-Jun-11	106.00	86.5	82%
23.	Chhattisgarh State Road Development Sector Project	ADB	14-Dec-04	31-Jul-11	180.00	147.8	82%
24.	Khadi Reform and Development Program	ADB	22-Dec-09	30-Sep-11	150.00	20.0	13%
25.	MFF-India Infrastructure Project Financing Facility-Proj 2	ADB	26-Feb-09	30-Nov-11	200.00	153.1	77%
26.	Railway Sector Improvement Project	ADB	21-Apr-04	31-Dec-11	212.30	176.6	83%
27.	National Highway Corridor Sector I Project	ADB	27-Oct-04	31-Dec-11	400.00	399.6	100%
28.	National Highway Sector II Project	ADB	15-Dec-05	31-Dec-11	400.00	334.3	84%
29.	MFF-North Karnataka Urban Sector Investment Program	ADB	23-Jan-08	31-Dec-11	33.00.	8.2	25%
30.	Madhya Pradesh State Roads Sector Project II	ADB	23-Jul-07	31-Dec-11	320.00	291.2	91%
31.	MFF-Madhya Pradesh Power Sector Investment Program-Proj 3	ADB	23-Aug-07	31-Dec-11	144.00	127.0	88%
32.	MFF-Madhya Pradesh Power Sector Investment Program-Proj 4	ADB	7-Mar-08	31-Dec-11	90.00	37.3	41%
33.	MFF-Rural Roads Sector II Investment Program-Proj 3	ADB	10-Nov-08	31-Dec-11	130.00	86.7	67%
34.	National Highway Corridor (Sector) I Project (Supplementary)	ADB	4-Aug-09	31-Dec-11	100.00	81.2	81%



1	2	3	4	5	6	7	8
35.	Assam Governance & Public Resource Mgmt. Sector Dev. Project	ADB	16-Dec-04	31-Mar-12	25.00	8.9	36%
36.	Power Grid Transmission (Sector) Project	ADB	3-Nov-05	31-Mar-12	400.00	374.8	94%
37.	Rural Cooperative Credit Restructuring and Development Program	ADB	11-Dec-06	31-Mar-12	1000.00	800.0	80%
38.	MFF-Uttarakhand State Road Investment Program-Proj I	ADB	25-Oct-07	31-Mar-12	50.00	35.2	70%
39.	Assam Governance & Public Resource Management - Subprogram II	ADB	14-Oct-08	31-Mar-12	100.00	80.0	80%
40.	Calcutta Environmental Improvement Project	ADB	F8-Dec-01	30-Jun-12	177.80	140.0	79%
41.	Kerala Sustainable Urban Development Project	ADB	8-Dec-06	30-Jun-12	221.20	41.8	19%
42.	Kolkata Environmental Improvement Project	ADB	21-Feb-07	30-Jun-12	80.00	37.2	47%
43.	MFF-Uttarakhand Power Sector Investment Program-Proj 1	ADB	22-Feb-07	30-Jun-12	41.92	8.1	19%
44.	MFF-Uttarakhand Power Sector Investment Program-Proj 2	ADB	25-Feb-09	30-Jun-12	62.40	2.7	4%
45.	MFF-Uttarakhand Power Sector Investment Program - Proj 3	ADB	25-Feb-09	30-Jun-12	30.60	2.5	8%
46.	MFF-Rural Roads Sector II Investment Program-Proj 4	ADB	3-Sep-09	30-Jun-12	185.00	101.7	55%
47.	Bihar State Highways Project	ADB	10-Nov-08	31-Jul-12	420.00	181.1	43%
48.	MFF-Jammu & Kashmir Urban Sector Devt Investment Prgm-Project)	ADB	28-Dec-07	31-Oct-12	42.20	7.1	17%
49.	Urban Water Supply & Environmental Improvement in Madhya Pradesh	ADB	9-Mar-05	31-Dec-12	181.00	129.8	72%
50.	MFF-Madhya Pradesh Power Sector Investment Program-Project II	ADB	12-Apr-07	31-Dec-12	45.00	27.7	62%
51.	MFF-Uttarakhand Urban Sector Devt Investment Program-Project I	ADB	23-Oct-08	31-Dec-12	60.00	9.9	17%

1	2	3	4	5	6	7	8
52.	Urban Water Supply & Environmental Improvement in MP Project-Sup	ADB	10-Nov-08	31-Dec-12	71.00	15.8	22%
53.	Mizoram Public Resource Management Program	ADB	17-Sep-09	31-Jan-13	94.00	47.0	50%
54.	Developing Public Resource Management in Mizoram	ADB	17-Sep-09	31-Jan-13	6.00	0.0	0%
55.	Chhattisgarh Irrigation Development Project	ADB	20-Mar-06	31-Mar-13	46.11	23.3	51%
56.	MFF-Uttarakhand State Road Investment Program-Project 2	ADB	10-Feb-09	31-Mar-13	140.00	39.3	28%
57.	Rajasthan Urban Sector Develop. Investment Program-Project I	ADB	17-Jan-08	30-Jun-13	60.00	36.5	61%
58.	MFF-National Power Grid Development Investment Program-Project I	ADB	28-Mar-08	30-Jun-13	400.00	137.5	34%
59.	MFF-Madhya Pradesh Power Sector Investment Program-Project 5	ADB	27-May-09	30-Jun-13	166.00	26.8	16%
60.	MFF-Rural Roads Sector II Investment Program-Proj 5	ADB	2-Aug-10	30-Jun-13	222.20	0.0	0%
61.	MFF-Odisha Integrated Irrigated Agri & Water Mgt Inv Prog-Prj 1	ADB	25-Feb-09	30-Sep-13	16.50	2.4	15%
62.	MFF-Assam Power Sector Enhancement Investment Program-Proj 2	ADB	17-Jan-11	30-Nov-13	89.70	0.0	New Project
63.	MFF-Assam Power Sector Enhancement Investment Program-Proj 1	ADB	15-Feb-10	28-Feb-14	60.30	3.1	5%
64.	MFF-Himachal Pradesh Clean Energy Dev't Investment Program-Proj 1	ADB	10-Nov-08	31-Mar-14	150.00	43.2	29%
65.	MFF-Rajasthan Urban Sector Devt Investment Program-Project 2	ADB	18-Feb-09	30-Jun-14	150.00	32.9	22%
66.	MFF-National Power Grid Development Investment Program-Proj 2	ADB	27-Mar-09	30-Jun-14	200.00	27.6	14%



1	2	3	4	5	6	7	8
67.	MFF-Himachal Pradesh Clean Energy Devt Investment Prog-Proj 2	ADB	12-Mar-10	30-Jun-14	59.10	11.2	19%
68.	MFF-Second India Project Financing Facility-Proj 1	ADB	22-Dec-09	31-Dec-14	210.00	119.4	57%
69.	Jharkhand State Roads Project	ADB	16-Jul-10	31-Dec-14	200.00	18.3	9%
70.	South Asia Tourism Infrastructure Devt Proj (Ban/Ind/Nep)-India	ADB	4-Oct-10	15-Mar-15	20.00	0.0	0%
71.	Micro, Small & Medium Enterprise Development Project	ADB	19-Mar-10	30-Jun-15	50.00	9.9	20%
72.	Bihar State Highways II Project	ADB	22-Dec-10	30-Jun-15	300.00	0.0	New Project
73.	MFF-North Eastern Region Capital Cities Devt Investment Prog-Proj 1	ADB	4-Aug-09	30-Apr-16	30.00	2.7	9%
74.	MFF-N. Karnataka Urban Sector Investment Program-Proj 2	ADB	16-Dec-10	30-Jun-16	123.00	0.0	New Project
Total					11896.72	7889.93	66%

Sl. No.	Title of the Project	Donor Agency	Date of Agreement	Terminal Date	Amount of Grant (Financial Aid through GOI A/c) (£ million (Rs. crore)	Cummulative Utilisation till date (Financial Progress of the Project) (£ million Rs. crore)	Physical progress of the project
1	2	3	4	5	6	7	8
1.	Reproductive Child Health (RCH-II) Phase II	DFID	14.12.2006	31.03.2012	242.50/ (1818.75)	127.07/ (948.53)	The project is at various stages of implementation
2.	National AIDS Control Programme-III (NACP-III)	DFID	05.07.2007	31.03.2012	95.00/ (712.5)	71.38/ (533.73)	-do-
3.	Capacity Building for Poverty Reduction Programme	DFID	14.02.2005	31.03.2011	6.50/ (48.75)	2.64/ (21.17)	-do-

1	2	3	4	5	6	7	8
4.	Manila Samakhya (Education for Women's Equality)	DFID	09.10.2007	30.04.2014	34.00/ (255.00)	12.78/ (96.58)	-do-
5.	Sarva Shiksha Abhiyan Phase II (SSA-II)	DFID	11.03.2008	31.03.2013	285.00/ (2137.50)	174.54/ (1293.01)	-do-
6.	Support to National Policies for Urban Poverty Reduction under JNNURM	DFID	14.04.2010	31.03.2012	7.80 (58.50)	0.00 (0.00)	-do-
7.	Madhya Pradesh Rural Livelihoods -Project-II	DFID	09.07.2007	30.06.2012	42.00/ (315.00)	31.54/ (231.49)	-do-
8.	MP Power Sector Reform Programme Phase II	DFID	23.12.2005	31.12.2012	5.50 (41.25)	2.80/ (20.72)	-do-
9.	MP Urban Services for the Poor	DFID	13.11.2006	31.12.2011	34.50 (258.75)	10.78/ (77.70)	-do-
10.	MP Strengthening Performance Management	DFID	23.04.2007	30.06.2011	3.250 (24.37)	2.69/ (20.02)	-do-
11.	MP Health Sector Reforms Programme	DFID	22.11.2007	31.03.2012	56.00/ (420.00)	39.00/ (292.15)	-do-
12.	Western Odisha Rural Livelihoods Project	DFID	23.07.1999	31.03.2011	26.00/ (195.00)	22.75/ (176.44)	-do-
13.	Odisha Health Sector Reforms Programme	DFID	12.12.2007	31.03.2012	47.50/ (356.25)	36.50/ (270.78)	-do-
14.	Kolkata Urban Services for the Poor Programme	DFID	14.01.2004	31.03.2011	89.34/ (670.05)	78.54/ (600.28)	-do-
15.	Health System Development Initiative, West Bengal	DFID	18.07.2005	31.03.2011	97.50/ (731.25)	95.00/ (751.29)	-do-
16.	Strengthening Rural Decentralisation	DFID	19.09.2005	31.03.2011	34.50/ (258.75)	31.82/ (240.10)	-do-
17.	Restructuring of Public Sector Enterprises Phase II	DFID	31.03.2008	31.03.2011	21.76/ (163.20)	8.64/ (67.64)	-do-
18.	Institutional Strengthening Programme	DFID	10.09.2009	31.03.2011	6.00/ (45.00)	0.00 (0.00)	-do-
19.	Bihar Governance & Administrative Reform (BGAR)	DFID	30.07.2008	30.7.2014	15.00/ (112.50)	1.97/ (13.65)	-do-
20.	Support Programme for Urban Reforms (SPUR)	DFID	05.03.2010	29.02.2016	50.00/ (375.00)	3.16/ (22.18)	-do-



1	2	3	4	5	6	7	8
21.	Sector-wide approach to Strengthening Health (SWASTH)	DFID	01.09.2010	31.03.2016	120.00/ (900.00)	12.00 (84.82)	-do-
22.	Water Supply & Solid Waste Management project in 16 Towns in West Bengal	Italy	10.1.2006	June 2011	25.82 million Interest free loan With a replayment Period of 39 year including grace period of 19 year	279000 (Rs. 1.854 Crores)	ongoiong
23.	State Partnership Programme, Rajasthan	European Union	14.8.06	30.12.15	Euro 80 million	Rs 142.23 crore	Ongoing
24.	State Partnership Programme, Chhattisgarh	European Union	14.8.06	30.12.15	Euro 80 million	Rs 386.61 crore	Ongoing
25.	Haryana Community Forestry Project	European Union	24.1.97	30.6.10	Euro 23.30 million	Rs 86.24 crore	Completed
26.	Sarv Shiksha Abhiyan-I	European Union	12.10.01	31.12.10	Euro 199.2 million	Rs 1094.80 crore	Completed
27.	Sarv Shiksha Abhiyan-II	European Union	26.12.08	25.12.15	Euro 70 million	Rs 434.73 crore	Ongoing
28.	Sector Policy Support Programme-National Rural Health Mission/RCH-II	European Union	26.12.08	11.8.11	Euro 110 million	Nil	Ongoing
29.	Signalling Project Delhi-Kanpur	KfW Indo-German	01.08.97	31.12.11	Euro 94.59 million	169.78 (Rs. in cr.)	Ongoing
30.	NABARD XI - Rual Finance Restructuring	do	20.12.07	30.06.14	Euro 130.00 million	556.89 (Rs. in cr.)	Ongoing
31.	Polio-VI	do	05.10.04	30.12.08	Euro 6.08 million	34.09 (Rs. in cr.)	Project completed
32.	Polio-VII	do	05.10.04	30.12.08	Euro 10.62 million	60.23 (Rs. in cr.)	Project completed
33.	Polio-VIII	do	12.12.06	31.12.09	Euro 20.00 million	116.62 (Rs. in cr.)	Project completed

1	2	3	4	5	6	7	8
34.	Polio IX	do	20.12.07	31.12.10	Euro 50.00 million	290.78 (Rs. in cr.)	Ongoing
35.	Polio X	do	11.12.08	31.12.10	Euro 31.00 million	200.51 (Rs. in cr.)	Project completed
36.	Polio XI	do	11.12.08	31.12.10	Euro 14.09 million	87.26 (Rs. in cr.)	Ongoing
37.	Polio-XIV and XVI	do	16.12.09	31.12.12	Euro 12.00 million	4.13 (Rs. in cr.)	Ongoing
38.	Polio-XV	do	16.12.09	31.12.12	Euro 40.00 million	14.00 (Rs. in cr.)	Ongoing
39.	Supercritical Thermal Power Krishnapatnam (Andhra Pradesh) (Power Sector Reform, Programme-I)	do	11.12.08	30.12.12	Euro 281.06 million	430.53 (Rs. in cr.)	Ongoing
40.	Upgrading Secondary Level Health Care Facilities, Karnataka (Phase-II)	do	26.04.04	31.03.11	Euro 14.30 million	81.06 (Rs. in cr.)	Ongoing
41.	Basic Health Programme, Maharashtra	do	23.07.96	30.06.07	Euro 10.23 million	56.61 (Rs. in cr.)	Project completed
42.	Minor Irrigation Programme, Maharashtra	do	31.12.98	30.06.11	Euro 17.01 million	74.71 (Rs. in cr.)	Ongoing
43.	Rural Water Supply, Maharashtra	do	28.12.00	31.03.11	Euro 14.83 million	60.52 (Rs. in cr.)	Ongoing
44.	Multipurpose Cyclone Shelters Odisha, Phase-II	do	09.12.02	31.12.10	Euro 5.11 million	24.57 (Rs. in cr.)	Ongoing
45.	Rural Water Supply, Rajasthan	do	29.10.01	31.03.10	Euro 9.11 million	37.51 (Rs. in cr.)	project completed
46.	Residential Schools for Disadvantageous Groups, Rajasthan	do	05.06.97	31.12.09	Euro 13.29 million	24.01 (Rs. in cr.)	Project completed
47.	Sustainable Municipal Infrastructure Fund, Tamil Nadu	do	09.07.08	31.12.12	Euro 77.00 million	90.71 (Rs. in cr.)	Ongoing
48.	Participatory Resource Management in Tripura	do	21.05.08	30.12.14	Euro 12.00 million	3.76 (Rs. in cr.)	Ongoing
49.	Basic Health Programme West Bengal	do	22.06.99	30.12.06	Euro 30.68 million	135.95 (Rs. in cr.)	Ongoing



*Details of Ongoing JICA assisted Projects during FY 2007-08*

Sl. No.	IDP No.	Name of the Project	Central/ Sate	Location	Sector	Loan amount (yen million)	Date of signing/ closing of Loan Agreement	Disbursement during current financial year (upto 28.2.2011 Yen Million/ Rs. crore)
1	2	3	4	5	6	7	8	9
1.	121	Delhi Mass Rapid Trans. System Project	Central	Delhi	Urban Transport	14760	25.2.1997/ 21.10.2007	0.00
2.	139	Delhi Mass Rapid Trans. System Project (II)	Central	Delhi	Urban Transport	6732	30.3.2001/ 7.6.2008	0.00
3.	141	Delhi Mass Rapid Trans. System Project (III)	Central	Delhi	Urban Transport	28659	13.2.2002/ 27.3.2009	47.44/ 2.56
4.	145	Delhi Mass Rapid Trans. System Project (IV)	Central	Delhi	Urban Transport	34012	31.3.2003/ 31.7.2009	134.72/ 4.60
5.	151	Delhi Mass Rapid Trans. System Project (VI)	Central)	Delhi	Urban Transport	56591	31.3.2004/ 18.6.2010	5497.89/ 192.41
6.	159	Delhi Mass Rapid Trans. System Project (VI)	Central	Delhi	Urban Transport	19292	31.3.2005/ 28.7.2011	1925.58/ 68.20
7.	170	Delhi Mass Rapid Trans. Sys. (Phase 2) (I)	Central	Delhi	Urban Transport	14900	31.3.2006/ 24.7.2011	9823.11/ 345.95
8.	179	Delhi Mass Rapid Transport System Project Phase 2 (II)	Central	Delhi	Urban Transport	13583	30.3.2007/ 11.7.2011	11636.12/ 417.67
9.	191	Delhi Mass Rapid Transport System Project Phase 2 (III)	Central	Delhi	Urban Transport	72100	10.3.2008/ 25.3.2012	9662.41/ 391.81
10.	142	Simhadri Vizag Transmission System Project	State	Andhra Pradesh	Power	6400	10.05.2001/ 02.08.2009	11.51/ 0.42
11.	178	Transmission System Modernizaion and Metropolitan Area Strengthening Project in Hyderabad	State	Andhra Pradesh	Power	23697	30.3.2007/ 11.7.2014	0.00

1	2	3	4	5	6	7	8	9
12.	174	Hussain Sagar Lake and Catchment Area Improvement Project	State	Andhra Pradesh	Water Supply	7729	31.3.2006/ 24.7.2016	151.97/ 5.45
13.	155	KC Canal Modernization Project II	State	Andhra Pradesh	Water Resources	4773	31.3.2004/ 18.6.2012	215.07/ 7.94
14.	181	Andhra Pradesh Irrigation & Livelihoods Improvement Project	State	Andhra Pradesh	Water Resources	23974	30.3.2007/ 11.7.2016	38.17/ 1.42
15.	176	Visakhapatnam Port Expansion Project (Engineering Services)	Central	Andhra Pradesh	Shipping	161	31.3.2006/ 24.7.2011	0.00
16.	180	Visakhapatnam Port Expansion Project	Central	Andhra Pradesh	Shipping	4129	30.3.2007/ 16.1.2016	0.00
17.	143	West Bengal Transmission System Project (III)	State	West Bengal	Power	3127	10.5.2002/ 2.8.2009	467.59/ 15.23
18.	193	Hyderabad Outer Ring Road Project Ph. I	State	Andhra Pradesh	Urban Transport	41853	10.3.2008/ 25.3.2016	2800/ 112
19.	147	Bakreswar Thermal Power Station Units Ext. Project	State	West Bengal	Power	36641	31.3.2003/ 31.7.2010	9549.89/ 324.19
20.	167	Purulia Pumped Storage Project III	State	West Bengal	Power	17963	31.3.2006/ 24.7.2013	3716.37/ 119.85
21.	175	Kolkata Solid Waste Management Improvement Project	State	West Bengal	Water Supply	3584	31.3.2006/ 24.7.2014	23.83/ 0.92
22.	192	Kolkata East West Metro Project	Central	West Bengal	Urban Transport	6437	10.3.2008/ 04.9.2013	0.00
23.	177	Bangalore Distribution Upgradation Project	State	Karnataka	Power	10643	30.3.2007/ 11.7.2015	0.00
24.	163	Karnataka Sustainable Forest Mgt & Biodiversity Con Project	State	Karnataka	Forestry	15209	31.3.2005/ 28.7.2015	2512.38/ 92.72
25.	165	Bangalore Water Supply and Sewerage (II)	State	Karnataka	Water Supply	41997	31.3.2005/ 28.7.2015	427.32/ 14.77
26.	168	Bangalore Water Supply and Sewerage (II-2)	State	Karnataka	Water Supply	28358	31.3.2006/ 24.7.2016	0.00
27.	171	Bangalore Metro Rail Project	Central	Karnataka	Urban Transport	44704	31.3.2006/ 24.7.2016	470.48/ 16.80



1	2	3	4	5	6	7	8	9
28.	188	Maharashtra Transmission System Project	State	Maharashtra	Power	16749	14.9.2007/ 28.11.2014	0.00
29.	150	Ajanta-Ellora Cons. & Tourism Dev. Proj-II	Central	Maharashtra	Tourism	7331	31.3.2003/ 31.7.2011	1623.51/ 60.31
30.	146	Punjab Afforestation Project (II)	State	Punjab	Forestry	5054	31.3.2003/ 31.7.2009	396.17/ 13.85
31.	186	Amritsar Sewerage Project	State	Punjab	Water Supply	6961	30.30.2007/ 11.7.2015	0.00
32.	148	Rajasthan Forestry and Biodiversity Project	State	Rajasthan	Forestry	8624.84	31.3.2003/ 31.7.2010	1257.72/ 44.47
33.	157	Bisalpur-Jaipur Water Supply Project	State	Rajasthan	Water Supply	8881	31.3.2004/ 19.10.2013	2831.61/ 102.81
34.	161	Rajasthan Minor Irrigation Improvement	State	Rajasthan	Water Resources	11555	31.3.2005/ 28.7.2015	0.29/ 0.10
35.	164	Ganga Action Plan (Varanasi)	Central	Uttar Pradesh	Environment	11184	31.3.2005/ 28.7.2015	0.00
36.	166	Uttar Pradesh Buddhist Circuit Development	Central	Uttar Pradesh	Tourism	9495	31.3.2005/ 28.7.2015	0.00
37.	185	Agra Water Supply Project	State	Uttar Pradesh	Water Supply	24822	30.3. 2007/ 11.7.2017	0.00
38.	173	Odisha Forestry Sector Development Project	State	Odisha	Forestry	13937	31.3.2006/ 24.7.2016	998.13/ 37.91
39.	187	Odisha Integrated Sanitation Improvement Project	State	Odisha	Water Supply	19061	30.3.2007/ 11.7.2016	0.00
40.	154	Rengali Irrigation Project II	State	Odisha	Water Resources	1964	31.3.2004/ 18.6.2011	2053.24/ 76.76
41.	111	Attapaddy Wasteland Comprehensive Environment	State	Kerala	Environment	5112	25.1.1996/ 26.3.2008	632.49/ 23.09
42.	123	Kerala Water Supply Project (I)	State	Kerala	Water Supply	11997	25.2.1997/ 3.6.2008	6648.23/ 238.67
43.	184	Kerala Water Supply Project (II)	State	Kerala	Water Supply	32777	30.3.2007/ 11.7.2012	5741.61/ 220.18
44.	189	Goa Water Supply & Sewerage Project	State	Goa	Water Supply	22806	14.9.2007/ 28.11.2017	0.00
44.	169	Rural Electrification Project	Central	Andhra Pradesh, Madhya & Pradesh Maharashtra	Power	20629	29.8.2006/ 29.8.2012	3138.41/ 118.56

1	2	3	4	5	6	7	8	9
45.	149	Yamuna Action Plan Project (II)	Central	Delhi, UP, Haryana	Environment	13333	31.3.2003/ 31.7.2010	793.64/ 30.67
46.	158	Intg. Natural Resource Magt & Pov Red	State	Haryana	Forestry	6280	31.3.2004/ 18.6.2014	1789.02/ 66.39
47.	162	Tamil Nadu Afforestation Project II	State	Tamil Nadu	Forestry	9818	31.3.2005/ 28.7.2015	2234.67/ 80.31
48.	196	Tamil Nadu Urban Infrastructure Project	State	Tamil Nadu	Urban Dev	8551	10.3.2008/ 25.3.2016	2700/108
49.	172	Swan River Integ. Watershed Management Project	State	Himachal Pradesh	Environment	3493	31.3.2006/ 24.7.2016	144.90/ 5.41
50.	182	Tripura Forest Environmental Improvement and Poverty Alleviation Project	State	Tripura	Forestry	7725	30.3.2007/ 11.7.2017	25.29/ 0.94
51.	183	Gujarat Forestry Development Project Phase 2	State	Gujarat	Forestry	17521	30.3.2007/ 11.7.2017	0.00
52.	156	Umium Stage II Hydro Power Station	State	Meghalaya	Power	1964	31.3.2004/ 18.6.2012	70.41/ 2.55
53.	153	Dhauliganga Hydroelectric Power Plant Construction	Central	Uttarakhand	Power	13890	31.3.2004/ 31.3.2009	369.73/ 13.33
54.	160	North Karanpura Super Thermal Power Project	Central	Jharkhand	Power	15916	31.3.2005/ 6.1.2011	0.00
55.	119	NEEP Turial Hydro Electric Power Project	State	Mizoram	Power	11695	25.2.1997/ 31.3.2009	118.30/ 4.34

*Details of Ongoing JICA assisted Projects during FY 2008-09*

Sl. No.	IDP No.	Name of the Project	Central/ Sate	Location	Sector	Loan amount (yen million)	Date of signing/ closing of Loan Agreement	Disbursement during current financial year (upto 28.2.2011 Yen Million/ Rs. crore)
1	2	3	4	5	6	7	8	9
1.	141	Delhi Mass Rapid Trans. System Project (III)	Central	Delhi	Urban Transport	28659	13.2.2002/ 27.3.2009	47.44/ 2.56



1	2	3	4	5	6	7	8	9
2.	145	Delhi Mass Rapid Trans. System Project (IV)	Central	Delhi	Urban Transport	34012	31.3.2003/ 31.7.2009	4.07/ 0.22
3.	151	Delhi Mass Rapid Trans. System Project (VI)	Central	Delhi	Urban Transport	56591	31.3.2004/ 18.6.2010	1864.98/ 82.27
4.	159	Delhi Mass Rapid Trans. System Project (VI)	Central	Delhi	Urban Transport	19292	31.3.2005/ 28.7.2011	249.57/ 11.04
5.	170	Delhi Mass Rapid Trans. Sys. (Phase 2) (I)	Central	Delhi	Urban Transport	14900	31.3.2006/ 24.7.2011	289.15/ 13.68
6.	179	Delhi Mass Rapid Transport System Project Phase 2 (II)	Central	Delhi	Urban Transport	13583	30.3.2007/ 11.7.2011	1272.55/ 57.73
7.	191	Delhi Mass Rapid Transport System Project Phase 2 (III)	Central	Delhi	Urban Transport	72100	10.3.2008/ 25.3.2012	51599.20/ 2421.64
8.	142	Simhadri Vizag Transmission System Project	State	Andhra Pradesh	Power	6400	10.05.2001/ 02.08.2009	12.75/ 0.48
9.	178	Transmission System Modernizaion and Strengthening Project in Hyderabad Metropolitan Area	State	Andhra Pradesh	Power	23697	30.3.2007/ 11.7.2014	0.00/ 0.00
10.	174	Hussain Sagar Lake and Catchment Area Improvement Project	State	Andhra Pradesh	Water Supply	7729	31.3 2006/ 24.7.2016	275.11/ 13.85
11.	155	KC Canal Modernization Project II	State	Andhra Pradesh	Water Resources	4773	31.3.2004/ 18.6.2012	461.51/ 20.98
12.	181	Andhra Pradesh Irrigation & Livelihoods Improvement Project	State	Andhra Pradesh	Water Resources	23974	30.3.2007/ 11.7.2016	377.47/ 18.25
13.	176	Visakhapatnam Port Expansion Project (Engineering Services)	Central	Andhra Pradesh	Shipping	161	31.3.2006/ 24.7.2011	0.00/ 0.00
14.	180	Visakhapatnam Port Expansion Project	Central	Andhra Pradesh	Shipping	4129	30.3.2007/ 16.1.2016	0.00/ 0.00
15.	143	West Bengal Transmission System Project (III)	State	West Bengal	Power	3127	10.5.2002/ 2.8.2009	57.85/ 2.62

1	2	3	4	5	6	7	8	9
16.	193	Hyderabad Outer Ring Road Project Ph. I	State	Andhra Pradesh	Urban Transport	41853	10.3.2008/ 25.3.2016	1220.94/ 61.96
17.	147	Bakreswar Thermal Power Station Units Ext. Project	State	West Bengal	Power	36641	31.3.2003/ 31.7.2010	3586.65/ 155.77
18.	167	Purulia Pumped Storage Project III	State	West Bengal	Power	17963	31.3.2006/ 24.7.2013	1569.28/ 78.19
19.	175	Kolkata Solid Waste Management Improvement Project	State	West Bengal	Water Supply	3584	31.3.2006/ 24.7.2014	111.64/ 4.88
20.	192	Kolkata East West Metro Project	Central	West Bengal	Urban Transport	6437	10.3.2008/ 04.9.2013	107.38/ 5.36
21.	177	Bangalore Distribution Upgradation Project	State	Karnataka	Power	10643	30.3.2007/ 11.7.2015	4.10/ 0.21
22.	163	Karnataka Sustainable Forest Mgt & Biodiversity Con Project	State	Karnataka	Forestry	15209	31.3.2005/ 28.7.2015	2396.95/ 114.70
23.	165	Bangalore Water Supply and Sewerage (II)	State	Karnataka	Water Supply	41997	31.3.2005/ 28.7.2015	152.14/ 6.93
24.	168	Bangalore Water Supply and Sewerage (II-2)	State	Karnataka	Water Supply	28358	31.3.2006/ 24.7.2016	0.00/ 0.00
25.	171	Bangalore Metro Rail Project	Central	Karnataka	Urban Transport	44704	31.3.2006/ 24.7.2016	447.12/ 22.89
26.	188	Maharashtra Transmission System Project	State	Maharashtra	Power	16749	14.9.2007/ 28.11.2014	0.00/ 0.00
27.	150	Ajanta-Ellora Cons. & Tourism Dev. Proj-II	Central	Maharashtra	Tourism	7331	31.3.2003/ 31.7.2011	2030.83/ 91.45
28.	146	Pubjab Afforestation Project (II)	State	Punjab	Forestry	5054	31.3.2003/ 31.7.2009	396.74/ 19.06
29.	186	Amritsar Sewerage Project	State	Punjab	Water Supply	6961	30.30.2007/ 11.7.2015	70.45/ 2.99
30.	148	Rajasthan Forestry and Biodiversity Project	State	Rajasthan	Forestry	8624.84	31.3.2003/ 31.7.2010	272.06/ 14.84
31.	157	Bisalpur-Jaipur Water Supply Project	State	Rajasthan	Water Supply	8881	31.3.2004/ 19.10.2013	2420.20/ 112.52
32.	161	Rajasthan Minor Irrigation Improvement	State	Rajasthan	Water Resources	11555	31.3.2005/ 28.7.2015	32.27/ 1.68
33.	164	Ganga Action Plan (Varanasi)	Central	Uttar Pradesh	Environment	11184	31.3.2005/ 28.7.2015	0.00/ 0.00



1	2	3	4	5	6	7	8	9
34.	166	Uttar Pradesh Buddhist Circuit Development	Central	Uttar Pradesh	Tourism	9495	31.3.2005/ 28.7.2015	0.00/ 0.00
35.	185	Agra Water Supply Project	State	Uttar Pradesh	Water Supply	24822	30.3. 2007/ 11.7.2017	151.90/ 8.15
36.	194	Uttar Pradesh Participatory Forest Management & Poverty Alleviation Project	State	Uttar Pradesh	Environment	13345	10.3.2008/ 25.3.2018	9.34/ 0.49
37.	173	Odisha Forestry Sector Development Project	State	Odisha	Forestry	13937	31.3.2006/ 24.7.2016	1515.65/ 74.40
38.	187	Odisha Integrated Sanitation Improvement Project	State	Odisha	Water Supply	19061	30.3.2007/ 11.7.2016	0.00/ 0.00
39.	154	Rengali Irrigation Project II	State	Odisha	Water Resources	6342	31.3.2004/ 18.6.2011	1471.81/ 66.00
39.	111	Attapaddy Wasteland Comprehensive Environment Project	State	Kerala	Environment	5112	25.1.1996/ 26.3.2010	524.52/ 24.62
40.	123	Kerala Water Supply Project (I)	State	Kerala	Water Supply	11833.87	24.2.1997/ 3.6.2008	201.15/ 8.00
40a.	184	Kerala Water Supply Project (II)	State	Kerala	Water Supply	32777	30.3.2007/ 11.7.2012	10009.60/ 460.84
41.	189	Goa Water Supply & Sewerage Project	State	Goa	Water Supply	22806	14.9.2007/ 28.11.2017	0.00
42.	169	Rural Electrification Project	Central	Andhra Pradesh, Madhya Pradesh & Maharashtra	Power	20629	29.8.2006/ 29.8.2012	6131.53/ 287.04
43.	149	Yamuna Action Plan Project (II)	Central	Delhi, UP, Haryana	Environment	13333	31.3.2003/ 31.7.2010	1047.87/ 44.77
44.	158	Intg. Natural Resource Magt & Pov Red	State	Haryana	Forestry	6280	31.3.2004/ 18.6.2014	1260.85/ 56.88
45.	190	Haryana Transmission System Project	Central	Haryana	Power	20902	10.3.2008/ 12.9.2014	545.84/ 28.20
46.	162	Tamil Nadu Afforestation Project II	State	Tamil Nadu	Forestry	9818	31.3.2005/ 28.7.2015	2111.94/ 97.99
47.	196	Tamil Nadu Urban Infrastructure Project	State	Tamil Nadu	Urban Dev	8551	10.3.2008/ 25.3.2016	0.00/ 0.00

1	2	3	4	5	6	7	8	9
48.	195	Hogenakkal Water Supply & Fluorosis Mitigation Project	State	Tamil Nadu	Water Resources	22387	10.3.2008/ 25.3.2017	54.94/ 2.90
49.	172	Swan River Integ. Watershed Management Project	State Pradesh	Himachal	Environment	3493	31.3.2006/ 24.7.2016	242.37/ 11.27
50.	182	Tripura Forest Environmental Improvement and Poverty Alleviation Project	State	Tripura	Forestry	7725	30.3.2007/ 11.7.2017	550.89/ 25.15
51.	183	Gujarat Forestry Development Project Phase 2	State	Gujarat	Forestry	17521	30.3.2007/ 11.7.2017	1132.12/ 57.62
52.	156	Umium Stage II Hydro Power Station	State	Meghalaya	Power	1964	31.3.2004/ 18.6.2012	6.89/ 0.29
53.	153	Dhauliganga Hydroelectric Power Plant Construction	Central	Uttarakhand	Power	13890	31.3.2004/ 31.3.2009	153.25/ 6.75
54.	160	North Karanpura Super Thermal Power Project	Central	Jharkhand	Power	15916	31.3.2005/ 6.1.2011	0.00
55.	119	NEEP Turial Hydro Electric Power Project	State	Mizoram	Power	11695	25.2.1997/ 31.3.2009	52.75/ 2.55
56.	200	Micro, Small & Medium Enterprises Energy Saving Project	Central	All over India	Fin.Services	30000	21.11.2008/ 26.12.2013	24000.00/ 1258.31

*Details of JICA assisted ongoing projects during financial year 2009-10*

Sl.No.	Name	State	Sector	State/ centre	Loan Amount	Date of Signing	Date of Closing	CFYdisb. (Yen Mln)	CFY (disb. Rs. cr.)
1	2	3	4	5	6	7	8	9	10
1.	West Bengal Transmission System Project (II) (IDP 143)	West Bengal	Power	State	2252.9	2002.05.10	2009.08.02	23.21	1.16
2.	(IDP147)Bakreswar Thermal Power Station Units ext. Project	West Bengal	Power	State	36771	2003.03.31	2010.07.31	1588.01	80.41
3.	IDP-156)Umium Stage II Hydro Power Strn.	Meghalaya	Power	State	1964	2004.03.31	2012.06.18	98.78	4.96
4.	(IDP-167) Purula Pumped Storage Project III	West Bengal	Power	State	17963	2006.03.31	2013.07.24	704.71	35.6



1	2	3	4	5	6	7	8	9	10
5.	(IDP-177) Bangalore Distribution Upgradation Project		Power	State	10643	2015.07.11	2015.07.11	137.01	6.9
6.	(IDP-178) Transmission System Modernizaion and Strengthening Project in Hyderabad Metropolitan Area	Andhra Pradesh	Power	State	23697	2007.03.30	2014.07.11	3371.89	167.63
7.	(IDP-188) Maharashtra Transmission System Project	Maharashtra	Power	State	16749	2007.09.14	2014.09.12	6966.68	348.81
7a.	(IDP 146) Punjab Afforestation Project (II)	Punjab	Forestry	State	4809.28	2003.03.31	2009.07.31	338.26	17.42
8.	(IDP-148) Rajasthan Forestry and Biodiversity Project	Rajasthan	Environment & Forests	State	9054	2003.03.31	2010.07.31	201.76	10.25
9.	(IDP-158) Intg. Natural Resource Magt & Pov Red	Haryana	Environment & Forests	State	6280	2004.03.31	2014.06.18	416.56	21.3
10.	(IDP-162) Tamil Nadu Afforestation Project II	Tamil Nadu	Environment & Forests	State	9818	2005.03.31	2015.07.28	837.6	42.77
11.	(IDP- 163) Kamataka Sustainable Forest Mgt & Biodiversity Con Project	Kamataka	Environment & Forests	State	15209	2005.03.31	2015.07.28i	2584.27	131.5
12.	(IDP-172) Swan River Integ. Watershed Management	H.P.	Environment & Forests	State	3493	2006.03.31	2016.07.24	435.07	22.3
13.	(IDP-173) Odisha Forestry Sector Development Project	Odisha	Environment & Forests	State	13937	2006.03.31	2016.07.24	1963.13	100.29
14.	(Idp-182) Tripura Forest Environmental Improvement and Poverty Alleviation Project	Tripura	Environment & Forests	State	7725	2007.03.31	2017.07.11	652.97	33.43
15.	(IDP-183) Gujarat Forestry Development Project Phase 2	Gujarat	Environment & Forests	State	17521	2007.03.30	2017.07.11	1435.7	72.74
16.	(IDP-194) Uttar Pradesh Participatory Forest Management and Poverty Alleviation Project	Uttar Pradesh	Environment & Forests	State	13345	2008.03.10	2018.03.25	152.24	8.03
17.	(IDP-157) Baisapur-Jaipur Water Supply Project	Rajasthan	Urban Dev	State	8881	2004.03.31	2013.10.19	1727.34	88.06
18.	(IDP-165) Bangalore Water Supply and Sewerage (II)	Kamataka	Urban Dev	State	419971	2005.03.31	2015.07.28	7553.82	384.77
19.	(IDP-168) Bangalore Water Supply and Sewerage (II-2)	Kamataka	Urban Dev	State	28358	2006.03.31	2016.07.24	135.78	6.69
20.	(IDP 174) Hussain Sagar Lake & Catchment Area Improvement Project	A.P.	Urban Dev	State	7729	2006.03.31	2016.07.24	648.69	32.48

1	2	3	4	5	6	7	8	9	10
21.	(IDP-175) Kolkata Solid Waste Management Improvement Project	West Bengal	Urban Dev.	State	3584	2006.03.31	2014.07.24	106.44	5.34
22.	(IDP-184) Kerala Water Supply Project (II)	Kerala	Urban Dev	State	32777	2007.03.30	2012.07.11	5359.81	274.54
23.	(IDP-185) Agra Water Supply Project	Uttar Pradesh	Urban Dev	State	24822	2007.03.30	2017.07.11	247.07	12.68
24.	(IDP-186) Amritsar Sewerage Project	Punjab	Urban Dev	State	6961	2007.03.30	2015.07.11	29.39	1.48
25.	(IDP-187) Odisha Integrated Sanitation Improvement Project	Odisha	Urban Dev	State	19061	2007.03.30	2016.07.11	61.79	3.1
26.	(IDP-189) Goa Water Supply & Sewerage Project	Goa	Urban Dev	State	22806	2007.09.14	2017.11.28	388.38	19.88
27.	(IDP-193) Hyderabad Outer Ring Road Project Phasel	Andhra Pradesh	Transport	State	41853	2008.03.10	2016.03.25	6460.62	325.4
28.	(IDP-196) Tamil Nadu Urban Infrastructure Project	Tamil Nadu	Urban Dev	State	8551	2008.03.10	2016.03.25	28	9.15
29.	(IDP-198) Hyderabad Outer Ring Road Project Phase 2	Andhra Pradesh	Urban Transport	State	42027	2008.11.21	2017.02.25	1660.52	84.73
30.	(IDP-201) Guwahati Water Supply Project	Assam	Urban Dev.	State	29453	2009.03.31	2019.07.28	0	0
31.	(IDP-203) Kerala Water Supply Project (HI)	Kerala	12727	State	12727	2009.03.31	2013.07.28	307.84	15.81
32.	(IDP-154) Rengali Irrigation Project II	Odisha	Irrigation	State	6342	2004.03.31	2011.06.18	610.79	30.73
33.	(IDP-155) KC Canal Modernization Project II	Andhra Pradesh	Irrigation	State	4773	2004.03.31	2012.06.18	135.18	6.83
34.	(IDP-161) Rajasthan Minor Irrigation Improvement	Rajasthan	Irrigation	State	11555	2005.03.31	2015.07.28	28.1	1.42
35.	(IDP-181) Andhra Pradesh Irrigation & Livelihoods Improvement Project	Andhra Pradesh	Irrigation	State	23974	2007.03.30	2016.07.11	472.59	23.68
36.	(IDP-111) Attapaddy Wasteland Project	Kerala	Rural Dev.	State	5112	1996.01.25	2010.03.26	1346.06	68.75
37.	(IDP-195) Hogenakkal Water Supply and Fluorosis Mitigation Project	Tamil Nadu	Drinking Water Supply	State	22387	2008.03.10	2017.03.25	502.68	25.41
38.	(IDP-204) Hogenakkal Water Supply and Fluorosis Mitigation Project Phase 2	Tamil Nadu	Drinking Water Supply	State	17095	2009.03.31	2017.07.28	0	0



1	2	3	4	5	6	7	8	9	10
39.	(IDP-160) North Karanpura Super Thermal Power Project	Central-Jharkhand	Power	Central	15916	2005.03.31	2011.01.09	0	0
40.	(IDP-169) Rural Electrification Project	Central-Andhra Pradesh, Madhya Pradesh	Power	Central	20629	2006.08.29	2012.08.29	3881.78	197.73
41.	(IDP-190) Haryana Transmission System Project	Central-Haryana	Power	Central	20902	2008.03.10	2014.09.12	2735.45	140.09
42.	(IDP-149) Yamuna Action Plan Project (II)	Central-Delhi, UP, Haryana	Environment & Forests	Central	13333	2003.03.31	2010.07.31	34289	174.97
43.	(IDP-164) Ganga Action Plan (Varanasi)	Central-Uttar Pradesh	Environment & Forests	Central	11184	2005.03.31	2015.07.28	0	0
44.	(IDP-199) Capacity Dev. For Forest Management & Personal Trg Project	Central	Environment & Forests	Central	5241	2009.10.16	2018.10.16	0	0
45.	(IDP-151) Delhi Mass Rapid Transport System Project V	Central-Delhi	Transport (MRTS)	Central	59296	31.03.2004	2010.06.18	906.61	46.32
46.	(IDP-159) Delhi Mass Rapid Trans. System Project (VI)	Central-Delhi	Transport (MRTS)	Central	19292	2005.03.31	2011.07.28	240.55	12.18
47.	(IDP-170) Delhi Mass Rapid Trans. Sys. (Phase 2) (I)	Central-Delhi	Transport (MRTS)	Central	14900	2006.07.24	2011.07.24	335.03	16.74
48.	(IDP-179) Delhi Mass Rapid Transport System Project Phase.2 (II)	Central-Delhi	Transport	Central	13583	2007.03.30	2011.07.11	361.89	18.38
49.	(IDP-191) Delhi Mass Rapid Transport System Project Phase.2 (III)	Central-Delhi	Transport	Central	72100	2008.03.10	2012.03.25	9022.5	456.47
50.	(ID-P 202) Delhi Mass Rapid Transport System Project Phase 2 (IV)	Delhi	Transport	Central	77753	2009.03.31	2015.07.28	45069.92	2312.98
51.	(IDP-171) Bangalore Metro Rail Project	Central-Karnataka	Transport	Central	44704	2006.03.31	2016.07.24	4587.66	225.81
52.	(IDP-192) Kolkata East-West Metro Project	Central-West Bengal	Transport	Central	6437	2008.03.10	2013.09.04	4859.92	237.93
53.	(IDP 197) Chennai Metro Project	Central-Tamil Nadu	Transport	Central	21751	2008.11.21	2015.03.19	2137.68	108.57
54.	(IDP-150) Ajanta-Ellora Cons. & Tourism Dev. Proj-II	Central-Maharashtra	Tourism	Central	7331	2003.03.31	2011.07.31	253.09	12.88
55.	(IDP-166) Uttar Pradesh Buddhist Circuit Development	Central-Uttar Pradesh	Tourism	Central	9495	2005.03.31	2015.07.28	0	0

1	2	3	4	5	6	7	8	9	10
56.	(IDP-176) Visakhapatnam Port Expansion Project (Engineering Services)	Central-Visakhapatnam	Shipping	Central	161	2006.03.31	2011.07.24	0	0
57.	(IDP-180) Visakhapatnam Port Expansion Project	Central-Visakhapatnam	Shipping	Central	4129	2007.03.30	2016.01.16	0	0
58.	(ID-P 200) Micro, Small and Medium Enterprises Energy Saving Project	Central-All over India	Financial Services	Central	30000	2008.11.21	2013.12.26	927.43	48.56
59.	(IDP-205) Dedicated Freight Corridor Project (Phase I) Engg. Service	Central-Haryana, Rajasthan & Gujarat	Transport	Central	2606	2009.10.27	2015.02.23	0.00	0.00

*Details of Ongoing JICA assisted Projects FY 2010-11 (upto 28.2.2011)*

Sl. No.	IDP No.	Name of the Project	Central/ Sate	Location	Sector	Loan amount (yen million)	Date of signing/ closing of Loan Agreement	Disbursement during current financial year (upto 28.2.2011 Yen Million/ Rs. crore)
1	2	3	4	5	6	7	8	9
1.	151	Delhi Mass Rapid Trans. System Project (VI)	Central	Delhi	Urban Transport	56591	31.3.2004/ 18.6.2010	375.12/ 18.95
2.	159	Delhi Mass Rapid Trans. System Project (VI)	Central	Delhi	Urban Transport	19292	31.3.2005/ 28.7.2011	17.82/ 0.93
3.	170	Delhi Mass Rapid Trans. Sys. (Phase 2) (I)	Central	Delhi	Urban Transport	14900	31.3.2006/ 24.7.2011	15.84/ 0.88
4.	179	Delhi Mass Rapid Transport System Project Phase 2 (II)	Central	Delhi	Urban Transport	13583	30.3.2007/ 11.7.2011	214.91/ 10.92
5.	191	Delhi Mass Rapid Transport System Project Phase 2 (III)	Central	Delhi Transport	Urban	72100	10.3.2008/ 25.3.2012	455.21/ 23.32
6.	202	Delhi Mass Rapid Transport System Project Phase 2 (IV)	Central	Delhi	Urban Transport	77753	31.3.2009/ 28.7.2015	21479.90/ 1133.37



1	2	3	4	5	6	7	8	9
7.	206	Delhi Mass Rapid Transport System Project Phase 2 (IV)	Central	Delhi	Urban Transport	33640	31.3.2010/ 31.3.2016	8469.95/ 453.07
8.	178	Transmission System Modernizaion and Strengthening Project in Hyderabad Metropolitan Area	State	Andhra Pradesh	Power	23697	30.3.2007/ 11.7.2014	1733.64/ 89.71
9.	174	Hussain Sagar Lake and Catchment Area Improvement Project	State	Andhra Pradesh	Water Supply	7729	31.3.2006/ 24.7.2016	637.89/ 33.29
10.	155	KC Canal Modernization Project II	State	Andhra Pradesh	Water Resources	4773	31.3.2004/ 18.6.2012	269.37/ 14.02
11.	181	Andhra Pradesh Irrigation & Livelihoods Improvement Project	State	Andhra Pradesh	Water Resources	23974	30.3.2007/ 11.7.2016	1750.32/ 89.60
12.	176	Visakhapatnam Port Expansion Project (Engineering Services)	Central	Andhra Pradesh	Shipping	161	31.3.2006/ 24.7.2011	0.00/ 0.00
13.	180	Visakhapatnam Port Expansion Project	Central	Andhra Pradesh	Shipping	4129	30.3.2007/ 16.1.2016	0.00/ 0.00
14.	193	Hyderabad Outer Ring Road Project Ph. I	State	Andhra Pradesh	Urban Transport	41853	10.3.2008/ 25.3.2016	4330.41/ 221.80
15.	198	Hyderabad Outer Ring Road Project Ph. II	State	Andhra Pradesh	Urban Transport	42027	21.11.2008/ 25.2.2017	841.60/ 43.98
16.	201	Guwahati Water Supply Project	State	Assam	Urban Dev	29453	31.3.2009/ 28.7.2019	283.00/ 14.51
17.	147	Batreswar Thermal Power Station Units Ext. Project	State	West Bengal	Power	36641	31.3.2003/ 31.7.2010	609.96/ 30.76
18.	167	Purulia Pumped Storage Project III	State	West Bengal	Power	17963	31.3.2006/ 24.7.2013	713.25/ 37.50
19.	175	Kolkata Solid Waste Management Improvement Project	State	West Bengal	Water Supply	3584	31.3.2006/ 24.7.2014	126.44/ 6.42
20.	192	Kolkata East West Metro Project	Central	West Bengal	Urban Transport	6437	10.3.2008/ 04.9.2013	411.53/ 21.57
21.	207	Kolkata East West Metro Project (II)	Central	West Bengal	Urban Transport	23402	31.3.2010/ 15.6.2017	484.10/ 26.05
22.	177	Bangalore Distribution Upgradation Project	State	Karnataka	Power	10643	30.3.2007/ 11.7.2015	54.47/ 2.82

1	2	3	4	5	6	7	8	9
23.	163	Karnataka Sustainable Forest Mgt & Biodiversity Con Project	State	Karnataka	Forestry	15209	31.3.2005/ 28.7.2015	2142.58/ 113.81
24.	165	Bangalore Water Supply and Sewerage (II)	State	Karnataka	Water Supply	41997	31.3.2005/ 28.7.2015	10308.26/ 539.14
25.	168	Bangalore Water Supply and Sewerage (II-2)	State	Karnataka	Water Supply	28358	31.3.2006/ 24.7.2016	226.25/ 11.99
26.	171	Bangalore Metro Rail Project	Central	Karnataka	Urban Transport	44704	31.3.2006/ 24.7.2016	30.03.81/ 162.18
27.	188	Maharashtra Transmission System Project	State	Maharashtra	Power	16749	14.9.2007/ 28.11.2014	3699.28/ 184.54
28.	150	Ajanta-Ellora Cons. & Tourism Dev. Proj-II	Central	Maharashtra	Tourism	7331	31.3.2003/ 31.7.2011	173.45/ 8.98
29.	186	Amritsar Sewerage Project	State	Punjab	Water Supply	6961	30.3.2007/ 11.7.2015	31.54/ 1.74
30.	148	Rajasthan Forestry and Biodiversity Project	State	Rajasthan	Forestry	8624.84	31.3.2003/ 31.7.2010	173.02/ 9.17
31.	157	Bisalpur-Jaipur Water Supply Project	State	Rajasthan	Water Supply	8881	31.3.2004/ 19.10.2013	620.08/ 30.55
32.	161	Rajasthan Minor Irrigation Improvement	State	Rajasthan	Water Resources	11555	31.3.2005/ 28.7.2015	26.51/ 1.37
33.	164	Ganga Action Plan (Varanasi)	Central	Uttar Pradesh	Environment	11184	31.3.2005/ 28.7.2015	0.00/ 0.00
34.	166	Uttar Pradesh Buddhist Circuit Development	Central	Uttar Pradesh	Tourism	9495	31.3.2005/ 28.7.2015	0.00/ 0.00
35.	185	Agra Water Supply Project	State	Uttar Pradesh	Water Supply	24822	30.3.2007/ 11.7.2017	1087.53/ 59.05
36.	194	Uttar Pradesh Participatory Forest Management & Poverty Alleviation Project	State	Uttar Pradesh	Environment	13345	10.3.2008 25.3.2018	776.08/ 41.36
37.	173	Odisha Forestry Sector Development Project	State	Odisha	Forestry	13937	31.3.2006/ 24.7.2016	1367.07/ 71.28
38.	187	Odisha Integrated Sanitation Improvement Project	State	Odisha	Water Supply	19061	30.3.2007/ 11.7.2016	146.21/ 7.82
39.	154	Rengali Irrigation Project II	State	Odisha	Water Resources	6342	31.3.2004/ 18.6.2011	60.57/ 3.06



1	2	3	4	5	6	7	8	9
40.	210	Rengali Irrigation Project II	State	Odisha	Water Resources	3072	31.3.2010/ 24.11.2015	1253.95/ 68.28
40a.	123	Kerala Water Supply Project	State	Kerala	Water Supply	11833.871	25.01.96/ 26.03.2010	201.15/ 8.00
41.	184	Kerala Water Supply Project (II)	State	Kerala	Water Supply	32777	30.3.2007/ 11.7.2012	1651.07/ 87.17
42.	203	Kerala Water Supply Project (III)	State	Kerala	Water Supply	12727	31.3.2009/ 28.7.2013	218.66/ 11.51
43.	189	Goa Water Supply & Sewerage Project	State	Goa	Water Supply	22806	14.9.2007/ 28.11.2017	293.63/ 15.60
44.	169	Rural Electrification Project	Central	Andhra Pradesh, Madhya Pradesh & Maharashtra	Power	20629	29.8.2006 /29.8.2012	1135.19/ 59.88
45.	149	Yamuna Action Plan Project (II)	Central	Delhi, UP, Haryana	Environment	13333	31.3.2003/ 31.7.2010	1657.30/ 87.55
46.	205	Dedicated Freight Corridor Project (Phase I)	Central	Haryana, Rajasthan & Gujarat	Transport	2606	27.10.2009/ 23.02.2015	335.15/ 18.18
47.	212	Dedicated Freight Corridor Project (Phase 2)	Central	Haryana, Rajasthan & Gujarat	Transport	1616	26.7.2010/ 16.11.2015	0.00/ 0.00
48.	158	Intg. National Resource Magt & Pov. Red	State	Haryana	Forestry	6280	31.3.2004/ 18.6.2014	87.06/ 4.48
49.	190	Haryana Transmission System Project	Central	Haryana	Power	20902	10.3.2008/ 12.9.2014	4369.34/ 230.09
50.	162	Tamil Nadu Afforestation Project II	State	Tamil Nadu	Forestry	9818	31.3.2005/ 28.7.2015	429.33/ 22.51
51.	196	Tamil Nadu Urban Infrastructure Project	State	Tamil Nadu	Urban Dev	8551	10.3.2008/ 25.3.2016	618.89/ 32.57
52.	195	Hogenakkal Water Supply & Fluorosis Mitigation Project	State	Tamil Nadu	Water Resources	22387	10.3.2008/ 25.3.2017	1906.13/ 103.29
53.	204	Hogenakkal Water Supply & Fluorosis Mitigation Project (Phase-2)	State	Tamil Nadu	Water Resources	17095	31.3.2009/ 28.7.2017	632.50/ 34.44
54.	197	Chennai Metro Project	Central	Tamil Nadu	Urban Transport	21751	21.11.2008/ 19.3.2015	2887.43/ 154.60

1	2	3	4	5	6	7	8	9
55.	208	Chennai Metro Project	Central	Tamil Nadu	Urban Transport	59851	31.3.2010/ 15.6.2017	0.00/ 0.00
56.	172	Swan River Integ. Watershed Management Project	State	Himachal Pradesh	Environment	3493	31.3.2006/ 24.7.2016	375.69/ 20.11
57.	182	Tripura Forest Environmental Improvement and Poverty Alleviation Project	State	Tripura	Forestry	7725	30.3.2007/ 11.7.2017	379.45/ 20.37
58.	183	Gujarat Forestry Development Project Phase 2	State	Gujarat	Forestry	17521	30.3.2007/ 11.7.2017	2074.55/ 110.6
59.	156	Umium Stage II Hydro Power Station	State	Meghalaya	Power	1964	31.3.2004/ 18.6.2012	118.61/ 6.43
60.	200	Micro, Small & Medium Enterprises Energy Saving Project	Central	All over India	Fin. Services	30000	21.11.2008/ 26.12.2013	5072.57/ 254.69
61.	199	Capacity Dev. for Forest Management & Personnel Training Project	Central	All over India	Environment & Forests	5241	21.11.2008/ 16.10.2018	3.22/ 0.17
62.	211	Sikkim Biodiversity Conservation and Forest Management Project	State	Sikkim	Environment & Forests	5384	31.3.2010/ 15.6.2018	1.31/ 0.07

**Statement II***[Translation]**International Financial Agencies***Primary Health Centres**

Sl. No.	Name of Project	Posed on	Amount in £ million (Rs. Crore)
1.	Integrated Watershed Management Programme (IWMP) of M/of Rural Dev.	30.6.2008	15.00 (105.00)
2.	Rashtriya Madhyamik Siksha Abhiyan (RSMA)	8.9.2009	190.00 (1200.00)
3.	Odisha MSME project under IPR 2007	Sept.. 2009	25.50 (180.00)
4.	Strengthening Impact Evaluation by Planning Commission	14.6.2010	11.00 (77.00)

1541. SHRI RADHE MOHAN SINGH:  
SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI:  
DR. SANJAY JAISWAL:  
SHRI MANSUKHBHAI D. VASAVA:  
SHRI VITTHALBHAI HARNSRAJBHAI RADADIYA:

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

(a) whether the Government proposes to open at least one primary health centre at Panchayat level under various Centrally Sponsored Schemes;

(b) if so, the details thereof;



(c) the number of Rural Health Centres (RHCs)/Community Health Centres (CHCs)/Primary Health Centres (PHCs)/ Sub-Centres functioning in the country, State-wise;

(d) whether such centres are sufficient to cater to the need of the masses; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No. A Primary Health Centre [PHC] is provided on the population norm of 1 per 30,000 population in general/plain areas and 1

per 20,000 in tribal/hilly/desert areas.

(c) A state-wise statement showing the number of Sub-Centres, [SCs], Primary Health Centres [PHCs] and Community Health Centres [CHCs] functioning in the country as per the Bulletin on Rural Health Statistics in India, 2009 is Annexed.

(d) and (e) The health centres are established on population norms, case/work load and distance. State/UT Government project their demand for establishing/upgradation of Health centres in their respective Annual Programme Implementation Plan under NRHM. These PIPs are examined in this Ministry and activities are taken as per approval accorded by Government of India.

### **Statement**

#### *Number of Sub-Centres, PHCs & CHCs Functioning*

Sl.No.	State/UT	As on March 2009		
		Sub centre	PHCs	CHCs
1	2	3	4	5
1.	Andhra Pradesh	12522	1570	167
2.	Arunachal Pradesh	592	116	44
3.	Assam	4592	844	108
4.	Bihar	8858	1776	70
5.	Chhattisgarh	4776	715	144
6.	Goa	171	19	5
7.	Gujarat	7274	1084	281
8.	Haryana	2465	437	93
9.	Himachal Pradesh	2071	449	73
10.	Jammu and Kashmir	1907	375	85
11.	Jharkhand	3947	321	194
12.	Karnataka	8143	2193	324
13.	Kerala	4575	697	226
14.	Madhya Pradesh	8869	1155	333
15.	Maharashtra	10579	1816	376
16.	Manipur	420	72	16
17.	Meghalaya	401	105	28

1	2	3	4	5
18.	Mizoram	370	57	9
19.	Nagaland	397	123	21
20.	Odisha	6688	1279	231
21.	Punjab	2950	394	129
22.	Rajasthan	10951	1503	367
23.	Sikkim	147	24	0
24.	Tamil Nadu	8706	1277	256
25.	Tripura	579	76	11
26.	Uttarakhand	1765	239	55
27.	Uttar Pradesh	20521	3690	515
28.	West Bengal	10356	922	334
29.	Andaman and Nicobar Islands	114	19	4
30.	Chandigarh	16	0	2
31.	Dadra and Nagar Haveli	38	6	1
32.	Daman and Diu	26	2	2
33.	Delhi	41	8	0
34.	Lakshadweep	14	4	3
35.	Puducherry	53	24	3
All India		145894	23391	4510

Note: There is a reduction in number of Sub Centres and PHCs in Kerala due to Standardization of Health Institutions during 2009 as reported by the State.

#### Production and Consumption of Cotton

1542. SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:  
SHRI GANESHRAO NAGORAO DUDHGAONKAR:  
SHRI ANAND PRAKASH PARANJPE:  
SHRI JOSE K. MANI:  
SHRI JAGDISH SHARMA:

Will the Minister of TEXTILES be pleased to state:

(a) the details of production and consumption of cotton in the country during each of the last three years and estimated for the current year, State/UT-wise;

(b) whether the Government has taken note of cotton production estimates projected by the Cotton Advisory Board and the cotton industry for the current year;

(c) if so, the details thereof; and

(d) the measures taken/proposed to be taken by the Government to boost the cotton production in the country?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) State/UT-wise production and consumption of cotton in the country during each of the last three years and estimated for the current year is given in the enclosed Statement.



(b) and (c) The Cotton Advisory Board (CAB) is a representative body of the Government agencies, growers, industry and trade. In its meeting held on 26.2.2011, CAB has arrived at a production estimate of 312 lakh bales for the cotton season 2010-11.

(d) With a view to improve the production, productivity and quality of cotton the Government of India launched

the Technology Mission on Cotton (TMC) in February, 2000 focusing on research and development of cotton, dissemination of technology to cotton farmers, improvement of marketing infrastructure and modernization of ginning and pressing sector. Since 2003-04, the Government has been commercially releasing *Bacillus thuringiensis* (Bt) cotton, which is pest resistant, to improve the cotton yield.

### **Statement**

*Showing production of cotton in the country during each of the last three years and estimated for the current year is given as under*

(Area in lakh hectares/Production in lakh bales of 170 kgs/Yield kgs per hectare)

Year State	2007-08 Production	2008-09 Production	2009-10 Production	2010-11 Production (Estimated)
Punjab	20.00	17.50	14.25	16.00
Haryana	15.00	14.00	14.75	14.00
Rajasthan	9.00	7.50	11.00	9.00
North total	44.00	39.00	40.00	39.00
Gujarat	110.00	90.00	98.00	102.00
Maharashtra	62.00	62.00	63.00	82.00
Madhya Pradesh	20.00	18.00	15.00	17.00
Central total	192.00	170.00	176.00	201.00
Andhra Pradesh	46.00	53.00	52.00	53.00
Karnataka	8.00	9.00	9.00	10.00
Tamil Nadu	5.00	5.00	5.00	05.00
South Total	58.00	67.00	66.00	68.00
Odisha		1.50	-	02.00
Others	01.00	0.50	01.00	02.00
Loose lint	12.00	12.00	12.00	-
Grand Total	307.00	290.00	295.00	312.00

*Consumption of cotton in the country during each of the last three years and estimated for the current year is as under*

Consumption	2007-08	2008-09	2009-10	2010-11 (as on 26.2..2011) (Provisional)
Mill Consumption	195.67	190.00	207.0	232.00
Non-Mill Consumption	19.13	19.00	20.00	17.00
Consumption by SSI Units	22.08	20.00	23.00	26.00
Total Consumption	236.88	229.00	250.00	275.00

Source: Cotton Advisory Board.

[English]

#### Exodus of Doctors from Hospitals

1543. SHRI JAYWANT GANGARAM AWALE:  
DR. M. THAMBIDURAI:  
SHRI P.C. MOHAN:

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

(a) whether the Government has taken note of doctors resigning from their posts from the Government hospitals/medical institutions and joining the private sector;

(b) if so, the details thereof including the number of such medical officials, who resigned during the last three years and the reasons therefor;

(c) the number of senior doctors of All India Institute of Medical Sciences (AIIMS) who had gone abroad on assignments but not resumed duty after completion of

their assignments during the last three years;

(d) whether the Government has issued any direction to the said erring doctors to resume their duties by a specific date; and

(e) if so, the details thereof and the further action taken by the Government to bring them back in the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Yes.

(b) The number of doctors resigned and taken voluntary retirement from their post from Government Hospitals/Medical Institutions during the last three years is given in the enclosed statement. The doctors have resigned or taken voluntary retirements on personal grounds.

(c) to (e) At present, no faculty member is away on assignment within India/abroad beyond the permissible limit of eligibility period.

#### Statement

*Details of number of doctors in various Government Hospitals/Medical Institutions, who had resigned and taken voluntary retirement during the last three years are indicated as below*

Sl.No.	Name of the Institution	2008	2009	2010	Total
1	2	3	4	5	6
1.	Doctors belonging to Central Health Services (CHS)	19	20	23	62
2.	Lady Hardinge Medical College & Smt. K. S Hospital	1	2	1	4
3.	Dr. Ram Manohar Lohia Hospital, New Delhi	0	4	2	6



1	2	3	4	5	6
4.	Safdarjang Hospital & VMMC	0	1	0	1
5.	JIPMER, Puducherry	Break up not available			7
6.	North Eastern Indira Gandhi Regional Institute of Health & Medical Sciences, Shillong	1	2	0	3
7.	Regional Institute of Medical Sciences, Imphal	2 1 3 Break up not available			
8.	National Institute of Mental Health & Nuero-Sciences, Banglore	10	2	2	14
9.	All India Institute of Medical Sciences (AI/MS), New Delhi	5	6	3	14
10.	PGIMER, Chandigarh	2	3	2	7
Total					121

[Translation]

#### **Agricultural Debt Waiver Scheme**

1544. DR. BALIRAM:  
SHRI RAJU SHETTI:  
SHRI JOSE K. MANI:  
SHRI D.V. SADANANDA GOWDA:

Will the Minister of FINANCE be pleased to state:

(a) the details of the loans which have been waived off under the Agricultural Debt Waiver Scheme alongwith the number of farmers benefited from such scheme, State-wise and banks-wise;

(b) whether the loans of some of the eligible farmers selected under the said scheme have not been waived off;

(c) if, so, the details thereof and the reasons therefor alongwith the steps taken/being taken by the Government to waive off the loans of such farmers;

(d) whether the Government has any proposal to renew the said scheme in order to bring more No. of farmers under the said scheme;

(e) if so, the details thereof;

(f) whether the Government has reimbursed the amount waived off under the scheme to the banks; and

(g) if so, the details thereof and if not, the reasons therefor alongwith the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The Government of India's Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 aimed at de-clogging the lines of credit to farmers that were dogged due to the debt burden and to entitle these farmers to fresh credit. All agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs), Cooperative Banks (including Urban Cooperative Banks) and Local Area Banks (LABs) up to 31st March, 2007, overdue as on 31st December, 2007 and that remained unpaid until 29.02.2008 were covered under the Scheme. The Scheme was applicable to all farmers eligible under the Scheme and there was no discrimination against a section of farmers.

The Reserve Bank of India (RBI) has reported the bank-wise details of the loans waived by the Public Sector Banks, Private Sector Banks, Local Area Banks and Urban Co-operative Banks under the Debt Waiver and Debt Relief as part of the Agricultural Debt Waiver and Debt Relief Scheme 2008 and the amounts reimbursed to these lending institutions by Government of India till date are given in the enclosed Statement-I. The State-wise details of the number of the accounts, amount waived and relief provided under the ADWDRS, 2008 in respect of Cooperative Banks and Regional Rural Banks are given in the enclosed Statement-II. So far, 2.9 crore farmers have been provided debt waiver & debt relief to the extent of Rs. 52,898.93 crore under the scheme.

(d) and (e) The Debt Waiver portion of the Schema closed on 30.6.2008 while the Debt Relief portion of the Scheme closed on 30.6.2010. The Government has no proposal to renew the scheme.

(f) and (g) As per the ADWDR Scheme, the lending institutions are reimbursed the waiver and relief claims by the Government of India on the basis of the duly certified and audited claims made by these lending agencies through their respective nodal agencies

[Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD) are the Nodal agencies. for the Scheme] in installments. These payments have been made through RBI and NABARD to all lending institutions implementing the Scheme since 2008-09. The Government of India (GoI) has so far released an amount of Rs. 51,340.47 crore to the lending institutions as reimbursement under the Agricultural Debt Waiver and Debt Relief Scheme, 2008.

### *Statement I*

*ADWDRS 2008 Total claims recd includes Final + Grievances Redressal + not eligible for interest*

(No. of A/cs in '000s)

Sl.No.	Name of the bank	Debt Waiver			Debt Relief			Total		
		No. of A/cs	Claims received	Amount paid	No. of A/cs	Claims received	Amount paid	Total A/cs	Total Claims	Total amt. paid
1	2	3	4	5	6	7	8	9	10	11
<b>Public Sector Banks</b>										
1.	State Bank of India	2417.19	53073608658.41	53073608658.41	520.29	10072363236.81	10072363236.81	2937.48	63145971895.22	63145971895.22
2.	SB of Bikaner and Jaipur	131.66	4023044848.00	4023044848.00	102.42	2387967674.34	2387967674.34	234.08	6411012522.34	6411012522.34
3.	State Bank of Hyderabad	293.82	5442321191.00	5442321191.00	80.28	1594931493.00	1594931493.00	374.10	7037252684.00	7037252684.00
4.	State Bank of Indore	307.93	1614716193.95	1614716193.95	52.64	1166645754.82	1166645754.82	360.57	2781361948.77	2781361948.77
5.	State Bank of Mysore	73.90	2404587609.00	2404587609.00	21.65	571385570.00	571385570.00	95.55	2975973179.00	2975973179.00
6.	State Bank of Patials	37.82	1420219016.08	1420219016.08	27.75	497186227.95	497186227.95	65.57	1917405244.06	1917405244.06
7.	State Bank of Travancore	118.00	3242258909.00	3242258909.00	5.00	115484421.00	115484421.00	123.00	3557743330.00	3557743330.00
8.	Allahabad Bank	399.86	10418047072.00	10418047072.00	59.39	1229744382.72	1229744382.72	459.25	11647797454.72	11647797454.72
9.	Andhra Bank	397.84	7459508832.00	7459508832.00	89.11	1518040961.74	1305867778.34	486.95	8987649793.74	8775476610.34
10.	Bank of Baroda	218.03	5051879000.00	5051879000.00	57.77	1166870625.00	1166870625.00	275.80	6218749625.00	6218749625.00
11.	Bank of India	339.92	639218943.76	639218943.76	54.00	1170544670.00	1170544670.00	394.80	7562730613.76	7562730613.76
12.	Bank of Maharashtra	86.58	2192806730.72	2192806730.72	39.32	888296463.00	888296463.00	125.90	3081103193.72	3081103193.72
13.	Canara Bank	471.58	12601564112.45	12601564112.45	58.35	1425541040.17	1425541040.17	529.95	14027205152.62	14027205152.62
14.	Central Bank of India	448.90	9785435698.00	9785435698.00	67.07	1477705793.00	1477705793.00	515.97	11263138491.00	11263138491.00
15.	Corporation Bank	42.71	1141300430.00	1141300430.00	12.24	300859869.00	300859869.00	54.95	1442160299.00	1442160300.00
16.	Dena Bank	54.55	771748896.00	771748896.00	19.10	455424050.00	443181512.00	73.65	1237172946.00	1214930408.00
17.	IDBI Bank	11.26	272835237.00	272835237.00	3.89	76344253.16	76344253.16	15.15	349179490.16	349179490.16



1	2	3	4	5	6	7	8	9	10	11
18.	Indian Bank	236.87	4590069971.00	4590069971.00	30.42	575721548.00	575721548.00	267.29	5165791519.00	5165791519.00
19.	Indian Overseas Bank	311.00	5773479756.00	5773479756.00	47.85	879983048.00	0.00	358.85	6653462804.00	5773479756.00
20.	Oriental Bank of Commerce	96.30	3700929661.00	3700929661.00	22.23	828115593.60	828115593.60	120.53	4529045254.60	4529045254.60
21.	Punjab National Bank	339.40	11472764863.00	11472764863.00	67.61	1897690760.05	1897690760.05	407.01	13370475623.05	13370475623.05
22.	Punjab & Sind Bank	15.38	477226992.00	477226992.00	4.87	141347258.00	141347258.00	20.25	618574250.00	618574250.00
23.	Syndicate Bank	293.23	7388847864.15	7388847864.15	97.61	1822365784.74	1504214027.92	390.84	91910113648.89	8872861892.07
24.	Union Bank of India	275.94	7387857973.22	7387857973.22	67.56	1440178908.64	1170719303.01	343.50	8828036882.06	8558577276.23
25.	United Bank of India	144.93	2111944545.00	2111944545.00	0.17	2785815.00	2785815.00	145.10	2114730360.00	2114730360.00
26.	UCO Bank	252.35	5363336491.00	5363336491.00	19.16	424852787.67	424852787.67	271.51	5787989278.67	5787989278.67
27.	Vijaya Bank	47.81	1471156017.00	1471156017.00	13.53	355575414.00	355575414.00	61.34	1826731431.00	1826731431.00
	Total	7856.75	177035699510.74	177035699510.74	1642.16	34493753403.64	32723532448.59	9508.90	211529452914.38	209759112221.33
<b>Private Sector Banks</b>										
1.	Bank of Rajasthan Ltd.	17.10	53120668.00	53120668.00	0.68	11995963.00	11995963.00	17.77	65116831.00	65116831.00
2.	Catholic Syruab Bk. Ltd.	1.55	25954880.00	25964879.99	45.00	7088272.00	1958533.00	46.55	33053152.00	27923412.99
3.	City Union Bank Ltd.	6.61	97566178.99	97566178.99	0.59	12405341.39	12405341.39	7.20	109971520.38	109971520.38
4.	Dhanalakshmi Bk. Ltd.	2.15	43554034.28	43554034.28	0.06	1509173.81	1509173.81	2.21	45063208.09	45063208.09
5.	Federal Bank Ltd.	18.77	1057019406.00	1057019405.99	2.30	182468292.00	182468292.00	21.07	1239487698.00	1239487697.99
6.	HDFC Bank Ltd.	0.43	28960769.00	28960768.99	0.84	38414758.00	0.00	1.27	67375525.00	28960768.99
7.	ICICI Bank Ltd.	672.03	2549538129.43	2549538129.42	15.92	207951323.90	207951323.90	687.94	2757489453.33	2757489453.32
8.	Karnataka Bank Ltd.	9.03	232127161.13	23127161.12	3.27	91329227.88	91329227.88	12.30	323456389.01	323456389.00
9.	Karur Vysya Bank Ltd.	16.60	347382019.88	347491744.87	2.47	24187515.83	24187515.83	19.07	371569535.71	371679260.70
10.	Kotak Mahindra Bank Ltd.	0.18	5053295.00	5053295.00	0.06	892168.00	892168.00	0.24	5945463.00	5945463.00
11.	Lakshmi Vilas Bk. Ltd.	9.48	175899020.00	175899020.00	2.33	35469910.00	35469910.00	11.82	211368930.00	211368930.00
12.	Nainital Bk. Ltd.	0.99	26251110.00	26251110.00	0.47	6575100.00	6575100.00	1.47	32826210.00	32826210.00
13.	Ratnakar Bk. Ltd.	1.10	29962591.00	29962591.00	0.00	10319982.00	10319982.00	1.10	40282573.00	40282573.00
14.	South Indian Bk. Ltd.	4.90	95248748.00	95248747.99	0.62	18817062.00	0.00	5.51	114065810.00	95248747.99
15.	Tamilnad Merc. Bk. Ltd.	4.18	68630891.00	68630890.99	2.09	29602574.00	29602574.00	6.26	98233465.00	98233464.99
16.	Axis Bank Ltd.	6.67	471899233.85	471899233.85	6.85	197337903.46	197337903.46	19.52	669237137.31	669237137.31
17.	ING Vysya Bank Ltd.	14.74	387201814.00	387201814.00	3.87	81008852.43	81008852.43	18.61	468210666.43	468210666.43
18.	Jammu & Kashmir Bank Ltd.	8.25	205960974.00	205960974.00	0.40	13685580.50	13685580.50	8.65	219646554.50	219646554.50
	Total	794.77	5901341123.26	5901437788.48	87.81	971058998.20	908697441.20	882.58	6872400121.76	6810135229.68

Sl. No.	Name of the Local Area Bank	Total Accs	Total Claims	Total amt paid	Total Accs	Total Claims	Total amt paid	Total Accs	Total Claims	Total amt paid
1.	Subhadra Local Area Bank	0.04	1073666.00	1073666.00	0.01	462368.00	462368.00	0.05	1536034.00	1536034.00
2.	Coastal Local Area Bank Ltd.	0.11	1737036.00	1737036.00	0.01	190433.00	190433.00	0.12	1927469.00	1927469.00
3.	Krishna Bhima Samruddhi LAB Ltd.	2.08	933.094.00	933.094.00	0.03	298597.00	298597.00	2.11	9628791.00	9628791.00
4.	Capital Local Area Bank Ltd.	0	0	0	0.05	5249942.00	5249942.00	0.05	5249942.00	5249942.00
	Total	2.23	12140896.00	12140896.00	0.11	6201340.00	6201340.00	2.34	18342236.00	18342236.00
			3403435498	3403435498		185749591.5	185749591.50		3589485089.50	3589485089.50
									222009680361.64	220177074776.51

Urban Coop Banks

Source : RBI

**Statement II***Debt Waiver Claims released to RRB and Co-operative Bank as on 25 February 2011*

(Rs. in lakh)

Sl.No.	Name of the State/Bank	Audited Debt Waiver Claims Received	Debt Waiver Claim Amount already released	No. of accounts	GRH Debt Waiver Claim Amount already released	TOTAL
		No. of A/cs	Amount	No. of A/cs	Amount	No. of A/cs Amount
1	2	3	4	5	6	7 8
	<b>Consolidated Position</b>					
	SCBs	10983804	1549455.47	106316	5906.99	11090120 1555362.46
	SLDBs	1665276	340291.05	4225	960.58	1669501 341251.63
	RRBs	3367772	604235.68	6852	1988.87	3374624 606224.55
	Total	16016852	2493982.20	117354	8856.44	16134246 2502838.64
1.	Andaman and Nicobar Islands	715	81.33	0	0.00	715 81.33
2.	Andhra Pradesh	3020569	447916.20	270	74.27	3020839 447990.47
3.	Arunachal Pradesh	12333	472.17	37	17.27	12370 469.44
4.	Assam	85924	9122.06	0	0.00	35924 9122.06
5.	Bihar	782244	114339.95	4678	705.09	786922 115045.04
6.	Delhi	453	254.55	0	0.00	453 254.55
7.	Goa	2907	478 32		0.14	2908 478.46
8.	Gujarat	351860	80430.31	0	0.00	351860 0430.31



1	2	3	4	5	6	7	8
9.	Haryana	329530	110244.30	211	163.37	329741	110407 67
10.	Himachal Pradesh	133116	22192 50	85	21.10	133181	22213.60
11.	Jammu and Kashmir	23819	4241.17	0	0.00	23919	4241.17
12.	Jharkhand	206313	18942.97	51	2.26	205365	18945.23
13.	Karnataka	481843	107259.11	10739	3549.56	492582	110808 67
14.	Kerala	778148	146068.06	72841	238.65	850989	146306.71
15.	Madhya Pradesh	1043663	14513076	26188	441.31	1046301	145572.07
16.	Chhattisgarh	332419	29372.20	2047	215.77	334466	29587.97
17.	Maharashtra	2368437	418550.67	1947	232.06	2370384	418782.75
18.	Manipur	58020	2262.53	23	15.17	58043	2277.70
19.	Meghalaya	10528	1343.95	0	0.00	10528	1343.95
20.	Mizoram	7060	1791.08	0	0.00	7060	1791.08
21.	Nagaland	11904	1264.62	0	0.00	11904	1264.62
22.	Puducherry	7016	1516.21	0	0.00	7016	1515.21
23.	Odisha	1465506	181439.53	1548	446.96	1457054	181886.51
24.	Punjab	123	38942.42	6	6.38	129	38943.80
25.	Rajasthan	602568	110653.72	2710	676.54	605278	111330.26
26.	Tamil Nadu	132255	18890.20	9	1.4	132264	18891.63
27.	Sikkim	529	8269	0	0.00	529	82.69
28.	Tripura	26820	4088.27	0	25.12	26820	4113.39
29.	Uttar Pradesh	2806189	33643070	5114	1200.93	2311303	389631.63
30.	Uttarakhand	81870	8212.33	37	6.22	81907	8218.55
31.	West Bengal	853051	79967 32	12441	816.80	865492	80784.12
	Grand Total	16016852	2493982.2	117394	8856.44	16134246	2502838.64
	Amount released under Debt Relief		223439.96				
	GRW cases settled		4982.04				
	Total release so far		2722404.20				

GRM: GRIEVANCE REDRESSAL MECHANISM  
SOURCE: NABARD

*Submission of Audited Debt Relief Claims-Cooperatives and RRBs -Sanction and Release*

(Rs. Lakh)

Sl.No.	Name of the State/Bank	No. of A/cs	Debt Relief Claim Amt. already	No. of A/cs	GRM Debt Relief Claim Amt. already released	Total	
1	2	3	4	5	6	7	8
1.	Andaman and Nicobar Islands	170	3.88			170	3.88
2.	Andhra Pradesh	352080	48633.18			352080	48633.18
3.	Arunachal Pradesh	9	3.51			9	3.51
4.	Assam	1708	171.07			1708	171.07
5.	Bihar	14701	2344.2	2228	325.3	16929	2669.5
6.	Delhi	100	47.61			100	47.61
7.	Goa	131	18.25			131	18.25
8.	Gujarat	151270	19298.95			151270	19298.95
9.	Haryana	109099	20637.73			109099	20637.73
10.	Himachal Pradesh	1760	367.67			1760	367.67
11.	Jammu and Kashmir	0	0			0	0
12.	Jharkhand	2524	198.44			2524	198.44
13.	Karnataka	180910	29519.99			180910	29519.99
14.	Kerala	7357	1640.85			7357	1640.85
15.	Madhya Pradesh	239159	31766.53			239159	31766.53
16.	Chhattisgarh	106337	11550.82	223	27.61	108560	11578.43
17.	Maharashtra	723506	108637.89			723506	108637.89
18.	Manipur	2	0.58			2	0.58
19.	Meghalaya	25	3.77			25	3.77
20.	Mizoram	310	7.98			310	7.98
21.	Nagaland	5	1.93			5	1.93
22.	Puducherry	129	13.13			129	13.13



1	2	3	4	5	6	7	8
23.	Odisha	29093	4065.49			29093	4065.49
24.	Punjab	33217	5839.32			33217	5839.32
25.	Rajasthan	378910	55975.69	1	0.2	378911	55975.89
26.	Tamil Nadu	19083	2722.18			19083	2722.18
27.	Sikkim	7	1.5			7	1.5
28.	Tripura	29	2.92			29	2.92
29.	Uttar Pradesh	150860	21359.71	109	19.2	150969	21376.99
30.	Uttarakhand	2388	294.02			2388	294.02
31.	West Bengal	1053	218.48			1053	218.48
Grand Total		2507932	361547.27	2561	372.39	2510493	365719.66

*[English]***Interest on Savings**

1545. SHRI PURNMA SI RAM:  
SHRI SONAWANE PRATAP NARAYANRAO:  
SHRI DANVE RAOSAHEB PATIL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has urged banks to increase rate of interest on savings so as to encourage savings;

(b) if so, the details thereof alongwith the present rate of interest on savings;

(c) whether there is any proposal to further increase the rate of interest on Saving Scheme for senior citizens; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) No, Madam. Interest rate on saving bank deposit is determined by the Reserve Bank of India and is at present 3.5 percent. With effect from October 22, 1997, RBI has given freedom to commercial banks to fix their own interest rates on domestic term deposits of various maturities with prior approval of respective Board of

Directors/Asset Liability Management Committee. At present, interest rate of term deposits of more than one year is in the range of 8.25-9.50 percent.

(c) and (d) As is the practice, term deposits of various maturities of senior citizens are allowed a benefit of 0.5% more than the general interest rate offered by banks to the general public.

*[Translation]***Anti-Retroviral Treatment for HIV/AIDS Patients**

1546. SHRI NITYANANDA PRADHAN:  
SHRI A.T. NANA PATIL:  
SHRI BAIJAYANT PANDA:

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

(a) the total number of HIV/AIDS patients alongwith the number out of them receiving first line Anti-Retroviral Treatment (ART) in the ART centres across the country, State/UT-wise;

(b) whether the Government proposes to provide second line treatment for HIV/AIDS patients as recommended by the National AIDS Control Organisation (NACO) and set up more number of ART Centres and Link ART Centres for the purpose;

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

(d) whether any delay has been observed in setting up of such centres; and

(e) if so, the reasons therefor alongwith the remedial action taken/proposed to speed up the creation of such centres and popularise them amongst the masses?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) As on date 11,96,050 HIV/AIDS patients have been registered at 292 ART Centers. All those patients, who register at ART Centers undergo CD4 testing & eligible patients (CD4 count less than 250) are initiated on-ART as per National Guideline. Currently 3,87,205 are receiving first line ART at these Centers. The State/UT-wise detail are given in the enclosed Statement-I.

(b) to (e) Currently second line treatment is provided at 10 Centers of Excellence across the country. The details of patients on second line ART at these centers are given in the enclosed Statement-II.

Another 8 ART centers are being upgraded to "ART Plus centers" to provide second line ART. Necessary preparedness in the terms of training of manpower, viral load linkages & supply of drugs for these centers is going on. These centers are likely to be functional shortly. The details of ART Plus Centers are given in the enclosed Statement-III.

#### *Statement I*

*State/UT-wise details of HIV/AIDS patients registered & on-ART (First line ART)*

Sl. No.	State Name	Ever Registered	on-ART (First line ART)
1	2	3	4
1.	Andhra Pradesh	297350	83059
2.	Arunachal Pradesh	98	30
3.	Assam	3268	1224
4.	Bihar	22043	7806
5.	Chandigarh	5240	1726
6.	Chhattisgarh	5867	1948

1	2	3	4
7.	Delhi	29098	8444
8.	Goa	4281	1215
9.	Gujarat	52986	18754
10.	Haryana	6886	2036
11.	Himachal Pradesh	3419	1279
12.	Jammu and Kashmir	1964	639
13.	Jharkhand	6248	2179
14.	Karnataka	153989	52993
15.	Kerala	13473	5160
16.	Madhya Pradesh	13864	4681
17.	Maharashtra	244554	91613
18.	Manipur	16006	6534
19.	Meghalaya	402	123
20.	Mizoram	3085	967
21.	Nagaland	6537	2190
22.	Odisha	10480	2770
23.	Puducherry	1475	706
24.	Punjab	16550	6298
25.	Rajasthan	24887	8887
26.	Sikkim	141	47
27.	Tamil Nadu	162030	47955
28.	Tripura	415	151
29.	Uttar Pradesh	37803	14472
30.	Uttarakhand	1945	835
31.	West Bengal	22666	8005
32.	Intersectoral Sector (SAIL, ESI, Railways, Defence)	-	2479
Total		11,69,050	3,87,205



**Statement II***Details of HIV/AIDS patients on second line ART*

Sl.No.	State	Centers of Excellence	No. of PLHIV on second line ART
1.	Andhra Pradesh	Gandhi Hospital, Hyderabad	83
2.	Chandigarh	Post Graduate Institute of Medical Sciences, Chandigarh	84
3.	Delhi	Maulana Azad Medical College, Delhi	154
4.	Gujarat	Byramjee Jeejabhoy Medical College & Hospital, Ahmedabad	224
5.	Karnataka	Bowring & Lady Curzon Hospital, Bangalore	122
6.	Maharashtra	Sir Jamshetjee Jejeebhoy Medical College & Hospital, Mumbai	685
7.	Manipur	Regional Institute of Medical Sciences, Imphal	56
8.	Tamil Nadu	Govt. Hospital of Thoracic Medicine, Tambaram	374
9.	Uttar Pradesh	Banaras Hindu University, Varanasi	92
10.	West Bengal	School of Tropical Medicine, Kolkata	102
Total			1976

**Statement III***Details of ART Plus Centers*

Sl.No.	State Name	ART Plus Centre
1.	Maharashtra	Government Medical College, Aurangabad
2.		Byramjee Jejeebhoy Medical College & Sassoon Hospital, Pune
3.		Government Medical College, Nagpur
4.	Tamil Nadu	Government Medical College, Salem
5.	Gujarat	Government Medical College, Surat
6.	Karnataka	KIMS, Hubli
7.	Andhra Pradesh	GGH, Vijayawada
8.	Kerala	Government Medical College, Thrissur

**Medical and Dental Colleges**

1547. SHRI R.K. SINGH PATEL:  
 SHRI DEVJI M. PATEL:  
 SHRI M.K. RAGHAVAN:  
 SHRI MAHENDRASINH P. CHAUHAN:

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

(a) the number of Government and private medical and dental colleges in the country indicating the number of under graduate and post graduate seats therein, State/UT-wise;

(b) whether the Government has received proposals for the setting up of Government and private medical and dental colleges in the country;

(c) if so, the number of proposals out of them approved during each of the last three years and the current year, State/UT-wise;

(d) whether a number of proposals for the setting up of medical and dental colleges have been rejected or are still pending for approval with the Government;

(e) if so, the details thereof alongwith the reasons therefor indicating the time by which the pending proposals are likely to be cleared, State/UT-wise including Gujarat; and

(f) the steps taken/proposed by the Government to encourage private institutions to set up medical and dental colleges?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) At present, there are 314 medical colleges and 289 dental colleges in the country. The State-wise details of Government and private medical & dental colleges indicating the number of undergraduate and postgraduate seats in these colleges are given in the enclosed Statements-I and II respectively.

(b) to (e) For the current academic year 2011-12, the Central Government/ Medical Council of India has received total number of 85 & 10 applications for establishment of new medical and dental colleges in the country. The last date for grant of permission for establishment of new medical/dental college by Board of Governors/ Central Government is 15th June, 2011 and 15th July, 2011 respectively for the academic year 2011-12.

During the last three years, the Central Government has granted permission for establishment of 44 medical and 27 dental colleges. The detail of medical and dental colleges State/UT-wise approved during the last three years are given in the enclosed Statements-III and IV.

(f) In order to increase the number of seats and open more medical colleges, the Central Government has relaxed the norms in terms of teacher-students ratio, land requirement, bed strength, bed occupancy, maximum admission capacity (from 150 to 250), increase in age of teaching faculty, etc. Further as per amendment in MCI Regulations, companies registered under Company Act are also allowed to open medical college in the country.

#### *Statement I*

##### *State-wise list of medical colleges, MBBS & PG seats in the country*

Sl.No.	Name of the State	No. of Medical Colleges			Total No. of MBBS Seats	Total No. of PG seats
		Govt.	Private	Total		
1	2	3	4	5	6	7
1.	Andhra Pradesh	13	23	36	4675	2142
2.	Assam	4	-	4	526	363
3.	Bihar	6	3	9	660	364
4.	Chandigarh	1	-	1	50	38
5.	Chhattisgarh	3	-	3	300	76
6.	Delhi	5	1	6	750	943
7.	Goa	1	-	1	100	71
8.	Gujarat	8	8	16	2255	1485
9.	Haryana	1	3	4	450	268
10.	Himachal Pradesh	2	-	2	150	87
11.	Jammu and Kashmir	3	1	4	350	327
12.	Jharkhand	3	-	3	190	158



1	2	3	4	5	6	7
13.	Karnataka	10	29	39	4875	2415
14.	Kerala	6	17	23	2650	758
15.	Madhya Pradesh	6	5	11	1370	431
16.	Maharashtra	19	22	41	4710	2424
17.	Manipur	2	-	2	200	74
18.	Odisha	3	3	6	764	331
19.	Puducherry	2	7	9	1150	233
20.	Punjab	3	5	8	820	901
21.	Rajasthan	6	4	10	1150	720
22.	Sikkim	-	1	1	100	0
23.	Tamil Nadu	18	19	37	4565	1874
24.	Tripura	2	-	2	200	0
25.	Uttar Pradesh	10	11	21	2262	1056
26.	Uttarakhand	2	2	4	400	71
27.	West Bengal	10	1	11	1355	1015
Grand Total		149	165	314	37027	18625

**Statement II***State-wise list of dental colleges, BDS and MDS seats in the country*

Sl.No	Name of the State	Number of Dental Colleges			No. of BDS Seats	No. of MDS Seats
		Govt.	Private	Total		
1	2	3	4	5	6	7
1.	Andhra Pradesh	3	18	21	1830	250
2.	Assam	1	0	1	40	10
3.	Bihar	1	6	7	380	2
4.	Chandigarh	1	0	1	100	4
5.	Chhattisgarh	1	5	6	600	8
6.	Delhi	3	0	3	140	17
7.	Daman and Diu	0	1	1	100	0
8.	Goa	1	0	1	40	11
9.	Gujarat	3	8	11	990	81

1	2	3	4	5	6	7
10.	Haryana	1	9	10	860	113
11.	Himachal Pradesh	1	4	5	340	23
12.	Jammu and Kashmir	2	1	3	200	6
13.	Jharkhand	0	3	3	300	0
14.	Karnataka	2	42	44	3010	776
15.	Kerala	3	20	23	1190	66
16.	Madhya Pradesh	1	13	14	1260	58
17.	Maharashtra	4	31	35	3020	465
18.	Odisha	1	4	5	410	6
19.	Puducherry	1	2	3	240	15
20.	Punjab	2	12	14	1130	82
21.	Rajasthan	1	12	13	1200	117
22.	Tamil Nadu	1	27	28	2570	381
23.	Uttar Pradesh	3	27	30	2780	346
24.	Uttarakhand	0	2	2	200	0
25.	West Bengal	3	2	5	450	45
Grand Total		40	249	289	23380	2882

**Statement III**

*State-wise list of medical colleges which have been permitted by the Central Government during the last three years i.e. 2008-09, 2009-10 & 2010-11*

Sl.No.	State	Year		
		2008-09	2009-10	2010-11
1	2	3	4	5
1.	Andhra Pradesh	2	-	3
2.	Assam	-	-	1
3.	Haryana	-	-	1
4.	Karnataka	-	-	-
5.	Kerala	2	2	1

1	2	3	4	5
6.	Maharashtra	1	-	-
7.	Madhya Pradesh	-	2	-
8.	Manipur	-	-	1
9.	Odisha	-	-	-
10.	Tamil Nadu	5	2	5
11.	Tripura	-	-	-
12.	Uttar Pradesh	3	2	-
13.	Chhattisgarh	-	-	-
14.	Puducherry	-	-	1
15.	Punjab	-	-	-
16.	Uttarakhand	1	-	-



1	2	3	4	5
17.	Rajasthan	2	-	-
18.	West Bengal	1	-	1
19.	Delhi	1	-	-
20.	Bihar	1	-	-
21.	Gujarat	-	3	-
Total		19	11	14

**Statement IV**

*State-wise list of Dental colleges which have been permitted by the Central Government for being set up during the last three years and the current year i.e. 2008-09, 2009-10 and 2010-11*

Sl.No.	State	Year		
		2008-09	2009-10	2010-11
1	2	3	4	5
1.	Andhra Pradesh	1	-	-
2.	Chhattisgarh	1	-	-
3.	Gujarat	-	2	-
4.	Haryana	-	-	-
5.	Kerala	-	-	-
6.	Madhya Pradesh	2	-	-
7.	Maharashtra	4	2	-
8.	Odisha	-	-	-
9.	Punjab	1	1	-
10.	Rajasthan	2	-	-
11.	Tamil Nadu	1	1	-
12.	Uttar Pradesh	3	-	-
13.	Jammu and Kashmir	-	-	-
14.	Karnataka	1	-	-
15.	Puducherry	-	1	-
16.	Uttarakhand	-	-	-
17.	Jharkhand	-	-	-

1	2	3	4	5
18.	West Bengal	-	1	-
19.	Daman and Diu	-	1	-
20.	New Delhi	-	1	1
Total		16	10	1

[English]

**Remote Village Electrification Programme**

1548. SHRI SAMEER BHUJBAL:  
SHRI S. PAKKIRAPPA:  
SHRI YASHBANT LAGURI:  
SHRI GORAKH PRASAD JAISWAL:  
SHRI SANJAY NIRUPAM:  
SHRI KHAGEN DAS:  
RAJKUMARI RATNA SINGH:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the details of targets set and achievements made under the Remote Village Electrification Programme in the country during the last three years and the current year, year-wise and State-wise;

(b) the total expenditure incurred during the last three years and the current year under the Programme, State-wise;

(c) whether the Government has put in place a mechanism to monitor the progress of implementation of the scheme;

(d) if so, the details thereof;

(e) the details of proposals received, approved and still pending for approval of the Union Government under the Programme, State-wise; and

(f) the time by which the pending proposals are likely to be approved?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) to (f) State-wise targets are not set under the Remote Village Electrification (RVE) Programme of the Ministry and the projects are sanctioned on case to case basis after proposals are submitted by the state implementing

agencies as per the guidelines of the scheme. Receipt of proposals and sanction of support under the Programme is a continuous process and all proposals which are found to be eligible as per the scheme are sanctioned subject to availability of funds. The State-wise details of proposals received and sanctioned during the last three years and the current year are given in the

enclosed Statement-I. State-wise details of funds released during the last 3 years and the current year are given in the enclosed Statement-II. The responsibility for implementation and monitoring is with the respective state governments/state implementing agencies. In addition, a Coordination Committee at the Ministry level also reviews the progress from time to time.

**Statement I**

*State-wise Details of Proposals Received and Sanctioned for Financial Support under Remote Village Electrification Programme during the last three years and the current year*

Sl.No.	State	2007-08	2008-09	2009-10	2010-11 (as on 31.1.11)
1	2	3	4	5	6
Number of villages/hamlets covered in proposals					
1.	Andhra Pradesh		13		
2.	Arunachal Pradesh				
3.	Assam	1485		171	
4.	Chhattisgarh	36	184	94	
5.	Goa				19
6.	Gujarat				
7.	Haryana		92		
8.	Jammu and Kashmir	27	68	177	48
9.	Jharkhand		8	36	
10.	Karnataka	46	13		
11.	Kerala	49			
12.	Madhya Pradesh	75		126	158
13.	Maharashtra		82		
14.	Manipur	14	35		
15.	Meghalaya			66	
16.	Mizoram				
17.	Nagaland				8
18.	Odisha		91	371	429
19.	Rajasthan				90
20.	Sikkim				



1	2	3	4	5	6
21.	Tamil Nadu	32			
22.	Tripura	205		251	
23.	Uttarakhand	23	50	12	61
24.	Uttar Pradesh			105	146
25.	West Bengal			22	
Total		1992	636	1431	959

**Statement II**

*State-wise details of Funds released during the last 3 years and the current year (as on 31.1.11)*

Sl.No.	State	Funds released (Rs. Lakhs)
1	2	3
1.	Andhra Pradesh	24.07
2.	Arunachal Pradesh	476.09
3.	Assam	10213.80
4.	Bihar	0
5.	Chhattisgarh	1621.34
6.	Delhi	14.96
7.	Goa	9.74
8.	Gujarat	0
9.	Haryana	68.55
10.	Himachal Pradesh	0
11.	Jammu and Kashmir	4981.69
12.	Jharkhand	3030.99
13.	Karnataka	116.16
14.	Kerala	339.04
15.	Madhya Pradesh	2733.97
16.	Maharashtra	2056.95
17.	Manipur	420.59
18.	Meghalaya	229.73

1	2	3
19.	Mizoram	0
20.	Nagaland	60.32
21.	Odisha	2523.22
22.	Rajasthan	2128.01
23.	Sikkim	8.04
24.	Tamil Nadu	66.76
25.	Tripura	2295.57
26.	Uttarakhand	451.16
27.	Uttar Pradesh	1342.46
28.	West Bengal	2475.40

**Cancer Treatment**

1549. SHRI C.R. PATIL:  
SHRI D.B. CHANDRE GOWDA:  
SHRI S.R. JEYADURAI:

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

(a) the number of Government hospitals equipped with modern facilities and equipment including radiotherapy to treat cancer patients in the country, State/UTwise;

(b) whether many of these cancer hospitals/facilities have been closed for the last three years;

(c) if so, the details thereof alongwith the reasons therefor, State/UT-wise; and

(d) the corrective measures taken/proposed by the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (d) No such information is centrally maintained as health is a State subject.

In so far as the Central Government hospitals located in Delhi viz. Safdarjung Hospital, Dr. RML Hospital and Lady Hardinge Medical College and its associated hospitals are concerned, these hospitals are well equipped with the modern equipments (except in respect of Radiotherapy in Dr. RML Hospital and Lady Hardinge Medical College) for the treatment of Cancer patients. In order to augment cancer care facilities, this Ministry under its National Cancer Control Programme (NCCP), has provided financial assistance to 27 Regional Cancer Centers (RCCs) and Government Medical Colleges in the States.

#### **Rajiv Gandhi Grameen Vidyutikaran Yojana**

1550. SHRI YASHVIR SINGH:  
SHRI G.M. SIDDESHWARA:  
SHRI P.T. THOMAS:  
SHRIMATI JAYAPRADA:  
SHRI NEERAJ SHEKHAR:

Will the Minister of POWER be pleased to state:

(a) the details of various implementing agencies involved in the implementation of the Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY) along with the funds released to the agencies during the last three years and the current year, State-wise;

(b) whether the Government has received complaints of irregularities in the implementation of the scheme;

(c) if so, the State-wise details thereof along with the action taken by the Government thereon;

(d) whether coordination committee has been constituted in all States for the better implementation of the scheme; and

(e) if so, the details thereof along with the other steps being taken to implement the scheme successfully in all the States?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) The details of State wise implementing agencies involved in implementation of the Rajiv Gandhi Grameen Vidyutikaran

Yojana (RGGVY) along with funds released during the last three years and the current year are given in the enclosed Statement-I.

(b) and (c) Representations/suggestions have been received in this Ministry from various quarters which are taken as feedback for improvement/effective implementation of the scheme. As regards the complaints relating to implementation of rural electrification works, the Ministry or Rural Electrification Corporation Ltd., the nodal agency for RGGVY, takes up the matter with the concerned implementing agencies and resolves the issues promptly. Further, for proper monitoring and ensuring quality of works, a Third Party Inspection mechanism under X Plan was explored three tier quality control mechanism has been put in place in respect of projects approved during XI Plan period.

(d) and (e) All the States have constituted Coordination Committees under the Chairmanship of Chief Secretary to resolve the bottlenecks in implementation of RGGVY. The details of meetings held in various States, are given in the enclosed Statement-II. In addition to above, Government of India has taken the following steps for the effective implementation of RGGVY:

- (i) Government of India has set up an inter-Ministerial Monitoring Committee which periodically meets to sanction projects and review progress of implementation.
- (ii) States have been advised to set up district committees to monitor the progress of rural electrification works. All the states have notified formation of district committees.
- (iii) Ministry of Power, the Government of India as well as Rural Electrification Corporation (REC), the nodal agency for RGGVY, conduct frequent review meetings with all the stakeholders; the concerned State Governments, state power utilities and implementing agencies for expeditious implementation of the scheme as per the agreed schedules.
- (iv) For speedier and effective implementation of projects, their execution has been taken up on turnkey basis.
- (v) To ensure qualitative execution of rural electrification works in addition to third party inspection, a three tier quality control mechanism has been enforced under RGGVY in XI plan.



**Statement I**

*State-wise and implementing agency-wise details of funds released  
for the sanctioned projects under RGGVY*

(Amount in Rs. Lakhs)

Sl.No.	Name of Implementing Agency	Plan	2007-08	2008-09	2009-10	2010-11 (as on 15.02.2011)
1	2	3	4	5	6	7
Andhra Pradesh						
1.	CPDCL	X	5681.30	0.00	3436.79	0.00
		XI	0.00	0.00	1390.88	1533.06
2.	EPDCL	X	6159.10	3164.88	2176.43	2871.30
		XI	0.00	2007.18	1625.98	2623.32
3.	NPDCL	X	4189.03	116.88	1928.89	2533.91
		XI	1409.74	317.61	1100.70	0.00
4.	SPDCL	X	9054.36	1267.23	3912.05	0.00
5.	RE-Coop Society	XI	0.00	832.31	140.90	1683.35
Total (Andhra Pradesh)			26493.53	7706.09	15712.62	11244.94
Arunachal Pradesh						
1.	Power Deptt	X	2019.97	0.40	2820.72	530.60
		XI	15963.59	9270.31	19603.61	2700.69
Total Arunachal Pradesh			17983.55	9270.31	22424.33	3231.29
Assam						
1.	ASEB	X	4407.85	1910.80	2049.83	452.76
		XI	0.00	37722.57	43133.71	46615.21
2.	POWERGRID	X	2091.53	1540.19	970.83	0.00
		XI	0.00	9832.15	3821.32	13153.27
Total (Assam)			6499.38	51008.71	49975.69	60221.24
Bihar						
1.	POWERGRID	X	64914.80	12029.81	33593.97	0.00
		XI	0.00	10531.38	10089.18	6640.19
2.	NHPC	X	9757.60	1292.72	2068.45	0.00
		XI	0.00	17264.29	18916.91	16661.85

1	2	3	4	5	6	7
3.	BSEB	XI	0.00	28482.82	5960.72	17441.11
	BPL Advance		30.00	0.00	0.00	0.00
	Total (Bihar)		74702.40	69601.02	70629.24	40743.15
<b>Chhattisgarh</b>						
1.	CSPDCL	XI	0.00	0.00	8940.35	0.00
2.	NHPC	X	2366.12	2348.80	0.00	751.87
		XI	0.00	4305.82	10311.32	1776.99
3.	NTPC	X	3076.80	24.57	746.01	0.00
		XI	0.00	2791.28	8460.21	1119.62
4.	POWERGRID	XI	0.00	0.00	4897.57	4066.36
	BPL Advance		-350.00	0.00	0.00	0.00
	Total (Chhattisgarh)		5092.92	9470.48	33355.46	7714.84
<b>Gujarat</b>						
1.	DGVCL	XI	0.00	1705.01	87.04	1334.52
2.	MGVCL	X	328.42	470.09	1504.55	0.00
		XI	0.00	1452.22	1463.45	263.95
3.	UGVCL	XI	0.00	1188.88	3023.26	1311.54
4.	PGVCL	XI	0.00	195.55	3193.84	1944.60
5.	POWERGRID	X	1465.02	226.61	159.40	0.00
	Total (Gujarat)		1793.44	5238.36	9431.53	4854.61
<b>Haryana</b>						
1.	DHBVNL	XI	0.00	3414.20	454.99	480.68
2.	UHBVNL	X	2466.20	295.19	371.81	0.00
		XI	0.00	0.00	5241.31	0.00
	Total (Haryana)		2466.20	3709.38	6068.11	480.68
<b>Himachal Pradesh</b>						
1.	HPSEB	X	0.00	752.17	4465.86	0.00
		XI	0.00	7208.68	7780.64	1185.84
	Total (Himachal Pradesh)		0.00	7960.84	1224.49	1185.34
<b>Jammu and Kashmir</b>						
1.	Power Deptt	X	0.00	820.70	820.70	655.34
		XI	0.00	1817.76	6753.58	4649.13



1	2	3	4	5	6	7
2.	NHPC	X	1958.93	1958.93	130.74	0.00
		XI	1022.19	13518.60	28687.30	442.29
	Total (J&K)		2981.12	18115.99	36392.32	5746.76
<b>Jharkhand</b>						
1.	DVC	X	10228.23	19517.05	9524.39	2241.95
		XI	12859.92	14344.81	22265.49	4254.98
2.	NTPC	X	5883.32	5216.60	1454.39	0.00
		XI	0.00	27038.68	37743.21	5464.72
3.	JSEB	X	31474.74	40390.77	4248.31	0.00
	BPL Advance		-350.00	0.00	0.00	0.00
	Total (Jharkhand)		59896.21	106507.91	75235.80	11961.65
<b>Karnataka</b>						
1.	BESCOM	X	9718.78	0.00	1180.49	0.00
		XI				
2.	CESCOM	X	6877.95	0.00	52.56	0.00
		XI	184.30	248.77	1900.22	953.74
3.	GESCOM	X	6366.35	0.00	0.00	0.00
		XI	908.35	-8.99	518.96	582.54
4.	MESCOM	XI	0.00	2614.84	2258.81	2334.59
5.	HESCOM	X	6856.50	0.00	0.00	0.00
		XI	1578.47	3957.29	850.34	938.94
6.	Hukerl Coop	XI	0.00	0.00	0.00	0.00
	Total (Karnataka)		32490.70	6811.90	676.38	4809.81
<b>Kerala</b>						
1.	KSEB	X	0.00	83.51	1058.60	0.00
		XI	0.00	0.00	0.00	2524.75
	Total (Kerala)		0.00	83.51	1058.80	2524.76
<b>Madhya Pradesh</b>						
1.	MPMKVVCL	XI	0.00	3265.56	9824.58	5290.59
2.	MPPoKVVCL	X	5623.12	0.00	5596.13	1457.77
		XI	0.00	5613.43	20981.07	8498.34

1	2	3	4	5	6	7
3.	MPPsKWCL	X	0.00	1104.44	3171.44	1070.55
		XI	0.00	5475.30	1827.57	4515.25
4.	NTPC	X	10103.29	3021.55	236.55	0.00
	Total (M.P)		15726.40	18480.27	41637.34	20832.51
<b>Maharashtra</b>						
1.	MSEDCL	X	1365.37	1172.28	2625.31	480.99
		XI	295.02	12292.11	17938.24	15515.38
	Total (Maharashtra)		1660.39	13464.39	20563.55	15996.37
<b>Manipur</b>						
1.	Power Deptt	X	503.80	1440.10	0.00	3930.61
		XI	0.00	2496.51	6316.87	5556.02
	Total (Manipur)		503.80	3936.61	6316.37	9486.63
<b>Meghalaya</b>						
1.	MeSEB	X	1993.49	695.36	2383.95	0.00
		XI	0.00	524.73	10553.77	252.41
	Total (Meghalaya)		1993.49	1220.09	12937.72	252.41
<b>Mizoram</b>						
1.	Power Deptt	X	0.00	3368.42	3433.06	3368.42
		XI	0.00	4462.77	4669.56	4459.09
	Total (Mizoram)		0.00	7831.19	8102.61	7827.31
<b>Nagaland</b>						
1.	Power Deptt	X	556.41	0.00	0.00	0.00
		XI	0.00	5930.05	5436.84	2983.02
	Total (Nagaland)		556.41	5930.05	5436.84	2983.02
<b>Odisha</b>						
1.	POWERGRID	XI	8118.17	38296.49	40440.93	30350.20
2.	NHPC	X	6497.07	7901.57	857.57	0.00
		XI	1620.01	11905.42	13240.79	5703.82
3.	NTPC	X	1444.98	13020.85	1076.07	633.75
		XI	0.00	28343.07	44247.23	5477.42
	BPL Advance		37.00	-291.67	0.00	0.00
	Total (Odisha)		17717.23	99175.72	99862.59	42165.19



1	2	3	4	5	6	7
<b>Punjab</b>						
1.	PSEB	XI	0.00	5690.30	0.00	0.00
<b>Rajasthan</b>						
1.	Ajmer DISCOM	X	5226.79	209.21	0.00	0.00
		XI	0.00	8484.40	3591.42	2038.85
2.	Jaipur DISCOM	X	4759.54	4456.06	0.00	0.00
		XI	0.00	4439.35	970.62	893.88
3.	Jodhpur DISCOM	X	5116.63	401.36	466.25	0.00
		XI	0.00	2076.94	1036.04	550.80
4.	POWERGRID	X	2953.75	2330.96	0.00	0.00
		XI	0.00	7461.64	9079.61	4024.38
	Total (Rajasthan)		18056.71	29859.90	15143.94	7507.91
<b>Sikkim</b>						
1.	Power Deptt	X	0.00	2104.58	2147.91	2115.52
		XI	0.00	2269.65	2342.62	2257.71
	Total (Mizoram)		0.00	4374.23	4490.53	4373.24
<b>Tamil Nadu</b>						
1.	TNEB	XI	10077.07	1672.70	11929.53	3912.31
<b>Tripura</b>						
1.	Power Deptt	X	0.00	685.17	1468.73	945.05
		XI	0.00	0.00	1061.50	0.00
2.	POWERGRID	XI	0.00	1742.62	2701.20	1389.66
	Total (Tripura)		0.00	2427.79	5231.43	2334.71
<b>Uttar Pradesh</b>						
1.	PsVVNL, Meerut	X	1430.14	0.00	2264.90	640.55
		XI	0.00	0.00	0.00	550.00
2.	PuVVNL, Varanasi	X	14783.86	0.00	992.49	1408.00
		XI	0.00	0.00	0.00	550.00
3.	MVVNL, Lucknow	X	11655.28	0.00	2849.89	148.86
		XI	0.00	0.00	0.00	550.00
4.	DVVNL, Agra	X	3640.98	0.00	5294.45	0.00
		XI	0.00	0.00	0.00	550.00

1	2	3	4	5	6	7
5.	POWERGRID	X	24928.64	8684.59	7892.06	901.67
	Total (U.P)		56438.90	8684.59	19293.78	5299.07
<b>Uttarakhand</b>						
1.	UPCL	X	13304.75	7861.82	10206.36	945.69
<b>Wast Bengal</b>						
1.	WBSEDCL	X	1256.87	0.00	0.00	0.00
		XI	0.00	38248.77	18909.71	29394.73
2.	POWERGRID	X	4396.56	1033.83	1749.50	0.00
		XI	0.00	8137.12	10098.14	10129.93
3.	NHPC	X	1096.64	0.00	57.00	0.00
		XI	0.00	3713.86	8598.19	0.00
4.	NTPC	X	893.80	0.00	0.00	0.00
		XI	0.00	11201.47	18877.20	2473.28
5.	DVC	X	466.29	0.00	0.00	0.00
	Total (W.B)		8110.16	62335.05	58289.74	41997.94
Grand Total			374544.76	568426.18	658734.41	320634.05

**Statement II**

Sl.No.	State	Government Order/Dated	Chairman of Committee	No. of Times Meetings held	Meetings held 1	Meetings held 2	Meeting held 3	Remarks
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	G.O. Ms. No. 88 28.2008	Chief Secretary	-	-	-	-	Committee is formed, meeting is yet to be held.
2.	Arunachal Pradesh	14.12.2009	Chief Secretary	2	24.11.2008	27.02.2009	-	
3.	Assam	14.12.2008	Chief Secretary	3	6.9.2008	30.07.2009	-	24.08.2009
4.	Bihar		Chief Secretary	2	26.12.2008	24.09.2009	-	
5.	Chhattisgarh		Chief Secretary	2	30.09.2008	15.12.2009	-	
6.	Gujarat		Principal Secretary (Energy & Petro-chemical)	6	17.04.2008	17.06.2008	2.12.2008	
7.	Haryana	17.03.2006	Financial Commissioner & Principal Secretary	1	30.09.2009	-	-	



1	2	3	4	5	6	7	8	9
8.	Himachal Pradesh	Not Available	Chief Secretary	1	21.10.2008	-	-	
9.	Jammu and Kashmir	G.O. No. 189-PDD of 30.5.2008	Honourable Minister Incharge of Power	1	17.12.2009	-	-	
10.	Jharkhand	RGVY-23.08 24.11.2008	Chief Secretary	2	12.12.2008	22.12.2009	-	
11.	Karnataka	GO.No. EN53EEB2008 29.11.2008	Chief Secretary	1	-	-	-	Meeting held every month.
12.	Kerala	4.12.2008	Chief Secretary	1	3.8.2009	-	-	
13.	Madhya Pradesh		Principal Secretary	1	11.11.2009	-	-	
14.	Maharashtra	BPA-2008 Letter No. 1054 Energy-5 5.7.2008	Chief Secretary	-	-	-	-	Committee is formed, meeting is yet to be held.
15.	Manipur	25.02.2006	Commissioner. Secretary (power)	2	30.07.2009	7.9.2009	-	
16.	Meghalaya	PE.46.2003.73 -A, Dated 30.10.2006	Chief Secretary	31	2 meetings in June 2010	29 meetings in Jul.2010	-	
17.	Mizoram	B.19015.21.20 O-P&E, dated 12.06.2008	Chief Secretary	1	11.8.2009	-	-	
18.	Nagaland		Chief Secretary	1	Oct 2009	-	-	
19.	Odisha	No. 5574 30.05. 2008	Chief Secretary	3	17.07.2008	1.11.2008	11.11.2009	
20.	Punjab		Chief Secretary	-	-	-	-	Committee is formed meeting is yet to be held.
21.	Rajasthan	-	Chief Secretary	3	24.10.2008	23.12.2009	16.11.2010	Status received by phone by GM (RGVY & AGM)
22.	Sikkim	30.10.2006	Chief Secretary	2	27.01.2010	25.02.2010		
23.	Tamil Nadu	-	Chief Secretary	7	29.08.2008	14.08.08	25.11.08	
24.	Tripura	No. F.10 (114)-TSECL/RGGV Y.2009-2010, 08.12.2009	Chief Secretary	-	-	-	-	Committee has not held any meeting so far.
25.	Uttarakhand	-	Chief Secretary	-	-	-	-	Committee formed.
26.	Uttar Pradesh	-	Chief Secretary	-	-	-	-	Committee formed, meeting yet to take place
27.	West Bengal	-	Chief Secretary	1	12.2.2009	-	-	

[Translation]

**Medical Facilities under NRHM**

1551. SHRI MANSUKHBHAI D. VASAVA:  
SHRI ASHOK KUMAR RAWAT:  
SHRI R. DHIRUVANARAYANA:  
DR. SANJEEV GANESH NAIK:  
SHRI UDAY SINGH:  
SHRI MAROTRAO SAINUJI KOWASE:  
SHRI VITTHALBHAI HARNSRAJBHAI  
RADADIYA:

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

(a) whether the Government has established any mechanism in consultation/ coordination with the State Governments to monitor the availability of basic health care infrastructure facilities including medical staff in the sub-centres (SCs), Primary Health Centres (PHCs) and Community Health Centres (CHCs) across the country;

(b) if so, the details thereof;

(c) whether the said centres under the National Rural Health Mission (NRHM) across the country have under facilitated;

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

(e) the action taken/being taken by the Government for strengthening the said centres across the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. Availability of basic health care infrastructure facilities including medical staff in the Sub-Centres (SCs), Primary Health Centres (PHCs) and Community Health Centres (CHCs) across the country is monitored regularly. Reports on these parameters are obtained from State/UTs. These reports are also compiled and published as Bulletin on Rural Health Statistics in India. Monitoring is also done through periodic District Level Household and Facility Surveys carried out by this Ministry.

(c) to (e) State-wise statements showing the facilities available at Sub-Centres, [SCs] and Primary Health Centres [PHCs] functioning across the country as per the Bulletin on Rural Health Statistics in India, 2009 are enclosed. The Health Centres are up-graded and strengthened by respective State/UT Governments. Government of India provides support for this purpose under NRHM. All State/UT Governments incorporate their requirements in their annual Programme Implementation Plan [PIPs] under National Rural Health Mission[NRHM] as per their felt needs and priorities and based on approval accorded by Government of India these are taken up for implementation.

**Statement***Facilities available at Sub-Centres*

Sl.No.	State/UT	(As on March, 2009)				
		Number of Sub Centres	Number of Sub Centres with ANM Quarter		Number of Sub Centres with ANM living in Sub Centrer Quarter*	
			Number	%	Number	%
1	2	3	4	5	6	7
1.	Andhra Pradesh	12522	4221	33.7	4221	100.0
2.	Arunachal Pradesh	592	74	12.5	0	0.0
3.	Assam	4592	899	19.6	716	79.6
4.	Bihar	8858	6375	72.0	432	6.8
5.	Chhattisgarh	4776	1329	27.8	1295	97.4
6.	Goa	171	0	0.0	0	0.0
7.	Gujarat	7274	6413	88.2	6413	100.0



1	2	3	4	5	6	7
8.	Haryana	2465	669	27.1	480	71.7
9.	Himachal Pradesh	2071	1119	54.0	230	20.6
10.	Jammu and Kashmir	1907	181	9.5	56	30.9
11.	Jharkhand	3947	596	15.1	434	72.8
12.	Karnataka	8143	4493	55.2	4493	100.0
13.	Kerala	4575	2529	55.3	1674	66.2
14.	Madhya Pradesh	8869	6926	78.1	2007	29.0
15.	Maharashtra	10579	7452	70.4	NA	NA
16.	Manipur	420	7	1.7	0	0.0
17.	Meghalaya	401	388	96.8	171	44.1
18.	Mizoram	370	350	94.6	350	100.0
19.	Nagaland	397	60	15.1	60	100.0
20.	Odisha	6688	3524	52.7	2553	72.4
21.	Punjab	2950	903	30.6	398	44.1
22.	Rajasthan	10951	9199	84.0	2056	22.4
23.	Sikkim	147	94	63.9	55	58.5
24.	Tamil Nadu	8706	6538	75.1	NA	NA
25.	Tripura	579	28	4.8	8	28.6
26.	Uttarakhand	1765	879	49.8	879	100.0
27.	Uttar Pradesh	20521	7702	37.5	7702	100.0
28.	West Bengal	10356	2404	23.2	0	0.0
29.	Andaman and Nicobar Islands	114	104	91.2	80	76.9
30.	Chandigarh	16	5	31.3	0	0.0
31.	Dadra and Nagar Haveli	38	38	100.0	21	55.3
32.	Daman and Diu	26	20	76.9	6	30.0
33.	Delhi	41	0	0.0	0	0.0
34.	Lakshadweep	14	0	0.0	0	0.0
35.	Puducherry	53	33	62.3	12	36.4
All India		145894	75552	51.8	36802	59.8

Notes: Source of data is Reports on Rural Health Services received in Statistics Division from States/UTs.

\*The % figure given here is based on Sub Centres with ANM Quarters.

*Facilities available at Sub-Centres (Contd.)*

Sl.No.	State/UT	(As on March, 2009)						
		Number of Existing Sub Centres	Without Regular Water Supply		Without Electric Supply		Without All-Weather Motorable Approach Road	
			Number	%	Number	%	Number	%
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	12522	0	0.0	0	0.0	0	0.0
2.	Arunachal Pradesh	592	112	18.9	63	10.6	0	0.0
3.	Assam	4592	1016	22.1	3056	66.6	4209	91.7
4.	Bihar	8858	5287	59.7	6348	71.7	1915	21.6
5.	Chhattisgarh	4776	2517	52.7	2124	44.5	1140	23.9
6.	Goa	171	0	0.0	0	0.0	0	0.0
7.	Gujarat	7274	0	0.0	0	0.0	45	0.6
8.	Haryana	2465	938	38.1	932	37.8	305	12.4
9.	Himachal Pradesh	2071	432	20.9	362	17.5	645	31.1
10.	Jammu and Kashmir	1907	NA	NA	NA	NA	540	28.3
11.	Jharkhand	3947	2606	66.0	2654	67.2	1229	31.1
12.	Karnataka	8143	NA	NA	0	0.0	NA	NA
13.	Kerala	4575	830	18.1	142	3.1	351	7.7
14.	Madhya Pradesh	8869	3609	40.7	2385	26.9	1665	18.8
15.	Maharashtra	10579	2954	27.9	4838	45.7	0	0.0
16.	Manipur	420	333	79.3	249	59.3	237	56.4
17.	Meghalaya	401	75	18.7	73	18.2	73	18.2
18.	Mizoram	370	330	89.2	NA	NA	177	47.8
19.	Nagaland	397	258	65.0	281	70.8	20	5.0
20.	Odisha	6688	2277	34.0	1490	22.3	0	0.0
21.	Punjab	2950	903	30.6	958	32.5	131	4.4
22.	Rajasthan	10951	3041	27.8	1895	17.3	10951	100.0
23.	Sikkim	147	1	0.7	1	0.7	43	29.3
24.	Tamil Nadu	8706	0	0.0	0	0.0	0	0.0
25.	Tripura	579	249	43.0	305	52.7	79	13.6
26.	Uttarakhand	1765	789	44.7	730	41.4	817	46.3



1	2	3	4	5	6	7	8	9
27.	Uttar Pradesh	20521	12819	62.5	14359	70.0	NA	NA
28.	West Bengal	10356	0	0.0	3524	34.0	0	0.0
29.	Andaman and Nicobar Islands	114	26	22.8	28	24.6	11	9.6
30.	Chandigarh	16	0	0.0	0	0.0	0	0.0
31.	Dadra and Nagar Haveli	38	12	31.6	0	0.0	2	5.3
32.	Daman and Diu	26	3	11.5	0	0.0	0	0.0
33.	Delhi	41	0	0.0	0	0.0	0	0.0
34.	Lakshadweep	14	0	0.0	0	0.0	0	0.0
35.	Puducherry	53	0	0.0	0	0.0	0	0.0
	All India	145894	41417	30.5	46797	32.6	24585	21.0

Notes: Source of data is Reports on Rural Health Services received in Statistics Division from States/UTs.

*Facilities at Primary Health Centres (As on March, 2009)*

Sl.No.	State/UT	No. of Existing PHCs	Number of Primary Health Centres									
			With Labour Room		With Operation Theatre		With 4-6 Beds		Functioning for 24x7		With 24 Hrs. Delivery Facility	
			Number	%	Number	%	Number	%	Number	%	Number	%
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Andhra Pradesh	1570	1429	91.0	1413	90.0	1570	100.0	800	51.0	800	51.0
2.	Arunachal Pradesh	116	28	24.1	97	83.6	10	8.6	55	47.4	28	24.1
3.	Assam	844	405	48.0	85	10.1	302	35.8	343	40.6	343	40.6
4.	Bihar	1776	480	27.0	480	27.0	533	30.0	480	27.0	480	27.0
5.	Chhattisgarh	715	321	44.9	80	11.2	195	27.3	NA	NA	242	33.8
6.	Goa	19	13	68.4	13	68.4	0	0.0	13	68.4	13	68.4
7.	Gujarat	1084	1074	99.1	1074	99.1	1014	93.5	327	30.2	50	4.6
8.	Haryana	437	246	56.3	98	22.4	209	47.8	306	70.0	279	63.8
9.	Himachal Pradesh	449	131	29.2	136	30.3	165	36.7	95	21.2	29	6.5
10.	Jammu and Kashmir	375	159	42.4	136	36.3	271	72.3	96	25.6	96	25.6

1	2	3	4	5	6	7	8	9	10	11	12	13
11.	Jharkhand	321	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
12.	Karnataka	2193	1679	76.6	1679	76.6	1679	76.6	NA	NA	898	40.9
13.	Kerala	697	103	14.8	110	15.8	92	13.2	178	25.5	NA	NA
14.	Madhya Pradesh	1155	961	83.2	0	0.0	961	83.2	418	36.2	418	36.2
15.	Maharashtra	1816	1458	80.3	1349	74.3	1816	100.0	726	40.0	726	40.0
16.	Manipur	72	21	29.2	0	0.0	20	27.8	20	27.8	6	8.3
17.	Meghalaya	105	105	100.0	0	0.0	105	100.0	14	13.3	14	13.3
18.	Mizoram	57	57	100.0	57	100.0	57	100.0	40	70.2	57	100.0
19.	Nagaland	123	86	69.9	33	26.8	123	100.0	18	14.6	18	14.6
20.	Odisha	1279	868	67.9	117	9.1	132	10.3	NA	NA	220	17.2
21.	Punjab	394	163	41.4	105	26.6	394	100.0	154	39.1	154	39.1
22.	Rajasthan	1503	1193	79.4	154	10.2	1503	100.0	380	25.3	380	25.3
23.	Sikkim	24	24	100.0	24	100.0	24	100.0	24	100.0	24	100.0
24.	Tamil Nadu	1277	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
25.	Tripura	76	56	73.7	56	73.7	22	28.9	56	73.7	56	73.7
26.	Uttarakhand	239	175	73.2	105	43.9	175	73.2	92	38.5	92	38.5
27.	Uttar Pradesh	3690	1071	29.0	982	26.6	1147	31.1	NA	NA	646	17.5
28.	West Bengal	922	922	100.0	113	12.3	470	51.0	165	17.9	165	17.9
29.	Andaman and Nicobar Islands	19	0	0.0	0	0.0	1	5.3	17	89.5	17	89.5
30.	Chandigarh	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
31.	Dadra and Nagar Haveli	6	6	100.0	3	50.0	6	100.0	6	100.0	6	100.0
32.	Daman and Diu	2	2	100.0	2	100.0	2	100.0	0	0.0	0	0.0
33.	Delhi	8	2	25.0	1	12.5	1	12.5	1	12.5	1	12.5
34.	Lakshadweep	4	4	100.0	0	0.0	4	100.0	4	100.0	4	100.0
35.	Puducherry	24	20	83.3	6	25.0	16	66.7	15	62.5	15	62.5
All India		23391	13262	60.9	8508	39.0	13019	59.7	4843	34.8	6277	29.8

Notes: Source of data is Reports on Rural Health Services received in Statistics Division from States/UTs



*Facilities at Primary Health Centres (As on March, 2009)*

Sl.No.	State/UT	No. of Existing PHCs	Number of Primary Health Centres									
			Without Electric Supply		Without Regular Water Supply		Without All weather Motorable Approach Road		With Telephone		With Computer	
			Number	%	Number	%	Number	%	Number	%	Number	%
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Andhra Pradesh	1570	0	0.0	0	0.0	181	11.5	1387	88.3	1387	88.3
2.	Arunachal Pradesh	116	71	61.2	71	61.2	85	73.3	13	11.2	0	0.0
3.	Assam	844	375	44.4	0	0.0	42	5.0	149	17.7	149	17.7
4.	Bihar	1776	0	0.0	311	17.5	52	2.9	533	30.0	512	28.8
5.	Chhattisgarh	715	214	29.9	351	49.1	115	16.1	72	10.1	41	5.7
6.	Goa	19	0	0.0	0	0.0	0	0.0	19	100.0	19	100.0
7.	Gujarat	1084	0	0.0	0	0.0	0	0.0	1074	99.1	1073	99.0
8.	Haryana	437	1	0.2	22	5.0	8	1.8	225	51.5	2	0.5
9.	Himachal Pradesh	449	88	19.6	92	20.5	35	7.8	31	6.9	14	3.1
10.	Jammu and Kashmir	375	45	12.0	76	20.3	82	21.9	49	13.1	25	6.7
11.	Jharkhand	321	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
12.	Karnataka	2193	0	0.0	0	0.0	0	0.0	1620	73.9	300	13.7
13.	Kerala	697	0	0.0	0	0.0	48	6.9	368	52.8	NA	NA
14.	Madhya Pradesh	1155	0	0.0	0	0.0	192	16.6	280	24.2	12	1.0
15.	Maharashtra	1816	156	8.6	726	40.0	NA	NA	990	54.5	1806	99.4
16.	Manipur	72	21	29.2	69	95.8	28	38.9	6	8.3	72	100.0
17.	Meghalaya	105	7	6.7	13	12.4	59	56.2	NA	NA	0	0.0
18.	Mizoram	57	0	0.0	57	100.0	31	54.4	50	87.7	NA	NA
19.	Nagaland	123	23	18.7	47	38.2	12	9.8	118	95.9	16	13.0
20.	Odisha	1279	225	17.6	312	24.4	112	8.8	210	16.4	210	16.4
21.	Punjab	394	32	8.1	35	8.9	13	3.3	113	28.7	61	15.5
22.	Rajasthan	1503	0	0.0	0	0.0	0	0.0	1452	96.6	0	0.0
23.	Sikkim	24	0	0.0	0	0.0	1	4.2	1	4.2	24	100.0
24.	Tamil Nadu	1277	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
25.	Tripura	76	0	0.0	9	11.8	8	10.5	38	50.0	38	50.0
26.	Uttarakhand	239	13	5.4	35	14.6	32	13.4	100	41.8	48	20.1

1	2	3	4	5	6	7	8	9	10	11	12	13
27.	Uttar Pradesh	3690	481	13.0	384	10.4	277	7.5	316	8.6	149	4.0
28.	West Bengal	922	47	5.1	0	0.0	0	0.0	165	17.9	0	0.0
29.	Andaman and Nicobar Islands	19	0	0.0	0	0.0	4	21.1	0	0.0	10	52.6
30.	Chandigarh	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
31.	Dadra and Nagar Haveli	6	0	0.0	0	0.0	0	0.0	6	100.0	6	100.0
32.	Daman and Diu	2	0	0.0	0	0.0	0	0.0	0	0.0	2	100.0
33.	Delhi	8	0	0.0	0	0.0	0	0.0	7	87.5	6	75.0
34.	Lakshadweep	4	0	0.0	0	0.0	0	0.0	4	100.0	4	100.0
35.	Puducherry	24	0	0.0	0	0.0	0	0.0	24	100.0	15	62.5
	All India	23391	1799	8.3	2610	12.0	1417	7.1	9420	43.4	6001	28.5

Notes: Source of data is Reports on Rural Health Services received in Statistics Division from States/UTs.

#### Expired Consumable Items

1552. SHRI ASHOK KUMAR RAWAT:  
SHRI S.S. RAMASUBBU:

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

(a) whether sale of expired consumable items/food items including imported products has been reported in the country;

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

(c) the action taken by the Government thereon;

(d) whether the Government has issued any directions to the State Governments in this regard; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) No such specific complaint regarding expired consumable items/food items including imported products has been reported.

(c) to (e) The implementation of the Prevention of Food Adulteration (PFA) Act, 1954 and Rules framed thereunder is entrusted with the Food (Health) Authorities

of the States/U.Ts. They have been instructed to lift samples of imported food articles sold in the market and take action including prosecution of offenders in the cases where the samples are found to be adulterated/misbranded or violating the labeling provisions of the PFA Act, 1954 and Rules framed thereunder.

Further, as a preventive measure, the Department of Commerce has issued a Notification under Section 5 of the Foreign Trade (Development and Regulation) Act, 1992 that all edible/food products, domestic sale and manufacture of which are governed by the Prevention of Food Adulteration Act, 1954 shall also be subject to the condition that at the time of importation, the products are having a valid shelf life of not less than 60% of its original shelf life. Accordingly All Port/Airport Health Officers & Custom Collectors at Ports/Airports have been advised to ensure that all the imported food articles comply with all the provisions including labeling requirement of the PFA Rules, 1955 and having a valid shelf life not less than 60% of its original shelf life before the same are released into the country for human consumption.

#### Pictorial Warnings on Tobacco Products

1553. DR. RATNA DE:  
SHRI GOPINATH MUNDE:



SHRI UDAY SINGH:  
 SHRI GAJANAN D. BABAR:  
 SHRI P.C. MOHAN:  
 SHRI S.S. RAMASUBBU:

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

(a) whether the Government has assessed the adequacy and efficacy of pictorial health warnings on tobacco products in deterring the people from consuming tobacco products;

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

(c) whether the Government has implemented the new pictorial health warning from December, 2010 as announced and notified earlier;

(d) if so, the details thereof;

(e) if not, the reasons therefor alongwith the time by which these are likely to be effective; and

(f) the further measures proposed by the Government to ban the use of tobacco products in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): (a) and (b) As per the Global Adult Tobacco Survey, India (GATS), 2010, 71 percent of cigarette smokers, 62 percent of bidi smokers and 63 percent of users of smokeless tobacco had noticed health warning on the packages of the respective tobacco products. Among those who noticed such warnings, 38% of cigarette smokers, 29% of bidi smokers and 34% of smokeless tobacco users thought of quitting such products because of the warning labels on the respective packages of tobacco products.

(c) to (e) Government of India had notified the new pictorial health warning vide GSR no. 176 dated 05.03.2010 which was to come into force from 1st December, 2010. However, Government subsequently amended that the current set of pictorial warnings would continue until 01.12.2011 and the time frame for rotation of the pictorial warnings thereafter would be two years.

(f) There is no provision to ban the use of tobacco products under "The Cigarettes and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, (COTPA), 2003".

[English]

#### **NPAs of banks**

1554. SHRI NEERAJ SHEKHAR:  
 SHRI K. SUGUMAR:  
 SHRIMATI JAYAPRADA:  
 SHRI YASHVIR SINGH:

Will the Minister of FINANCE be pleased to state:

(a) whether the Non-Performing Assets (NPAs) of the public and private Sector Banks have increased during the last three years and the current financial year;

(b) if so, the details thereof, Bank-wise and Sector-wise including agriculture, Industry, real estate etc. and the reasons therefor;

(c) whether the said banks have written off a large amount of their NPAs during the same period;

(d) if so, the details thereof, Bank-wise and Sector-wise and the reasons therefor;

(e) whether the Government has sought any clarifications from the said banks for writing off such large amount; and

(f) if so, the details thereof and if not, the reasons therefor alongwith the corrective steps taken/being taken by the Government to recover NPAs of the said banks?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Bank and sector wise data on Gross NPAs for the financial years 2007-08, 2008-09, 2009-10 and for the period April-Dec., 2010 are given in the enclosed Statements-I and II.

(c) to (e) The bank-wise details of amount written-off by public sector banks during the year ended March 2008, 2009 and 2010 and quarter ended June, 2010 are given in the enclosed statement-III. Banks decide to write-off a loan in terms of their credit/recovery policy as approved by their Board of Directors. However, certain broad guidelines have been given from time to time by Reserve Bank of India (RBI), requiring the banks to apply due-diligence, exhaust all possibilities of recovery, monitoring of such accounts, and delegation of powers etc. relating to writing-off of loans.

(f) To improve the health of financial sector, to reduce the NPAs, to improve asset quality of the banks and to create a good recovery climate, Reserve Bank of India (RBI) and the Government have already taken various steps over the years, which, *inter-alia*, include prescribing prudential norms for provisioning and classification of non-performing assets, guidelines for prevention of

slippages, Corporate Debt Restructuring and other restructuring schemes, One Time Settlement schemes, enactment of the Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest (SARFAESI) Act, 2002, the Credit Information Companies (Regulation) Act, 2005 and the Recovery of Debts due to Banks and Financial Institutions (DRT) Act, 1993 etc.

### Statement I

#### Gross NPAs and Growth in NPAs of Public and Private Sector Banks

Bank Group	Bank Name	Gross NPAs (Rs. Crore)				Growth (%)		
		March 2008	March 2009	March 2010	Dec. 2010	March 2009	March 2010	Dec. 2010 #
1	2	3	4	5	6	7	8	9
PSBs	Allahabad Bank	1009	1077	1221	1540	6.73	13.34	34.81
	Andhra Bank	372	368	488	872	-1.15	32.52	105.07
	Bank of Baroda	1858	1664	2196	2463	-10.43	31.95	16.21
	Bank of India	1783	2190	4481	4098	22.82	104.65	-11.40
	Bank of Maharashtra	766	798	1210	1377	4.19	51.52	18.43
	Canara Bank	1391	2139	2505	2650	53.71	17.10	7.75
	Central Bank of India	2350	2317	2458	2725	-1.42	6.10	14.52
	Corporation Bank	584	559	651	914	-4.31	16.40	53.83
	Dena Bank	573	621	642	803	8.41	3.42	33.50
	IDBI Bank Limited	1377	1436	2129	3021	4.29	48.32	55.80
	Indian Bank	473	426	459	732	-9.90	7.53	79.46
	Indian Overseas Bank	916	1810	3442	3007	97.69	90.14	-16.84
	Oriental Bank of Commerce	1280	1058	1469	1764	-17.34	38.81	26.81
	Punjab & Sind Bank	136	161	206	344	18.82	28.01	88.87
	Punjab National Bank	3319	2767	3214	454.1	-16.63	16.15	55.03
	Syndicate Bank	1760	1592	2005	2338	-9.52	25.91	22.20
	UCO Bank	1652	1540	1665	2270	-6.81	8.15	48.46
	Union Bank of India	1657	1923	2664	3581	16.10	38.50	45.90
	United Bank of India	761	1020	1372	1485	34.02	34.60	10.98
	Vijaya Bank	512	699	994	1073	36.62	42.30	10.52
	State Bank of Bikaner & Jaipur	437	490	612	914	12.12	24.78	65.93



1	2	3	4	5	6	7	8	9
	State Bank of Hyderabad	312	486	646	1192	55.81	32.84	112.88
	State Bank of India	12576	15105	17836	21437	20.11	18.08	26.92
	State Bank of Indore	265	301	493		13.52	63.60	-133.33
	State Bank of Mysore	359	368	595	1040	2.40	61.93	99.58
	State Bank of Patiala	521	574	1007	1623	10.17	75.40	81.69
	State Bank of Saurashtra	179						
	State Bank of Travancore	571	549	642	792	-3.82	16.93	31.07
Public Sector Banks - Total		39,749	44,039	57,301	68,597	10.79	30.12	26.29
PSBs	Bank of Rajasthan Ltd.	126	161	294		27.51	82.58	-133.33
	Catholic Syrian Bank Ltd.	131	172	149	200	30.74	-13.09	45.13
	City Union Bank Ltd.	83	102	94	121	23.09	-8.41	38.53
	Dhanlaxmi Bank Limited	63	64	78	82	1.95	20.27	7.57
	Federal Bank Ltd.	469	590	821	1135	25.81	39.26	51.06
	ING Vysya Bank Ltd.	116	209	224	157	80.15	7.05	-40.13
	Jammu & Kashmir Bank Ltd.	485	559	462	499	15.26	-17.34	10.56
	Karnataka Bank Ltd.	380	443	550	638	16.76	24.02	21.42
	Karur Vysya Bank Ltd.	194	206	235	252	5.97	14.32	9.20
	Lakshmi Vilas Bank Ltd.	138	144	325	249	4.40	125.74	-31.12
	Nainital Bank Ltd.	19	19	23	25	2.43	23.39	9.68
	Ratnakar Bank Ltd.	37	17	28	28	-53.41	59.95	2.80
	SBI Commercial & International Bank Ltd	5	5	3	3	-12.52	-29.07	-1.22
	South Indian Bank Ltd.	188	261	211	254	38.24	-19.02	26.91
	Tamilnad Mercantile Bank Ltd.	122	120	115	154	-1.46	-4.49	44.97
	Axis Bank Ltd.	486	890	1295	1470	83.36	45.47	18.00
	Centurion Bank of Punjab	540						
	Development Credit Bank Ltd.	63	306	319	297	381.71	4.46	-9.16
	HDFC Bank Ltd.	904	1984	1807	1753	119.55	-8.91	-3.97
	ICICI Bank Ltd.	7570	9565	9267	9967	26.34	-3.11	10.07
	IndusInd Bank Ltd.	392	255	255	306	-35.00	0.18	26.39
	Kotak Mahindra Bank Ltd.	453	731	767	744	61.28	5.01	-4.02
	Yes Bank Ltd.	11	85	60	117	703.50	-29.12	125.45
Private Sector Banks - Total		12,976	16,888	17,384	18,451	30.14	2.94	8.18

Source: Off-site returns

# Annualised.

## Statement II

## Sectoral NPAs of Public and Private Sector Banks

Bank Group	Bank Name	Agricultural NPAs (Rs. Crore)				Growth in Agriculture NPAs (%)			SBI-NPAs (Rs. Crore)				Growth in SBI-NPAs (%)			Other Priority Sector-NPAs (Rs. Crore)				Growth in Other Priority Sector-NPAs (%)		
		March 2008	March 2009	March 2010	Dec. 2010	March 2009	March 2010	Dec. 2010	March 2008	March 2009	March 2010	Dec. 2010	March 2009	March 2010	Dec. 2010	March 2008	March 2009	March 2010	Dec. 2010	March 2009	March 2010	Dec. 2010
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Public Sector Banks	Allahabad Bank	278	203	215	470	-27.0	6.1	157.8	126	185	311	436	47.0	67.6	53.6	321	283	187	224	-11.7	-34.1	26.9
	Andhra Bank	13	17	26	57	29.9	57.9	158.2	70	61	66	111	-13.3	7.8	91.5	53	80	126	311	48.8	58.9	195.1
	Bank of Baroda	411	225	636	685	-45.3	182.9	10.3	231	307	530	589	33.0	72.2	15.0	582	287	279	283	-50.6	-3.0	2.3
	Bank of India	410	336	490	857	-18.1	45.9	99.8	408	594	1360	677	45.7	129.0	-66.9	521	634	297	1220	21.7	-53.3	415.4
	Bank of Maharashtra	106	112	232	354	5.7	106.8	70.3	119	80	363	384	-32.8	354.2	7.9	265	335	200	241	26.7	-40.2	26.7
	Canara Bank	261	287	462	456	10.1	61.1	-1.8	66	180	394	488	173.6	119.0	31.9	352	465	568	399	32.3	22.0	-39.7
	Central Bank of India	536	417	421	477	-22.3	1.0	17.8	636	659	922	902	3.5	40.0	-2.9	479	512	315	289	6.8	-38.4	-11.1
	Corporation Bank	77	79	122	309	3.1	53.0	205.8	52	83	79	109	58.4	-5.3	51.7	233	210	197	183	-9.7	-6.1	-10.1
	Dena Bank	126	55	83	131	-56.5	51.8	76.9	58	132	74	203	126.4	-44.3	234.0	231	226	222	101	-2.1	-1.7	-72.8
	IDBI Bank Ltd.	42	118	297	336	178.3	151.1	17.4	43	69	221	262	60.8	220.6	24.4	205	223	267	384	8.5	20.0	58.0
	Indian Bank	47	27	55	157	-41.9	102.0	247.0	161	77	163	93	-52.3	112.2	-57.0	81	119	31	176	46.5	-74.2	631.8
	Indian Overseas Bank	281	156	276	485	-44.6	77.3	100.8	244	339	606	601	39.1	78.7	-1.0	227	278	310	293	22.5	11.6	-7.3
	Oriental Bank of Commerce	167	133	276	362	-20.3	106.9	41.6	254	182	385	475	-283	111.8	31.2	274	295	250	253	7.8	-15.2	1.3
	Punjab & Sind Bank	53	18	42	39	-65.8	131.5	-9.9	24	59	85	116	141.2	43.9	49.1	32	16	11	32	-50.2	-29.7	237.7
	Punjab National Bank	1012	537	977	1016	-46.9	82.1	5.3	911	1000	1165	1284	9.9	16.5	13.6	839	899	328	296	7.1	-63.5	-13.0
	Syndicate Bank	255	166	176	312	-34.8	5.4	103.3	173	177	238	289	2.4	34.4	28.1	631	457	677	953	-27.6	48.0	54.4
	UCO Bank	359	285	289	495	-20.5	1.4	95.2	195	18.0	339	368	-7.7	87.9	11.3	651	541	348	355	-16.8	-35.7	2.7
	Union Bank of India	325	270	369	853	-16.8	36.8	174.7	288	198	895	1073	-31.0	351.4	26.4	846	804	367	512	24.4	-54.3	52.3
	United Bank of India	134	191	204	241	43.0	7.0	23.9	177	231	283	286	30.5	22.7	1.2	233	295	407	420	26.6	37.9	4.5
	Vijaya Bank	55	75	93	239	36.2	24.3	209.4	34	164	190	342	387.7	16.0	106.8	311	247	110	289	-20.7	-55.2	215.3
	State Bank of Bikaner & Jaipur	26	7	7	106	-73.1	-6.6	2024.6	44	38	124	149	-14.7	226.6	27.1	71	135	139	104	91.0	2.8	-33.6
	State Bank of Hyderabad	34	23	55	76	-31.9	137.6	51.8	31	56	102	138	821	81.6	47.2	106	135	134	220	27.5	-0.6	86.1
	State Bank of India	2915	1789	2322	3717	-38.6	29.8	80.1	1260	1712	2168	2509	35.8	26.6	21.0	3388	3509	4583	5101	3.6	30.6	15.0
	State Bank of Indore	40	18	19		-55.1	6.2	-133.3	27	19	57		-27.4	193.8	-133.3	71	82	134		16.7	62.1	-133.3
	State Bank of Mysore	30	25	43	240	-17.2	72.2	608.4	37	62	120	285	64.3	94.0	185.1	70	116	129	149	66.4	11.2	20.5
	State Bank of Patiala	193	110	119	214	-43.3	8.6	106.5	33	61	212	261	86.1	246.8	30.4	124	166	212	238	33.3	28.0	16.5
	State Bank of Saurashtra	28				-100.0			16				-100.0			41				-100.0		
	State Bank of Travancore	54	29	25	50	-46.4	-15.7	136.8	87	78	87	87	-10.0	11.5	-31.2	178	277	152	216	55.5	-45.0	55.7
	Public Sector Bank – Total	8268	5708	8330	12733	-31.0	45.9	70.5	5805	8984	11537	12496	20.3	65.2	11.1	11214	11626	10981	13240	3.7	-5.5	27.4



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Private Sector Banks	Bank of Rajasthan Ltd.	22	4	7		-83.4	97.5	-133.3	21	20	42		-4.4	111.0	-133.3	19	24	12		27.1	-49.2	-133.3
	Catholic Syrian Bank Ltd.	8	16	7	7	1135	-58.1	4.1	26	26	32	40	-18	25.5	34.7	46	56	23	23	21.3	-58.0	-2.9
	City Union Bank Ltd.	6	4	16	21	-35.6	347.2	37.4	6	5	9	20	-22.8	90.6	157.3	10	16	16	41	67.4	0.6	200.6
	Dhanlaxmi Bank Ltd.	3	4	4	8	28.7	14.8	125.9	8	6	6	7	-29.9	-2.4	42.1	15	20	26	33	36.1	26.9	37.2
	Federal Bank Ltd.	36	68	65	100	86.8	-3.7	70.3	43	20	18	88	-53.1	-10.2	481.9	243	193	366	271	-20.4	84.4	-32.0
	ING Vysya Bank Ltd.	38	32	36	21	-0.1	11.4	-55.4	8	26	23	14	215.6	-9.8	-55.4	29	6	6	4	-80.8	10.8	-55.4
	Jammu & Kashmir Ltd.	28	30	32	36	5.1	8.6	17.1	41	46	54	56	14.1	16.7	5.8	148	156	199	188	5.6	27.5	-8.0
	Karnataka Bank Ltd.	48	49	51	87	2.0	3.0	95.2	64	56	172	181	-12.2	207.0	7.0	52	62	102	107	18.9	64.6	6.3
	Kanur Vysya Bank Ltd.	4	5	7	9	15.8	37.5	44.3	47	40	53	67	-15.7	35.0	34.5	17	18	8	15	1.3	-55.0	126.4
	Lakshmi Vilas Bank Ltd.	5	10	10	18	96.4	4.2	109.4	15	10	15	21	-36.5	52.0	59.0	28	12	33	60	-56.4	166.0	110.8
	Nainital Bank Ltd.	4	4	8	5	-9.7	104.8	-50.6	3	3	2	8	-6.9	-24.6	338.6	7	8	7	3	13.9	-10.6	-78.9
	Ratnakar Bank Ltd.	3	2	2	4	-40.1	16.1	116.0	11	5	10	8	-50.9	82.6	-24.7	9	6	8	6	-31.6	-4.2	2.3
	SBI Commercial & International	0	0	0	0				0	0	0	0				0	2	2	2			
	South Indian Bank Ltd.	18	15	12	13	-18.5	-18.6	14.2	43	25	27	52	-42.1	8.4	119.3	94	63	49	32	-32.4	-23.1	-44.9
	Tamilnad Mercantile Bank Ltd.	24	21	10	14	12.1	-50.6	49.3	23	17	12	39	-27.4	-26.0	288.3	21	26	24	10	23.4	-8.4	-78.7
	Axis Bank Ltd.	109	123	248	395	12.7	101.5	79.0	15	9	140	106	-40.8	1497.0	-31.8	87	166	141	99	91.1	-15.1	-39.1
	Centurian Bank of Punjab	56				-100.0			99				-100.0			38				-100.0		
	Development Credit Bank	1	9	14	13	666.7	49.1	-9.2	8	28	52	42	257.5	81.0	-23.9	2	2	3	2	11.8	11.0	-20.6
	HDFC Bank Ltd.	36	101	110	302	180.0	8.2	234.3	111	211	276	195	91.0	30.9	-39.1	48	67	14	21	40.9	-78.9	65.3
	ICICI Bank Ltd.	982	874	1303	1297	-11.0	49.1	-9.8	23	15	50	109	-36.7	238.9	157.4	354	560	593	584	58.2	5.8	-2.1
	IndusInd Bank Ltd.	30	34	31	33	10.6	-8.6	9.9	3	1	46	59	-77.4	6305.6	38.0	30	64	8	9	114.0	-88.3	29.7
	Kotak Mahindra Bank Ltd.	10	37	50	45	274.5	32.2	-13.1	34	99	100	87	192.8	1.0	-17.4	4	6	2	3	49.5	-60.9	60.5
	Yes Bank Ltd.	0	0	0	0				0	0	0	0				0	0	0	0			
	Private Sector Banks - Total	1487	1441	2023	2339	-1.8	40.4	20.8	851	668	1139	1196	2.3	71.0	6.8	1300	1533	1630	1513	17.9	6.3	-9.6

Source: Off- site returns (Global)

**Statement III**

*Amount written-off (Rs. Crore) by Public and Private Sector Banks during  
FYs 2007-08, 2008-09 and 2009-10*

Bank Group	Bank Name	March 2008	March 2009	March 2010
1	2	3	4	5
Public Sector Banks	Allahabad Bank	440	331	750
	Andhra Bank	137	125	236

1	2	3	4	5
	Bank of Baroda	392	405	515
	Bank of India	446	384	744
	Bank of Maharashtra	119	172	236
	Canara Bank	650	272	884
	Central Bank of India	330	359	294
	Corporation Bank	38	129	267
	Dena Bank	123	247	185
	IDBI Bank Limited	268	198	477
	Indian Bank	405	49	388
	Indian Overseas Bank	341	233	389
	Oriental Bank of Commerce	308	248	389
	Punjab & Sind Bank	206	48	81
	Punjab National Bank	621	466	853
	Syndicate Bank	292	409	419
	UCO Bank	306	103	371
	Union Bank of India	337	366	513
	United Bank of India	275	156	174
	Vijaya Bank	133	78	479
	State Bank of Bikaner & Jaipur	127	46	23
	State Bank of Hyderabad	151	63	71
	State Bank of India	1243	2028	1990
	State Bank of Indore	93	80	57
	State Bank of Mysore	58	50	20
	State Bank of Patiala	58	84	41
	State Bank of Saurashtra	34		
	State Bank of Travancore	92	86	124
	Public Sector Banks-Total	8021	7217	10966
Private Sector Banks	Bank of Rajasthan Ltd.	2	0	0
	Catholic Syrian Bank Ltd.	22	13	45
	City Union Bank Ltd.	40	31	41
	Dhanlaxmi Bank Limited	21	13	4



1	2	3	4	5
	Federal Bank Ltd.	153	255	254
	ING Vysya Bank Ltd.	134	90	230
	Jammu & Kashmir Bank Ltd.	70	72	31
	Karnataka Bank Ltd.	32	71	125
	Karur Vysya Bank Ltd.	51	38	34
	Lakshmi Vilas Bank Ltd.	9	0	130
	Nainital Bank Ltd.	1	1	1
	Ratnakar Bank Ltd.	0	17	2
	SBI Commercial & International Bank Ltd	9	1	1
	South Indian Bank Ltd.	103	53	13
	Tamilnad Mercantile Bank Ltd.	76	21	34
	Axis Bank Ltd.	253	250	1031
	Centurion Bank of Punjab	138		
	Development Credit Bank Ltd	143	2	58
	HDFC Bank Ltd.	939	2187	2249
	ICICI Bank Ltd.	39	2329	2848
	IndusInd Bank Ltd.	21	145	70
	Kotak Mahindra Bank Ltd.	45	136	374
	Yes Bank Ltd	0	14	83
Private Sector Banks-Total		2301	5740	7657

Source: Off- site returns (Global)

### Eye Banks

1555. SHRI S.S. RAMASUBBU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of eye banks in the country, State/UT-wise;

(b) whether the Government has assessed the performance of these eye banks;

(c) if so, the findings thereof;

(d) whether the Government proposes to upgrade them and set up new eye banks in the uncovered areas of the country; and

(e) if so, the details thereof alongwith the areas selected therefor, location-wise, State/UT-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) There are around 666 Eye Banks in the Country. State/UT wise list is enclosed as Statement.

(b) and (c) The performance of all components including Eye Banks under the National Programme for Control of Blindness (NPCB) is constantly assessed and monitored through multiple monitoring mechanism including analysis of structured monthly and quarterly reports, official visits by the concerned officers, periodical review meetings/workshops at the centre, state and

district levels etc. The overall level of collection of donated eyes for corneal transplantation has improved from around 28,000 during 2005-06 to 46,600 during 2009-10.

(d) and (e) The target under NPCB during the 11th Five Year Plan (2007-12) is to develop a network of 30 Eye Banks in the country to facilitate collection and processing of donated eyes by providing non-recurring assistance upto Rs.15 lakh per unit. NPCB being a decentralized scheme, selection of Eye Banks for support under the programme and their field/area of work is done by the State Governments.

**Statement**

*Number of Eye Banks in the country (State/UT-wise)*

Sl.No.	States/UTs	No. of Eye Banks
1	2	3
1.	Andhra Pradesh	113
2.	Bihar	4
3.	Chhattisgarh	5
4.	Goa	1
5.	Gujarat	49
6.	Haryana	23
7.	Himachal Pradesh	2
8.	Jammu and Kashmir	0
9.	Jharkhand	9
10.	Karnataka	58
11.	Kerala	22
12.	Madhya Pradesh	31
13.	Maharashtra	108
14.	Odisha	12
15.	Punjab	26
16.	Rajasthan	26
17.	Tamil Nadu	43
18.	Uttar Pradesh	43
18.	Uttarakhand	5

1	2	3
19.	West Bengal	41
20.	Arunachal Pradesh	1
21.	Assam	7
22.	Manipur	1
23.	Meghalaya	0
24.	Mizoram	1
25.	Nagaland	0
26.	Sikkim	0
27.	Tripura	2
28.	Andaman and Nicobar Islands	1
29.	Chandigarh	7
30.	Dadra and Nagar Haveli	0
31.	Daman and Diu	0
32.	Delhi	17
33.	Lakshadweep	0
35.	Puducherry	8
Total		666

**Losses of Cooperative Banks**

1556. SHRI KHILADI LAL BAIRWA:  
SHRI BHARAT RAM MEGHWAL:

Will the Minister of FINANCE be pleased to state:

(a) whether the cooperative credit institutions are running into losses on account of late reimbursement of funds by National Bank for Agriculture and Rural Development (NABARD) under Agriculture Debt Waiver and Debt Relief Scheme and because they have been brought under the purview of income-tax;

(b) if so, the details thereof for the last three years and the current financial year, State-wise;

(c) whether the Government proposes to provide interest free loans to such institutions to make good their losses and further lend crop loans at a subsidised rate of interest;

(d) if so, the details thereof and if not, the reasons therefor; and



(e) the other corrective steps taken/being taken by the Government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) The Government of India's Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 aimed at de-clogging the lines of credit that were clogged due to the debt burden on the farmers and to entitle these farmers for fresh credit. All agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs), Cooperative Banks (including Urban Cooperative Banks) and Local Area Banks (LABs) up to 31st March, 2007, overdue as on 31st December, 2007 and that remained unpaid until 29.02.2008 were covered under the Scheme. In terms of the ADWDRS guidelines, "the lending institutions shall not charge any interest on the eligible amount for any period after 29th February, 2008. However, in case of 'Other Farmers' who defaults in paying their share of the eligible amount on or before 30th June, 2009 and becomes ineligible for OTS relief, the bank may charge interest for the period after 30th June, 2009".

As per the ADWDR Scheme, the lending institutions including Cooperative Credit Institutions are reimbursed the waiver and relief claims by the Government of India on the basis of duly certified and audited claims made through the respective nodal agencies by the lending institutions [Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD) are the Nodal agencies for the Scheme] in installments. These payments have been made through RBI and NABARD to all lending institutions implementing the Scheme (including the Cooperative Banks) since 2008-09. The Government of India (Gol) has so far released an amount of Rs. 51,340.47 crore to the lending institutions as reimbursement under the Agricultural Debt Waiver and Debt Relief Scheme, 2008.

NABARD the nodal agency for Regional Rural Banks and Cooperative Banks has reported that the funds received from Gol in installments were utilized for settling the audited claims under ADWDRS, 2008 to the Cooperative Banks without any delay.

NABARD has reported the position of funds released in respect of Co-operative Banks as under:

(Rs. in Crore)						
2008-09	2009-10		As on 17 February 2011		Grand Total	
Debt Waiver	Debt Waiver	Debt Relief	Debt Waiver	Debt Relief	Debt Waiver	Debt Relief
12,753.70	6,095.31	238.98	117.13	2,519.27	18,966.14	2,758.25

Further, due to the staggered schedule drawn up by the Gol for reimbursing the claims of the lending institutions, the Gol is also paying interest on the delayed reimbursement to lending institutions under this Scheme. NABARD has reported that Rs. 220.86 crore has been paid so far to Cooperative Banks as interest on the delayed reimbursement of audited claims under ADWDRS, 2008.

#### Fund collected through IPO

1557. SHRI NRIPENDRA NATH ROY:  
SHRI NARAHARI MAHATO:

Will the Minister of FINANCE be pleased to state:

(a) whether a huge amount of money has been collected through Initial Public Offerings in Indian share

market from several companies;

(b) if so, the amount collected in this regard from 2006 till the end of 2010, year-wise;

(c) whether keeping in view apprehensions of misuse of this money, Government and the agency with responsibility of regulating the market have taken certain steps; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The details of the funds collected through Initial Public Offers (IPOs) for the financial years 2006-07 to 2010-11 are as under:



Financial Year	Fund Raised (Rs. crore)
2006-07	28504
2007-08	42595
2008-09	2083
2009-10	24696
2010-11 (till Dec., 10)	34567

(c) and (d) The concerned regulator has put in place a robust system to safeguard against the misuse of money collected through IPOs. Accordingly, issuers are required to take several measures including the following:

- disclose the objects of the issue in the offer and the proposed utilisation of the issue proceeds;
- disclose to the Audit Committee the uses/applications of funds on a quarterly basis;
- furnish a fund utilisation statement before the Audit Committee on an annual basis for review till the money raised through the issue is fully utilised;
- for fund mobilisation over Rs. 500 crore, appoint a Monitoring Agency which is required to submit its report to the issuer on a half yearly basis for review by the Audit Committee; and
- to furnish an explanation by way of advertisement and also provide the same in the Directors' Report in case there is any material variations between the proposed utilization of issue proceeds and the actual utilization.

#### **Jawaharlal Nehru National Solar Mission**

1558. SHRI HEMANAND BISWAL:  
SHRI KAMLESH PASWAN:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether a majority of projects allocated under the first round bidding of Phase I of the Jawaharlal Nehru National Solar Mission held in 2010 are located in just one or two States leaving most parts of the country unexploited of its true solar potential;

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

(c) the steps taken by the Government for symmetric growth of solar power across regions and States in the next bidding under Phase I and further under Phase II and III of the Mission to realize the full solar potential available in the country?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) to (c) Yes, Madam. NTPC Vidyut Vyapar Nigam Limited (NVVN) has selected 620 MW capacity grid solar power projects (connected to 33 KV and above) through a tariff discounting process in December, 2010. The successful applicants have proposed to set up projects of 505 MW capacity in Rajasthan, 65 MW in Andhra Pradesh, 20 MW in Gujarat, 10 MW in Karnataka and 5 MW each in Odisha, Maharashtra and Uttar Pradesh. The objective of this process was to achieve lowering of tariff for solar power. This process has helped in reduction of tariff by about 30% over the tariff fixed by the Central Electricity Regulatory Commission. The projects are to be set up on build, own and operate basis.

In order to spread solar power projects in a number of States, Ministry had announced another scheme to support small grid connected solar power projects of a capacity up to 2 MW (connected to grid below 33 KV). Under this scheme the Indian Renewable Energy Development Agency (IREDA) has selected 78 projects to set up 98 MW capacity solar power plants in 12 States. In this scheme, the solar power will be purchased by the concerned state utilities at a rate fixed by the respective State Electricity Regulatory Commissions. The Ministry will provide a generation based incentive to the concerned State utilities to reduce their burden.

[Translation]

#### **Vegetarian and Non-Vegetarian Food Items**

1559. SHRI HANSRAJ G. AHIR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the presence of ingredients of animal origin in vegetarian food items have been reported in the country;

(b) if so, the details thereof during the last three years and the current year;

(c) whether such adulteration has been recently confirmed by the Andhra Pradesh State Food Laboratory;



(d) if so, the details thereof alongwith the action taken against those found guilty;

(e) whether the Government has received requests/demands from various quarters to frame stringent laws for the enforcement of green and red signs for vegetarian and non-vegetarian food items and also to bring them under the Consumer Protection Act; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE(SHRI GHULAM NABI AZAD): (a) and (b) No such complaint regarding presence of ingredients of animal origin in vegetarian food items have been received in the Food Safety and Standards Authority of India.

(c) and (d) As per the information made available by the State Food Laboratory, Hyderabad, ingredient of animal origin in vegetarian food items has not been reported during 2010 and 2011 in Andhra Pradesh. However, 4 samples of loose ghee were reported to contain animal body fat in the year 2009. It is for the State Government to take action as per provisions of Prevention of Food Adulteration (PFA) Act, 1954 in cases of violations.

(e) and (f) The rule of the Prevention of Food Adulteration Rules, 1955 provides that every package of food shall, inter-alia, specify on its label the symbol of non-vegetarian or vegetarian consisting of a brown colour or green colour filled circle inside the square with brown/green outline, as the case may be. Violation of any provisions of the Rules is punishable under the Prevention of food Adulteration Act, 1954.

The Food (Health) Authorities of the States/U.Ts., who are responsible for implementation of the P.F.A. Act, 1954 in their respective State/U.T., have been requested to keep a strict vigil on irregularities/violations of rules relating to the labelling of vegetarian or non-vegetarian symbols and to take penal action against the offenders under the provisions of the Act & Rules.

[English]

#### **Quality of Packaging Materials**

1560. SHRI ANANTH KUMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government regulates and monitors the quality of packaging materials being used in packaging of food and beverage items in the country;

(b) if so, the details thereof;

(c) whether the Government has received complaints regarding use of poor and substandard quality of packaging materials which are harmful to health;

(d) if so, the details thereof during the last three years; and

(e) the action taken by the Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. For safe packaging of food items, Rule 49 of the Prevention of Food Adulteration (PFA) Rules prescribes conditions for sale, wherein it is prescribed that no person shall use for manufacturing, preparing or storing any food or ingredient of food intended for sale in any utensil or container which is imperfectly enamelled or imperfectly tinned or which is made of such materials or is in such a state as to be likely to injure such food or render it noxious.

(c) to (e) The Prevention of Food Adulteration (PFA) Act, 1954 and Rules, 1955 are implemented by the State /UT Governments who draw samples of various food products including packaging materials and take appropriate action under Prevention of Food Adulteration Rules, 1955, if the samples are found not conforming with the standards under Prevention of Food Adulteration Rules, 1955. No data, of such details is maintained centrally.

#### **Parity between Short and Medium Term Crop Loans**

1561. SHRI BHARAT RAM MEGHWAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to provide medium term crop loans to the affected farmers at the same rate of interest and interest subvention as in the case of short term crop loans; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) No



such proposal is under consideration of the Government of India. The Government of India has since 2006-07 been subsidizing short term crop loans to farmers in order to ensure the availability of crop loans to farmers for loans up to Rs.3.00 lakh, at 7% p.a. This Interest Subvention Scheme has been further continued for 2010-11 for Public Sector Banks, Regional Rural Banks and Cooperative Banks. This year an additional subvention of 2% to farmers, who repay on time has been provided. Thus, the effective rate of interest for such farmers is five per cent per annum for 2010-11. In the year 2011-12, it is proposed to provide these loans @ 4% p.a. to prompt repaying farmers under the Interest Subvention Scheme 2011-12.

#### **Barring of Entities**

1562. SHRI MADHU GOUD YASKHI:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRI BHASKARRAO BAPURAO PATIL  
KHATGAONKAR:

Will the Minister of FINANCE be pleased to state:

(a) whether the Securities and Exchange Board of India (SEBI) has barred 39 entities from the stock market recently;

(b) if so, the details of such entities and the reasons for the same; and

(c) the further action taken or likely to be taken by the Government against the such promoter of the entities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) SEBI vide ad interim ex-parte order dated February 02, 2011 pending investigations restrained 39 entities/persons from dealing in any securities in any manner, whatsoever, till further directions.

(b) The details of the 39 entities/persons are given in the enclosed Statement.

(c) The exchanges and SEBI have put in place systems and practices to promote a safe, transparent and efficient market. SEBI maintains a constant vigil in the market, and in case any wrongdoing is noticed, it takes appropriate action like cancelling the registrations of erring broking entities who may have assisted the manipulators, restraining the brokers controlled/closely associated with them from dealing in the securities

market, filing prosecution against them etc. The systems and practices are also reviewed continuously and modified to meet emerging requirements.

#### **Statement**

Sl. No.	Name of Entity	Permanent Account Number
1	2	3
1.	Narendra Prabodh Ganatra	AEMPG4315C
2.	Bhavesh Prakash Pabari	AKGPP8679N
3.	Prem Mohanlal Parikh	ALHPP3489N
4.	Ankit R Sanchaniya	BLNPS3316L
5.	Bharat Shantilal Thakkar	AAZPT9542R
6.	Hemant Madhusudan Sheth	ANOPS8607E
7.	Bipinkumar Gandhi	AJHPG6989J
8.	Bipin Jayant Thaker	ABYPT4984H
9.	Chirag Rajnikanjariwala	AFMPJ7543L
10.	Gemstone Investments Limited	AAACG1483A
11.	Kishore Balubhai Chauhan	AFPPC9703G
12.	Mala Hemant Sheth	AZXP0694J
13.	Samant Vivek Kishanpal	BRSPS0294N
14.	Manoj Bhandari	AGQPB7879L
15.	Vipul Hiralal Shah	AZCPS9537P
16.	Rajnandi Yarns Private Limited	AADCR0099J
17.	H Bhavesh Securities and Commodities Private Limited	AAACB1655R
18.	Amar Premchand Walmiki	AAUPW9971A
19.	Samir Sureshbhai Shah	AGEPS0157L
20.	Samir Sureshbhai Shah (HUF)	AAHHS5122G
21.	Pandya Hardik M	ARJPP6330Q
22.	Pandya Yaminiben M	APGPP6166F
23.	Santosh Vishram Ghadshi	AHNPG0002C
24.	Rameshbhai V Parmar	ASQPP5072M
25.	Bharatkumar Baldevbhai Parmar	ARTPP9101B



1	2	3
26.	Shobhnaben R Parmar	ASNPP5381N
27.	Ashokkumar Bhikhalal Parmar	AOJPP8746B
28.	Laxman Dhirubhai Parmar	ASNPP5380P
29.	Aditi M Gandhi	AKCPG0247R
30.	Mayank Navnitbhai Gandhi	AKCPG0246Q
31.	Tushar Rameshbhai Patel	AFVPP7625L
32.	Kaushik Rajnikant Mehta	ANNPM6298A
33.	Sunil Bhandari	ALZPB5747M
34.	Rekha Bhandari	ALHPB9175D
35.	Santosh Deshmal Oswal	AAAP02421P
36.	Rajesh Ravinarayan Hati	ACVPH5913N
37.	Dipika Dinesh Kankaria	AZGPK7183F
38.	Avinash Bothra	AKFPB9350B
39.	Vishal Pare	AOVPP9130K

#### **Manpower in Insurance Companies**

1563. SHRI PRALHAD JOSHI: Will the Minister of FINANCE be pleased to state:

(a) whether Insurance Companies including Life Insurance Corporation of India (LIC) have downsized their staff during the current financial year;

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

(c) whether the reduction may have an adverse effect on the growth of the insurance sector;

(d) if so, the details thereof;

(e) whether the employees' unions of the said companies have opposed the reduction in staff strength; and

(f) if so, the details thereof and the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) No, Madam.

(b) to (f) Do not arise.

[Translation]

#### **Deaths due to Malnutrition of Children**

1564. SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of deaths of children due to malnutrition has been reported in the country during the last three years and the current year;

(b) if so, the details of such cases reported and deaths occurred therefrom, State-wise;

(c) whether the Government has launched/proposes to launch any programme to prevent deaths due to malnutrition, particularly among the children; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Malnutrition is a multi-faceted problem and is not a direct cause of death but contributes to mortality and morbidity by reducing resistance to infections. Data on the number of death due to malnutrition in the country is not maintained centrally.

(c) and (d) The Government of India has been implementing several intervention programmes to prevent and control malnutrition among infants and children especially in vulnerable groups. The programmes are as follows:

1. Integrated Child Development Services (ICDS): The scheme is implemented by Ministry of Women and Child Development to improve the nutritional and health status of children in the age-group 0-6 years. Scheme provides nutritional supplementation through take home ration and cooked food, health education, and growth monitoring of children under 6 year of age.
2. Under the Reproductive & Child Health Programme, Ministry of Health & Family Welfare provides micronutrient supplementation in the form of Iron and Folic Acid for prevention and control of anaemia, and Vitamin A Syrup and Zinc.
3. Use of Iodised salt is promoted under the National Iodine Deficiency Control Programme.



4. Promotion of infant and young child feeding practices which include exclusive breastfeeding for first six months, introducing age-appropriate and safe complementary foods at six months of age, and continuing breastfeeding for up to two years or beyond is undertaken by various health persons outreach workers including ASHAs, ANMs and AWWs.
5. Mother and Child Protection cards have recently been introduced both under NRHM and ICDS for regular growth monitoring and will help in detecting growth faltering at an early stage.
6. For management of children with severe acute malnutrition, Nutritional Rehabilitation Centres (NRCs) are established in States, especially in High Focus Districts.
7. Village Health and Nutrition Days are organized under National Rural Health Mission every month to provide nutritional counselling and preventative health services at the Aanganwadi Centres through ANMs, ASHAs and AWWs.

#### **Complaints against Banks**

1565. SHRI GANESHRAO NAGORAO  
DUDHGAONKAR:  
SHRI PONNAM PRABHAKAR:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received complaints against Public and Private Sector Banks pertaining to the theft of cheques from cheque drop boxes and oilier deficiency in services during the last three years and the current year;

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

(c) whether the Government has imposed any penalty on the erring banks for such deficiency in services and refunded the amount lost by the depositors in such cases during the same period;

(d) if so. the details thereof, bank-wise and if not. the reasons therefor: and

(e) the corrective steps taken/being taken by the Government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAN MEENA): (a) to (e) Reserve Bank of India (RBI) have informed that during the last three years certain incidents of theft/robberies at Automated teller Machines (ATMs) (Cheque drop Box) have occurred during the last three years as reported by Public and Private Sector banks. The details of such incidents are as under:

Name of Bank	No. of incidents	Amount involved (In. Rs. Lakhs)
1. State Bank of India	07	8.49
2. State Bank of Bikaner & Jaipur	01	23.79
3. Canara Bank	01	0.00
4. Federal Bank Ltd.	03	0.00
5. ING Vysya Bank Ltd.	01	0.00
6. Axis Bank Ltd.	13	4.08
7. Indus Ind Bank Ltd.	04	0.00
8. Citibank NA	03	0.06
9. IDBI Bank Ltd.	05	5.86
Total	38	42.28

Banking Ombudsman Scheme 2006 specifies 27 grounds of complaint on which a person may file a complaint with the Banking Ombudsman.

Regarding complaints on other deficiency in services, the data on complaints received by Banking Ombudsman Office all over India is as follows:

Year	No. of Complaints received (other deficiency in services)
2007-08	47887
2008-09	69117
2009-10	79266
July 2010-February 2011	47271

Bank-wise statement of complaints on other deficiencies are as under:-



		No. of Complaints 01.07.10 to 28.02.11	No. of Complaints 01.07.09 to 30.06.10	No. of Complaints 01.07.08 to 30.06.09	No. of Complaints 01.07.07 to 30.06.08
1.	Nationalised Banks	13274	19096	14974	12163
2.	SBI Associates	12948	20524	18167	13531
3.	Private Banks	11822	22507	21982	13950
4.	Foreign Banks	4957	11293	11700	6122
5.	SCBs/RRBs/others	4270	5846	2294	2121
	<b>Total</b>	<b>47271</b>	<b>79266</b>	<b>69117</b>	<b>47887</b>

RBI has also issued circulars to banks on security arrangements from time to time advising them to be more vigilant, tighten up security arrangements and take preventive action against robberies/ dacoities in their branches.

To prevent mishandling of instruments by unauthorised persons, banks have advised the customers to write the name, Telephone number on the reverse of the cheque, since it would not be possible to provide acknowledgement for cheque dropped in boxes.

#### **Fake Currency**

1566. SHRI VIRENDRA KUMAR:  
YOGI ADITYA NATH:  
SHRIMATI SUMITRA MAHAJAN:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has assessed the quantum of fake/counterfeit currency note, in circulation and its likely impact on the economy;

(b) if so, the details thereof;

(c) whether the Government has taken any concrete measures to check the circulation of fake currency in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) There is no estimate of the counterfeit notes in circulation and its impact on the economy.

(c) and (d) The steps taken by the Government to curb circulation of FICN in the country include stepping up of vigilance by the Border Security Force and Custom authorities to prevent smuggling of fake notes; dissemination of information on security features through print and electronic media and formation of Forged Note Vigilance Cells in all the Head Offices of the banks. Additional security features have also been incorporated in the bank notes in 2005 to make counterfeiting very difficult. To strengthen the security of bank notes further, incorporation of latest security features is underway. A High Level Committee headed by the Union Home Secretary comprising officials from central agencies and other senior police officials has been constituted to monitor and draw a comprehensive strategy to combat FICN. Similar bodies have also been set up in the States. In addition, Government of India have nominated the Central Bureau of Investigation as the Nodal Agency to monitor investigation of fake currency note cases. The RBI has also strengthened the mechanism for detection of counterfeit notes by the Banks.

[English]

#### **Deaths due to DPT Vaccination**

1567. SHRI ADHALRAO PATIL SHIVAJI:  
SHRI DHARMENDRA YADAV:  
SHRIMATI SUMITRA MAHAJAN:  
SHRI ANANDRAO ADSUL:  
SHRI GAJANAN D. BABAR:

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

(a) whether certain cases of deaths of children have been reported after being administered DPT vaccines under the National Immunization Programme;

(b) if so, the number of such incidents reported from different parts of the country, State-wise particularly in Maharashtra during the last two years;

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

(d) if so, the outcome thereof; and

(e) the corrective steps taken by the Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes, the deaths of children were reported following DPT vaccination under the Universal Immunization Programme (UIP). State-wise details are given in the enclosed Statement.

(c) Yes, as per guidelines, District & State Adverse Event Following Immunization (AEFI) Committees have conducted investigations.

(d) A total of 83 AEFI deaths following administration of DPT vaccine have been reported during the year 2009 and 2010. All these cases were investigated and majority (55) were co-incidental, in 2 cases deaths were due to individual vaccine reaction, in 1 case death was due to toxic shock syndrome and in the remaining (23) cases cause could not be found out. The reports of the DPT vaccine samples sent for laboratory examination were found to be of "Standard Quality".

(e) Following steps are taken with respect to AEFI:

1. Early detection of any Adverse Event Following Immunization (AEFI) and its rapid management to prevent/reduce the amount of damage caused.
2. To prevent programme error related AEFI, guidelines have been issued for each step related to immunization.
3. Hands-on training and supportive supervision of the immunization session.
4. Training of all level of health care personnel (Medical Officers, ANM, Cold Chain handlers etc.) on issues related to prevention of AEFI and management and reporting in case of an AEFI.

### Statement

#### State-wise reports of AEFI deaths following DPT vaccination during 2009 and 2010

Sl.No.	State/UT	No. of AEFI deaths following administration of DPT vaccine during last two years (2009 and 2010)
1	2	3
1.	Andaman and Nicobar Islands	0
2.	Andhra Pradesh	15
3.	Arunachal Pradesh	1
4.	Assam	0
5.	Bihar	0
6.	Chandigarh	1
7.	Chhattisgarh	0
8.	Dadra and Nagar Haveli	0
9.	Daman and Diu	0
10.	Delhi	7
11.	Goa	0
12.	Gujarat	0
13.	Haryana	1
14.	Himachal Pradesh	0
15.	Jammu and Kashmir	0
16.	Jharkhand	3
17.	Karnataka	0
18.	Kerala	0
19.	Lakshadweep	0
20.	Madhya Pradesh	0
21.	Maharashtra	41
22.	Manipur	0
23.	Meghalaya	0
24.	Mizoram	0



1	2	3
25.	Nagaland	0
26.	Odisha	3
27.	Puducherry	0
28.	Punjab	2
29.	Rajasthan	0
30.	Sikkim	0
31.	Tamil Nadu	0
32.	Tripura	0
33.	Uttar Pradesh	4
34.	Uttarakhand	0
35.	West Bengal	5
Total		83

#### Essential Medicines

1568. SHRI RAJU SHETTI:  
SHRI S. PAKKIRAPPA:  
SHRI A. SAMPATH:

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

(a) the policy of the Government regarding the periodical publication and updation of the National List of Essential Medicines (NLEM) in the country;

(b) whether an expert core committee constituted for the purpose has submitted its report;

(c) if so, the details of the recommendations made thereby alongwith the follow up action taken by the Government thereon;

(d) whether the Government has signed any agreement with certain foreign companies to develop and distribute essential and life saving medicines in the country in order to ensure abundant availability of these drugs; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) The National List of Essential Medicine (NLEM) is revised and updated from

time to time in the context of contemporary knowledge of use of therapeutic products. It was last revised in the year 2003. NLEM 2003 includes 354 medicines.

(b) and (c) Yes. The Committee has recommended 348 drugs in NLEM.

(d) No.

(e) Does not arise.

#### Pending Bills for Reimbursement

1569. SHRI SONAWANE PRATAP NARAYANRAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of claims of pensioners under the Central Government Health Scheme (CGHS) are pending for reimbursement for more than 45 days;

(b) if so, the reasons therefor and the measures taken by the Government to clear the pending bills at the earliest;

(c) whether any time limit has been prescribed for the reimbursement of medical claims of pensioners;

(d) if so, the details thereof and if not, the reasons therefor;

(e) whether CGHS is not reimbursing 100 per cent amount of expenditure incurred by the CGHS beneficiaries on their treatment in private hospitals in exigency; and

(f) if so, the reasons therefor alongwith action taken to reimburse 100 per cent payment to patients including pensioners?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (f) No. A few Medical bills for reimbursement of CGHS beneficiaries are pending for more than 45 days. These bills are pending mainly due to procedural delays like clarifications from Government Specialists, incomplete submission of bills by the beneficiaries, submission of repeat bills in the event of non-admissibility of full claims made by beneficiaries, etc. Claims Adalats are held to settle the pending bills. No time limit has been fixed, though an effort is made to settle the bills without delay. Treatment taken by pensioners in CGHS empanelled hospitals is cashless basis. Expenditure on treatment taken in Non-



Empanelled Private Hospitals is reimbursed as per admissible CGHS rates, after verifying the emergency. Reimbursements are made as per approved package rates or as per AIIMS rates. If both are not available, then actual expenditures is reimbursed, subject to the specialist certifying that the treatment given was necessary for the welfare of the patient.

#### **Revitalisation of LTCCS**

1570. SHRI CHANDRAKANT KHAIRE:

SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of FINANCE be pleased to state:

(a) whether the Vaidyanathan Task Force on revitalisation of Long Term Cooperative Credit Structure (LTCCS) had submitted its report in the year 2006;

(b) if so, the details thereof alongwith the action taken by the Government on the report;

(c) whether the Government has received proposals from the State Governments including Bihar and Maharashtra for revival of Land Development Banks in the recent past;

(d) if so, the details thereof alongwith action taken on such proposals; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (e) Based on the recommendations of the Vaidyanathan Task Force-II, the Government had approved the Revival Package for Long Term Cooperative Credit Structure (LTCCS) in February, 2009. The major recommendations of the Vaidyanathan Task Force are given in the enclosed Statement. A Task Force was constituted to examine the impact of the Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 and the implementation of the revival package for the Short Term Cooperative Credit Structure (STCCS) in the 25 implementing States on the Revival Package for the LTCCS. The Task Force has submitted its report which has been accepted by the Government. Several State Governments have requested for modifications and early implementation of the Package. The Package is under finalization.

#### **Statement**

##### *Major recommendations of the Vaidyanathan Task Force*

1. The major recommendations of the Task Force are as follows:

- allow Primary Cooperative Agriculture and Rural Development Banks (PCARDBs) to access all types of deposits from members;
- allow PCARDBs to provide all types of loans to its members;
- allow PCARDBs to borrow from any regulated financial institution including federal units of the STCCS;
- all state equity in the LTCCS may be retired;
- convert branches of unitary State Cooperative Agriculture and Rural Development Banks (SCARDBs) into autonomous PCARDBs;
- allow SCARDBs to mobilise public deposits under suitable regulatory and supervisory arrangements;
- allow PCARDBs to federate themselves with an upper tier of their choice;
- the SCARDB should join hands with the State Cooperative Banks (SCBs) in its state and set up a support services unit on mutually acceptable terms to provide such services to lower tiers in both the structures;
- Capital to Risk Weighted Assets Ratio (CRAR) of minimum 7% be stipulated, to be increased to 12% in 5 years;
- As no unit under the LTCCS is a bank under the Banking Regulation (BR) Act, 1949 the use of the word "bank" or its derivatives may be prohibited.

2. The Financial Restructuring

The Task Force recommended that the financial package for the LTCCS should cover accumulated losses and technical assistance including installation of a computerised standard accounting, internal control, monitoring and information system, and training and capacity building of the staff and elected representatives.



## 3. Accumulated losses

Accumulated may cover all losses arising out of long term loans for agricultural and related activities, non-payment of due from Government and losses arising from non-agricultural loans.

## 4. Minimum Capital requirement in cooperatives

Assistance necessary to bring all cooperatives, including PCARDBs to a minimum CRAR of 7% may be provided.

## 5. Technical Assistance

The total technical assistance of Rs.64 crore recommended under the package, includes Rs.27 crore for HRD and Special Audit and Rs. 37 crore for accounting system and computerisation.

## 6. The Financial Package

Total Financial Package as recommended by Task Force is likely to be of the order of Rs.4,837 crore including a contingency amount of Rs. 1,500 crore.

## 7. Legal, Institutional and Regulatory Reforms

The actual reasons for the cooperative societies and banks making losses are poor management and governance, and unless these are improved, the entire capitalization amount would get wasted as the real functioning of cooperatives would not change. It is, therefore, necessary that suitable amendments are made in the relevant Acts such as Cooperative Societies Acts of States and NABARD Act, 1981. As making legal amendments is time consuming process, the Task Force has recommended that the existing powers, the State Governments may issue Executive Orders to bring in the desired reforms.

**Remittance by NRIs**

1571. SHRI P.K. BIJU: Will the Minister of FINANCE be pleased to state:

(a) the amount remitted to India by the Non-Resident Indians (NRIs) working abroad in the year 2009-2010;

(b) the amount of NRI remittance from the Gulf countries; and

(c) the amount of remittance by NRIs from Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The information is being collected and will be laid on the table of the House.

**Tidal Energy**

1572. SHRIMATI POONAM VELJIBHAI JAT: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government has undertaken any study for the assessment of tidal energy in the country;

(b) if so, the details of the potential sites identified for the purpose, state-wise;

(c) whether the Union Government proposes to provide incentives to the State Governments for development of tidal energy; and

(d) if so, the details thereof?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) to (d) A study was undertaken for the assessment of tidal energy potential in the country. According to the study, there is an estimated potential of tidal energy of the order of 8000 MW in the country. This includes about 7000 MW in the Gulf of Cambay and 1200 MW in the Gulf of Kutch in the State of Gujarat and about 100 MW in the Gangetic Delta in the Sunderbans region in the State of West Bengal.

The Ministry sanctioned a demonstration project for setting up 3.75 MW capacity tidal energy power plant at the Durgaduani Creek in Sunderbans region to West Bengal Renewable Energy Development Agency (WBREDA), Kolkata. The project is being executed by NHPC Ltd.

The State Government of Gujarat formed a Special Purpose Vehicles (SPVs) with public private partnership and sponsored a study for large scale exploitation of tidal energy across the coastline of Gujarat. One MoU for commissioning of 50 MW Tidal Power Project has been signed by M/s. Atlantis Resource Corporation (U.K.) and Gujarat Power Corporation Ltd., Government of Gujarat.

The Ministry of New and Renewable Energy considers providing financial incentives upto 50% of the cost to the State Government implementing Agencies for the development of tidal energy projects on cost sharing basis as technology demonstration projects in accordance with its R&D policy guidelines.

[Translation]

(e) if so, the details thereof?

**On-going Power Projects**

1573. SHRI IJYARAJ SINGH:  
RAJKUMARI RATNA SINGH:  
SHRI RAVINDRA KUMAR PANDEY:  
SHRI MILIND DEORA:

Will the Minister of POWER be pleased to state:

(a) the details of on-going under construction power projects in the country, project-wise and State-wise;

(b) whether the construction work at various power projects in the country is running behind schedule;

(c) if so, the project-wise details thereof along with the reasons therefor;

(d) whether the Government monitor the progress of power projects in the country; and

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) Details of on-going under-construction thermal and hydro power projects in the country for likely benefits during 11th Plan and beyond, project-wise and state-wise, are given in the enclosed Statements-I and II, respectively.

(b) and (c) Details of on-going thermal and hydro power projects which are running behind the schedule, along with reasons for delay, are given in the enclosed Statements-III and IV, respectively.

(d) and (e) Ministry of Power has instituted a strong and robust monitoring mechanism to ensure that the Eleventh Plan capacity addition targets are met. Monitoring of power projects are carried-out at different levels *i.e.* by the Central Electricity Authority, by the Ministry of Power, through the Power Project Monitoring Panel (PPMP) and the Advisory Group. The Eleventh Plan capacity addition programme is also monitored by the Planning Commission and the Cabinet Secretariat.

**Statement I****Thermal Power Projects Under Construction in the Country**

State	Project Name	Impl Agency	Order Place DT	Unit No.	Cap. Under construction for likely commissioning (MW)		
					During 11th Plan	During 12th Plan	Total Cap. (MW)
1	2	3	4	5	6	7	8
<b>CENTRAL SECTOR</b>							
Arunachal Pradesh	Simhadri STPP Extn.	NTPC	03/11	U-3	500	---	500
				U-4	500	---	500
Assam	Bongaigaon TPP	NTPC	02/11	U-1*	---	250	250
				U-2*	---	250	250
				U-3	---	250	250
Bihar	Barh STPP- I	NTPC	03/11	U-1	---	660	660
				U-2	---	660	660
				U-3	---	660	660



1	2	3	4	5	6	7	8
	Barh STPP-II	NTPC	03/11	U-1	---	660	660
				U-2	---	660	660
	Muzaffarpur TPP Exp	NTPC	04/11	U-1	---	195	195
				U-2	---	195	195
	Nabi Nagar TPP	NTPC	01/11	U-1	---	250	250
				U-2	---	250	250
				U-3	---	250	250
				U-4	---	250	250
Chhattisgarh							
	Sipat-I	NTPC	04/11	U-1	660	---	660
				U-2	660	---	660
				U-3	660	---	660
Haryana							
	Indira Gandhi TPP	APCPL	07/11	U-2	500	---	500
				U-3	500	---	500
Jharkhand							
	BokaroTPS "A" Exp.	DVC	06/11	U-1	---	500	500
	Kodarma TPP	DVC	06/11	U-1	500	---	500
				U-2	500	---	500
	Maithon RB TPP	DVC	10/11	U-1	525	---	525
				U-2	525	---	525
Maharashtra							
	Mauda TPP	NTPC	11/11	U-1	---	500	500
				U-2	---	500	500
Madhya Pradesh							
	Vindhyachal TPP-IV	NTPC	01/11	U-11	---	500	500
				U-12	---	500	500
Tamil Nadu							
	Neyveli TPS-II Exp.	NLC	08/11	U-1	250	---	250
				U-2	250	---	250
	Tuticorin JV	NLC	01/11	U-1	---	500	500

1	2	3	4	5	6	7	8
	Tuticorin JV	NLC	01/11	U-2	---	500	500
	Vallur TPP Ph I	NTECL	08/11	U-1	500	---	500
				U-2	500	---	500
	Vallur TPP-II	NTECL	07/11	U-3	---	500	500
Tripura							
	Tripura Gas	ONGC	06/11	Module-1	---	363	363
				Module-2	---	363	363
	Monarchak CAPP	NEEPCO		Module	---	100	100
Uttar Pradesh							
	Rihand TPP- III	NTPC	01/11	U-5	---	500	500
				U-6	---	500	500
West Bengal							
	Durgapur Steel TPS	DVC	07/11	U-1	500	---	500
				U-2	500	---	500
	Farakka STPS- III	NTPC	10/11	U-6	500	---	500
	Mejia TPS Extn	DVC	12/11	U-2	500	---	500
	Raghunathpur TPP, Ph-I	DVC	12/11	U-1*	---	600	600
				U-2*	---	600	600
		Sub-Total:		9530	12466	21996	
	STATE SECTOR						
Andhra Pradesh							
	Kakatiya TPP Extn	APGENCO	10/11	U-1	---	600	600
	Kothagudem TPP-VI	APGENCO	02/11	U-1	500	---	500
	Sri Damodaram Sanjeevaiah TPS	APPDL	07/11	U-1	---	800	800
				U-2	---	800	800
Assam							
	Lakwa Waste Heat Unit	APGCL	03/11	ST	37.2	---	37.2
	Namrup CCGT	APGCL	02/11	GT	---	70	70
				ST	---	30	30



1	2	3	4	5	6	7	8
Chhattisgarh							
	Korba West St-III.	CSEB	04/11	U-5	---	500	500
	Marwa TPP	CSEB	03/11	U-1	---	500	500
				U-2	---	500	500
Delhi							
	Pragati CCGT-III	PPCL	05/11	GT-3	250	---	250
				GT-4	250	---	250
				ST-1	250	---	250
				ST-2	250	---	250
Gujarat							
	Hazira CCPP Extn.	GSECL	01/11	GT+ST	351	---	351
	Pipavav CCPP	GSECL	03/11	Block-1	351	---	351
				Block-2	351	---	351
	Sikka TPP Extn.	GSECL	04/11	U-3	---	250	250
	Sikka TPP Extn.	GSECL	04/11	U-4	---	250	250
	Ukai TPP Extn.	GSECL	09/11	U-6	490	---	490
Karnataka							
	Bellary TPP St-II	KPCL	08/11	U-2	500	---	500
Maharashtra							
	Bhusawal TPS Expn.	MSPGCL	01/11	U-4	500	---	500
				U-5	500	---	500
	Chandrapur TPS	MSPGCL	07/11	U-8	---	500	500
				U-9	---	500	500
	Khaperkheda TPS Expn.	MSPGCL	01/11	U-5	500	---	500
	Koradi TPP Expn.	MSPGCL	09/11	U-10	---	660	660
				U-8	---	660	660
				U-9	---	660	660
	Parli TPP Expn.	MSPGCL	01/11	U-8	---	250	250
Madhya Pradesh							
	Malwa TPP (Shree Singati TPP)	MPGENCO	12/11	U-1	---	600	600
				U-2	---	600	600

1	2	3	4	5	6	7	8
	Satpura TPP Extn	MPPGCL	03/11	U-10	---	250	250
				U-11	---	250	250
Rajasthan							
	Chhabra TPP Extn.	RRVUNL	08/11	U-3	---	250	250
				U-4	---	250	250
	Kalisindh TPS	RRVUNL	07/11	U-1	---	600	600
				U-2	---	600	600
	Ramgarh CCPP Extn.-III	RRVUNL	07/11	GT		110	110
				ST		50	50
Tamil Nadu							
	Mettur TPP Ext	TNEB	06/11	U-1	600	---	600
	North Chennai Extn, U-1	TNEB	02/11	U-1	600	---	600
	North Chennai Extn, U-2	TNEB	08/11	U-2	600	---	600
Uttar Pradesh							
	Anpara-D	UPRVUNL	10/11	U- 1	---	500	500
				U-2	---	500	500
	Harduaganj Ext	UPRVUNL	06/11	U-8	250	---	250
				U-9	250	---	250
	Parichha Extn	UPRVUNL	06/11	U-5	250	---	250
				U-6*	---	250	250
West Bengal							
	DPL TPP	WBPDCCL		U-8	---	250	250
	Santalidih TPP ExtnPh-II	WBPDCCL	03/11	U-6	250	---	250
		Sub-Total:			7880.2	12590	20470.2
PRIVATE SECTOR							
Arunachal Pradesh							
	Krishtnapatnam UMPP	Reliance Power Ltd.		U-1	---	660	660
				U-2	---	660	660
				U-3	---	660	660
				U-4	---	660	660
				U-5	---	660	660
				U-6	---	660	660



1	2	3	4	5	6	7	8
	Simhapuri Energy Pvt Ltd Ph-II	Madhucon Projects Ltd.	04/11	U-3	---	150	150
				U-4	---	150	150
	Simhapuri Energy Pvt.Ltd. Ph-I	Madhucon Projects Ltd.	07/11	U-1		150	150
				U-2		150	150
	Thamminapatnam TPP-I	Meenakshi Energy Pvt. Ltd		U-1		150	150
				U-2		150	150
	Thamminapatnam TPP-II	Meenaksha Energy Ltd.		U-3	---	300	300
				U-4	---	300	300
Chhattisgarh							
	Akaltara (Nariyara) TPP Ph-II	M/s Wardha Power Co. Pvt. Ltd	04/11	U-1	---	600	600
				U-2	---	600	600
				U-3	---	600	600
				U-4	---	600	600
	Avantha Bhandar TPS	Korba West Power Co. Ltd.	04/11	U-1	---	600	600
	Badadarha TPP (DB Power TPP)	D.B. Power co.Ltd	05/11	U-1	---	600	600
				U-2	---	600	600
	Kasaipalli TPP	ACB India Ltd.	11/11	U-1	135	---	135
				U-2	135	---	135
	Uchpinda TPP	RKM Powergen Pvt. Ltd	07/11	U-1	---	360	360
				U-2	---	360	360
				U-3	---	360	360
				U-4	---	360	360
	Vandana Vidyut TPP-Chhattisgarh	M/s Vandana Vidyut		U-1		135	135
				U-2		135	135

1	2	3	4	5	6	7	8
Delhi							
	Rithala CCPP	NDPL	05/11	ST	36.5	---	36.5
Gujarat							
	Mundra TPP Ph-II	Adani Power Ltd	09/11	U-2	660	---	660
	Mundra TPP Ph-III	Adani Power Ltd	01/11	U-1	660	---	660
				U-2	---	660	660
				U-3	---	660	660
	Mundra Ultra Mega TPP	Tata Power Co.	05/11	U-1	800	---	800
				U-2	800	---	800
				U-3	---	800	800
				U-4	---	800	800
				U-5	---	800	800
	Salaya TPP	Essar Power Gujarat Ltd.	08/11	U-1		600	600
				U-2		600	600
Haryana							
	Jajjar TPP (Mahatama Gandhi TPP)	CLP Power India Pvt. Ltd	03/11	U-1	---	660	660
				U-2		660	660
Jharkhand							
	Adhunik Power TPP	Adhunik Power Co.Ltd	05/11	U-1	---	270	270
	Corporate Power Ltd - Ph-I & Ph-II (Maitrishi Usha)	M/s Corporate Power Ltd	09/11	U-1	---	270	270
				U-2	---	270	270
Karnataka							
	Udupi TPP	UPCL	12/11	U-2	600	---	600
Maharashtra							
	Amravati TPP	India Bulls	11/11	U-1	---	270	270
				U-2	---	270	270
				U-3	---	270	270
				U-4	---	270	270
				U-5	---	270	270



1	2	3	4	5	6	7	8
	Bela TPP	IEPL	12/11	U-1	---	270	270
	Dhariwal Infracture TPP	Dhariwal Infracture (P) Ltd	04/11	U-1	---	300	300
				U-2	---	300	300
	EMCO Warora TPP Ph. I	EMCO Energy Ltd. (GMR)	09/11	U-1	---	300	300
	EMCO Warora TPP Ph.II	EMCO Energy Ltd. (GMR)	09/11	U-2	---	300	300
	GEPL TPP	GEPL	04/11	U-1	60	---	60
				U-2	60	---	60
	JSW Ratnagiri TPP	JSW Energy (Ratnagiri) Ltd.	05/11	U-3	300	---	300
				U-4	300	---	300
	Nasik TPP	India Bulls	11/11	U-1	---	270	270
				U-2	---	270	270
				U-3	---	270	270
				U-4	---	270	270
				U-5	---	270	270
	Tirora TPP Ph-I	Adani Power Ltd.	02/11	U-1	660	---	660
				U-2	---	660	660
	Tirora TPP Ph-II	Adani Power Ltd.	02/11	U-1	---	660	660
	Wardha Warora TPP	WPCL	05/11	U-4	135	---	135
Madhya Pradesh							
	Bina TPP	Bina Power Supply Co. Ltd.	09/11	U-1	---	250	250
				U-2	---	250	250
	Mahan TPP	Essar Power MP Ltd.	08/11	U-1	---	600	600
				U-2	---	600	600
	Nigri TPP	Jaiprakash Power Ventures Ltd.	08/11	U-1	---	660	660
				U-2	---	660	660

1	2	3	4	5	6	7	8
	Sasan UMPP	Reliance Power Ltd.	06/11	U-1	---	660	660
				U-2	---	660	660
				U-3	---	660	660
				U-4	---	660	660
				U-5	---	660	660
				U-6	---	660	660
Odisha							
	Derang TPP	JITPL	06/11	U-1	---	600	600
				U-2	---	600	600
	Ind Bharat TPP (Odisha)	Ind. Bharat	05/11	U-1	---	350	350
				U-2	---	350	350
	Kamalanga TPP	GMR	08/11	U-1	---	350	350
				U-2	---	350	350
				U-3	---	350	350
	Sterlite TPP	Sterlite Energy Ltd.	05/11	U-3	600	---	600
				U-4		600	600
Punjab							
	Goindwal Sahib	GVK Power	08/11	U-1	---	270	270
				U-2	---	270	270
	Talwandi Sabo TPP	M/s Sterlite	07/11	U-1	---	660	660
				U-2	---	660	660
				U-3	---	660	660
Rajasthan							
	Jallipa-Kapurdi TPP	Raj West Power Ltd. (JSW)	03/11	U-3	135	---	135
				U-4	135	---	135
				U-5*	---	135	135
				U-6*	---	135	135
				U-7*	---	135	135
				U-8*	---	135	135



1	2	3	4	5	6	7	8
Tamil Nadu							
	Melamaruthur TPP	Coastal Energen	08/11	U-1	---	600	600
				U-2	---	600	600
Uttar Pradesh							
	Anpara-C	Lanco Anpara Power Pvt.Ltd.	11/11	U-1	600	---	600
				U-2	600	---	600
	Barkhera TPP	Hindustan Bajaj	12/11	U-1		90	90
	Khambrkhera TPP	Hinustan Bajaj	12/11	U-1		90	90
	Kundarki TPP	Hindustan Bajaj	12/11	U-1		90	90
	Maqsoodpur TPP	Hindustan Bajaj	12/11	U-1	---	90	90
	Rosa TPP Ph-II	Reliance Power Ltd.	03/11	U-3		300	300
				U-4		300	300
	Utrala TPP	Hindustan Bajaj	12/11	U-1		90	90
Sub-Total:					7411.5	39750	47161.5

Note: \*units slipping to 11th Plan

**Statement III**

*Hydro Electric Projects- Under Execution in the Country*  
(Excluding projects under Ministry of New & Renewable Energy)

Sl. No.	Name of Scheme	Sector	I.C. (No. x MW)	Cap. Under Execution (MW)	Comm. Latest
1	2	3	4	5	6
Jammu and Kashmir					
1.	Uri-II (NHPC)	Central	4x60	240.00	2011-12
2.	Chutak (NHPC)	Central	4x11	44.00	2011-12
3.	NimooBazgo (NHPC)	Central	3x15	45.00	2011-12
4.	Kishanganga (NHPC)	Central	3x110	330.00	12th Plan
5.	Baglihar- II	State	3x150	450.00	12th Plan

1	2	3	4	5	6
	Himachal Pradesh				
6.	Parbati St. II (NHPC)	Central	4x200	800.00	12th Plan
7.	Chamera-III (NHPC)	Central	3x77	231.00	2011-12
8.	Parabati-III (NHPC)	Central	4x130	520.00	2011-12
9.	Kol Dam (NTPC)	Central	4x200	800.00	12th Plan
10.	Rampur (SJVNL)	Central	6x68.67	412.00	12th Plan
11.	Uhl-III	State	3x33.33	100.00	12th Plan
12.	SwaraKuddu	State	3x36.6	110.00	12th Plan
13.	Kashang-I	State		65.00	12th Plan
14.	KarchamWangtoo	Private	4x250	1000.00	2011-12
15.	Budhil	Private	2x35	70.00	2011-12
16.	Malana-II	Private	2x50	100.00	2011-12
17.	Sorang	Private	2x50	100.00	12th Plan
18.	Tidong-I	Private	100.00	100.00	12th Plan
	Uttarakhand				
19.	Koteswar (THDC)	Central	4x100	400.00	2010-13
20.	Loharinagpala (NTPC)	Central	4x150	600.00	12th Plan
21.	TapovanVishnugad (NTPC)	Central	4x130	520.00	12th Plan
22.	Shrinagar	Private	4x82.5	330.00	12th Plan
23.	PhataByung	Private	2x38	76.00	12th Plan
24.	SingoliBhatwari	Private	3x33	99.00	12th Plan
	Madhya Pradesh				
25.	Maheshwar	Private	10x40	400.00	2011-13
	Andhra Pradesh				
26.	Priyadarshni Jurala	State	6x39	39.00	2011-12
27.	Nagarujana Sagar TR	State	2x25	50.00	2011-12
28.	Pulichintala	State	4x30	120.00	2012-13
29.	Lower Jurala	State	6x40	240.00	12th Plan
	Kerala				
30.	Pallivasal	State	2x30	60.00	12th Plan
31.	Thottiyar	State	40.00	40.00	12th Plan



1	2	3	4	5	6
	Tamil Nadu				
32.	Bhawani Barrage II	State	2x15	30.00	2011-12
33.	Bhawani Barrage III	State	2x15	30.00	2011-12
	West Bengal				
34.	Teesta Low Dam-III (NHPC)	Central	4x33	132.00	2011-12
35.	Teesta Low Dam-IV (NHPC)	Central	4x40	160.00	2012-13
	Sikkim				
36.	Chujachen	Private	2x49.5	99.00	2011-12
37.	Teesta St. III	Private	6x200	1200.00	2012-13
38.	Teesta St. VI	Private	4x125	500.00	12th Plan
39.	Rangit-IV	Private	3x40	120.00	12th Plan
40.	Jorethang Loop	Private	2x48	96.00	12th Plan
41.	Bhasmey	Private	3x17	51.00	12th Plan
	Meghalaya				
42.	Myntdu	State	2x42 + 1x42	126.00	2011-12
43.	New Umtru	State	2x20	40.00	12th Plan
	Arunachal Pradesh				
44.	Subansiri Lower (NHPC)*	Central	8x250	2000.00	12th Plan
45.	Kameng (NEEPCO)	Central	4x150	600.00	12th Plan
46.	Pare (NEEPCO)	Central	2x55	110.00	12th Plan

\*In State of Ar. Pradesh/Assam

**Statement III***On-going Thermal Projects which are running behind the schedule*

Sl.No.	State	Project Name & Unit No.	Implementing Agency	LOA Date	Capacity (MW)	Org. Comm. Date	Actual/Anticipated date of Comm.	Reasons for slippage
1	2	3	4	5	6	7	8	9
	Central Sector							
1.	West Bengal	Mejia TPS Extn U-2	DVC	12.12.06	500	Dec-10	Mar-11	Delay in readiness of CHP and RHS bunks

1	2	3	4	5	6	7	8	9
2		Durgapur Steel TPS U-1	DVC	27.07.07	500	Jul-10	May-11	Delay in readiness of raw water line due to resistance of land owners, acquisition of DSP land, law and order problem and delay in readiness of water system.
3		Durgapur Steel TPS U-2	DVC	27.07.07	500	Oct-10	Nov-11	Delay in supply of balance/ remaining items of boiler material, law and order problem, delay in supply of CW pumps and pilferage of material
4		Raghunathpur TPP, Ph-I U-1	DVC	14.12.07	600	Oct-10	12th Plan	Delay in acquisition of land for rail and water corridors. Law and order problem
5		Raghunathpur TPP, Ph-I U-2	DVC	14.12.07	600	Jan-11	12th Plan	
6		Farakka STPS- III U-6	NTPC	30.10.06	500	Dec-10	Mar-11	Delay in readiness of AHP
7	Jharkhand	Kodma TPP U-1	DVC	29.06.07	500	Jun-10	Mar-11	Delay in readiness of PT Plant, raw water pumps, raw water line from raw water pump house to PT plant and electrical system etc.
8		Koderma TPP U-2	DVC	29.06.07	500	Oct-10	Jan-12	supply of balance boiler material, slow progress of NDCT. Delay in TG erection start
9		Maithon RB TPP U-1	DVC- JV Tata	25.10.07	525	Oct-10	Mar-11	Delay in readiness of chimney, law and order problem and delay in readiness of CHP
10		Maithon RB TPP U-2	MPL JV of DVC and Tata Power	25.10.07	525	Apr-11	Feb-12	Delay in TG erection start, delay in supply of LPR and delay in readiness of CHP
11	Tamil Nadu	Vallur TPP U-1	NTECL	13.08.07	500	Jan-11	Nov-11	Supplies of main Plant equipment-HP, IP & LP modules and Generators
12		Vallur TPP U-2	NTECL	13.08.07	500	Jul-11	Feb-12	
13		Neyveli TPS-II Exp. U-1	NLC	19.08.05	250	Aug-08	Apr-11	Civil work, start up Power and refractorywork. Shortage of labourers
14		Neyveli TPS-II Exp. U-2	NLC	19.08.05	250	Dec-08	Oct-11	
15	AP	Simhadri STPP Extn. U-3	NTPC	26.03.07	500	Mar-11	Mar-11	
16		Simhadri STPP Extn. U-4	NTPC	26.03.07	500	Jul-11	Dec-11	TG erection commencement & Supply of TG equipment
17	Assam	Bongaigaon TPP U-1	NTPC	02.05.08	250	Jan-11	May-12	slow progress of civil works, law and order, heavy rains and frequent bands
18		Bongaigaon TPP U-2	NTPC	02.05.08	250	May-11	Jul-12	



1	2	3	4	5	6	7	8	9
19.	Haryana	Indira Gandhi TPP U-2	APCPL	07.06.07	500	Jun-11	Nov-11	Delay in readiness of bottom ash hopper, completion of p-91 joints and readiness of bunkers and mill foundations. Main control roo and BC bay floors.
20.		Indira Gandhi TPP U-3	APCPL	07.06.07	500	Dec-11	Feb-12	Delay in supply of IP turbine, supply of missing boiler items. Foundation for FD/ID and readiness of BFD control room
Total Central Sector					9250			
State Sector								
21.	WB	Santalohi TPP Extn Ph-II U-6	WBPDCL	23.03.07	250	Aug-09	Mar-11	Delay in readiness of AHP
22.	UP	Parichha Extn. U-5	UPRMUNL	28.06.06	250	May-09	Dec-11	collapse of chimney. Delay in erection of chimney
23.		Parichha Extn. U-6	UPRMUNL	28.06.06	250	Sep-09	Feb-12	
24.		Harduagarj Ext. U-8	UPRMUNL	28.06.06	250	Aug-09	May-11	Delay in BHEL supplies
25.		Harduagarj Ext. U-9	UPRMUNL	28.06.06	250	Dec-09	Aug-11	
26.	Delhi	Pragati CCGT-III GT-3	PPCL	30.05.08	250	Jul-10	Jun-11	Delay in supply of by-pass stag damper and initial civil works dealy
27.		Pragati CCGT-III ST-1	PPCL	30.05.08	250	Jul-10	Aug-11	readiness of water system, other civil works and by pass stag damper
28.		Pragati CCGT-III GT-4	PPCL	30.05.08	250	Oct-10	Sep-11	
29.		Pragati CCGT-III ST-2	PPCL	30.05.08	250	Nov-10	Nov-11	
30.	Maharashtra	Khaperkheda TPS Expn. U-5	MSPGCL	01.01.07	500	Jun-10	28.02.11	delay in supply by BHEL, non-readiness of BOPs by BGR
31.		Bhusawal TPS Expn. U-4	MSPGCL	23.01.07	500	Sep-10	May-11	delay in BHEL supply, chimney accident, delay in readiness of BOPs by TPL
32.		Bhusawal TPS Expn. U-5	MSPGCL	23.01.07	500	Jan-11	Jul-11	
33.	Gujarat	Pipavav CCPP Block-1	GSPC pipavav power co.Ltd.	03.03.08	351	Sep-10	May-11	Delay in civil work by BHEL and delay in supply by BHEL
34.		Pipavav CCPP Block-2		03.03.08	351	Dec-10	Oct-11	
35.		Ukai TPP Extn. U-6	GSECL	09.07.07	490	Jan-11	Jan-12	Delay in civil works by BHEL, delay in supply by BHEL
36.		Hazira CCPP Extn. GT+ST	GSECL	01.01.08	351	Mar-10	May-11	Delay in civil works for main plant and BOPs
37.	Assam	Lakwa Waste Heat Unit	APGCL	20.03.06	372	Mar-10	Dec-11	Delay due to civil works and readiness DM/PT plant and fire fighting. Labour problem

1	2	3	4	5	6	7	8	9
38.	AP	Kothagudem TPP -VI U-1	APGENCO	22.02.07	500	May-10	Mar-11	Boiler foundation completion and erection of TG.
39.	Karnataka	Bellary TPP SH-II U-2	KPCL	31.08.06	500	Nov-10	Sep-11	Supply of TG, initial delay in finalization of civil work & BOP packages
40.	TN	Mettur TPP Stage-III U-1	TNEB	25.06.08	600	Jul-11	Nov-11	Start up Power, delay due to civil work
41.		North Chennai SH-II, U-1	TNEB	18.02.08	600	Apr-11	Feb-12	Supplies of turbine and generator
42.		North Chennai SH-II, U-2	TNEB	16.08.08	600	Aug-11	Mar-12	
Total State Sector					8130.2			
Private Sector								
43.	Delhi	Rithala CCPP ST	NDPL		36.5	Aug-09	Mar-11	initial delay in supplies of by-pass stag damper
44.	Maharashtra	JSW Ratnagiri TPP U-3	JSW Energy (Ratnagiri) Ltd	05.10.07	300	Jul-10	Mar-11	initially due to Chinese visa problem. Due to non-availability of sand and heavy rains
45.		JSW Ratnagiri TPP U-4		05.10.07	300	Dec-10	Apr-11	
46.		Tirora TPP Ph-I U-1	Adani Power Ltd.		660	Apr-11	Jul-11	
47.	Karnataka	Udupi TPP U-2	UPCL	24.12.06	507.5	May-10	Mar-11	Initial delay of supplies from China and visa issue. Readiness of transmission system.
48.	UP	Anpara-C TPS U-1	Lanco Anpara Power Pvt. Ltd.	15.11.07	600	Feb-11	Mar-11	Delay due to low value of oil flushing
49.		Anpara-C TPS U-2	Lanco Anpara Power Pvt. Ltd.	15.11.07	600	May-11	May-11	No delay
50.	Rajasthan	Jallipa-Kapurdii TPP U-3	Raj west power Ltd.	Mar-07	135	Mar-10	Apr-11	Readiness of permanent power supply to 4 nos. pumping stations for raw water by Jodhpur Discom Difficult site conditions Delay in development of lignite mines (Jallipa) Full load no Commitments as fuel not available and not getting it from MoC.oShortage
51.		Jallipa-Kapurdii TPP U-4		Mar-07	135	Mar-10	Jun-11	
52.		Jallipa-Kapurdii TPP U-5		Mar-07	135	Jul-10	Sep-11	
53.		Jallipa-Kapurdii TPP U-6		03.01.07	135	Aug-10	Nov-11	
54.		Jallipa-Kapurdii TPP U-8		03.01.07	135	Dec-10	Feb-12	
55.		Jallipa-Kapurdii TPP U-7		03.01.07	135	Sep-10	Mar-12	
Total Private Sector					3814			



**Statement IV**

*Ongoing he Projects in the Country-projects Running behind Schedule (Excluding Renewable and Projects upto 25 MW Capacity Under MNES)*

(As on 01.02.2011)

Sl. No.	Name of Project Capacity/ Agency/ State Date of approval	Commissioning Schedule			Delays relating to Latest v/s last approved/ original	Reasons for time and cost over run
		Original mm/yy	Latest Approved mm/yy	Latest mm/yy		
1	2	3	4	5	6	7
1.	Parbati-II (4x200 MW) NHPC H.P 11.9.2002	Sep-09 (2009-10)		Sept.-14 (2014-15)	5 year	Slow progress of HRT by TBM. Contractual issues. Ban on operation of stone crusher by Hon'ble High Court of Himachal Pradesh. Delay in revised forest clearance. Delay in widening the project roads by HP, PWD. Slide in Power House area in Feb 07. Heavy ingress of water and slush in TBM face in Nov. 2006. TBM suffered extensive damage.
2.	Chamera-III (3x77 MW) NHPC HP 01.09.2005	Aug-10 (2010-11)		Aug-11 (2010-12)	12 months	Murder of 3 persons and damage to equipments in June 2006. Washing away of Cofferdam during flash flood in July 2007. Shut down of main crusher plant by State Government Shooting stone in right bank of Dam
3.	Parbati-III (4x130 MW) NHPC HP 09.11.2005	Nov-10 (2010-11)		March-12 (2011-12)	1 year 4 month	Poor geology in HRT, Delay in completion of E& M works.
4.	Kol Dam (4x200 MW) NTPC H.P. 28.10.2002	Apr-09 (2008-10)		Mar-13 (2012-14)	3 years 11 months	Slow progress of clay/earth filling of dam, Grouting of dam galleries, Concreting of Spillway, Contractual issues, Delay in procurement of steel.
5.	Rampur (4x68.67 MW) SJVN HP 25.01.2007	Jan-12 2011-12		Sept-13 2013-14	1 year 8 months	Poor geology in HRT, Slope failure in Power House area.
6.	Uri-II (4x60 MW) NHPC J&K 01.09.2005	Nov-09 (2009-10)		Nov-11 (2010-12)	2 year	Lack of resources with contractor. Slope failure in Dam area on 19.01.2008. Widening of NH 1A by BRO. Breaching of Cofferdam on 19.05.10. Disturbance in Kashmir Valley since June, 2010.

1	2	3	4	5	6	7
7.	Koteshwar (4x100 MW) THDC Uttarakhand 10.4.2000	Apr-05 (2005-07)		Mar-12 (2011-12)	6 Years 11 months	Delay in Diversion Tunnel works, Award of major packages & Award of H&M works, R&R issues, Bad geology on right bank affecting progress, Flash flood occurred on 20/21 Sept., 2010 causing submergence of Power House.
8.	Loharinag Pala (4x150 MW) NTPC Uttarakhand 26.06.2006	Oct-2011 (2011-12)				Delay in forest clearance for approach road to HelguAdit. Slide zone in approach area to Gunaguadit. Work suspended due to Agitation by environmentalist Prof. G.D. Aggarwal. Work stopped since 20.02.2009.
9.	Tapovan Vishnughad (4x130 MW) NTPC Uttarakhand 11/2006	March 2013 (2012-13)		Feb. 14 (2013-14)	11 months	Delay in procurement/deployment of Tunnel Boring Machine by Civil Contractor. Power house excavation. Heavy water ingress in HRT and rock fall on TBM.
10.	Teesta Low Dam-III (4x33 MW) NHPC West Bengal 30.10.2003	Mar-07 (2006-07)		Feb-12 (2011-12)	4 Year 11 months	Delay in obtaining Forest clearance. Power house hill slope failure. Flash flood in July, 2007 ,May, 2009 & July, 2010. Gorkha Jan Mukti agitations/bandhs.
11.	Teesta Low Dam-IV (4x40 MW) NHPC WB 30.09.2005	Sep-09 (2009-10)		Oct-12 (2012-13)	3 Year 1 month	Delay in forest clearance. Flash flood in July, 2007, May, 2009 & July, 2010. Gorkha Jan Mukti agitations/bandhs.
12.	Subansiri Lower (8x250 MW) NHPC Arunachal Pradesh/Assam 09.09.2003	Sep-10 (2010-11)		Aug-14 (2013-15)	3 Year 11 months	Disruption works by locals in Ar. Pradesh side. Signing of MOU with State Government of Assam. Slope failure in Power House area on 28.01.2008. Damage to bridge on Ranganadi river, change in design of surge shafts to surge tunnels, Coffor Dam breached on 12.05.10, Issue of D/S Impact studies & demand for stoppage of dam work
13.	Chutak (4x11 MW) NHPC J&K 24.08.2006	Feb-11 (2010-11)		Aug-11 (2011-12)	6 months	Working in extreme cold weather conditions (Short Working Season), Supplies of E&M and HM parts
14.	Nimoo Bazgo (3x15 MW) NHPC J&K 24.08.2006	Aug-10 (2010-11)		Sept-11 (2011-12)	1 year 1 months	Working in extreme cold weather conditions (Short working season), Supplies of E&M and HM parts



1	2	3	4	5	6	7
15.	Kameng (4x150 MW) NEEPCO Arunachal Pradesh 02.12.2004	Dec 09 (2009-10)		(2016-17)	7 years	Length of dam increased, Change in crest level, Diversion arrangement modified, Slow progress in dam & HRT due to Bad geology, heavy seepage, inadequate machinery. Work suffered due to flash flood in Oct. 2008.
16.	Pare (2x55MW) NEEPCO Arunachal Pradesh 04.12.2008	Aug-12 2012-13		Aug-13 2013-14	1 Year	Civil work awarded to M/S HCC on 30.08.09 and other works are under process.
STATE SECTOR						
NORTHERN REGION						
17	Sawra Kuddu (3x37MW) HPPCL, HP 10.11.04	Dec-10 (2010-11)		Sept.-13 (2013-14)	2 year 7 months	Delay in MOEF clearance. Delay in award of Civil & E&M works.
18.	Uhl-III (3x33.33MW) BVPC 19.9.02	Mar-07 (2006-07)		Mar-13 (2012-13)	6 Years	- Delay in award of works. - Fresh award of HRT & NiriKhad works due to slow progress. - Poor geology.
SOUTHERN REGION						
ANDRA PRADESH						
19.	Priyadarshni Jurala (6x39.1MW) APGENCO, AP 24.07.2002	Feb-08 (2006-08)		June-11 (2007-12)	3 years 4 months	-Visa problem of Chinese personnel for erection works. -Single shift working.
20.	Lower Jurala (6x40 MW) Andhra Pradesh APGENCO 2007	2011-12	-	2012-14	2 years	- Delay in award of E&M works.
KARNATAKA						
21.	Nagarjuna Sagar Tail Pool Dam (2x25 MW) APGENCO 17.01.2005	Nov-08 (2008-09)		March-12 (2011-12)	3 years 4 months	- Slow progress of dam due to frequent flooding. - Delay in award of HM works.

1	2	3	4	5	6	7
KERALA						
22.	Pallivasal 2x30MW KESEB 31.01.2007	Oct-10 2010-11		12th plan (2012-13)	2 years	- Slow progress of civil works. - Delay in land acquisition. - Change in alignment of Adit to HRT.
TAMIL NADU						
23.	Bhavani Kattalai H.E. Project Barrage II (2x15 MW) TNEB 11.06.99	Mar-06 (2005-06)		Aug-11 (2011-12)	5 years 5 months	Delay in award of work
24.	BhavaniKattalai H.E. Project Barrage III (2x15 MW) TNEB 27.03.02	Mar-06 (2005-06)		Feb-12 (2011-12)	5 years 11 months	Delay in award of work
NORTH-EASTERN REGION						
MEGHALAYA						
25.	Myntdu (2x42MW + (1x42 MW) MeSEB 09.06.2003	Oct-06 (2006-07)		Nov-11 (2010-12)	5 Years	Delay in investment decision, MOE&F clearance and award of major works, Flooding of HRT, PH in October, 09 and in May, 10
PRIVATE						
26.	Karcham Wangtoo (4x250 MW) H.P. M/s. Jaypee Karcham Hydro Corp Ltd., (JKHCL) 31.3.03 (TEC)	Mar-10 (2009-10)		June-11 (2011-12)	1 year 3 months	Delay in Financial closure. Delay in start of works on right bank of Sutluj due to agitation by local villagers.
27.	Budhil (2x35MW) H.P. M/s. Lanco Green Power Pvt. Ltd. NA 02.06.06	Dec-08 (2008-09)		Sept.11 (2011-12)	2 Year 9 months	Slow progress of HRT due to poor geological conditions. Slow progress of dam works.
28.	Malana-II (2x50MW) H.P. M/s. Everest Power Pvt. Ltd. 15.10.2004 (State Govt)	July-09 (2009-10)		May 11 (2011-12)	1 year 10 months	Poor geology in HRT. Power evacuation arrangement.



1	2	3	4	5	6	7
29.	Srinagar (4x82.5 MW) Uttarakhand M/s Alaknanda Hydro Power Co. Ltd. 14.6.2000 (TEC)	Oct-05 (2005-06)		Nov-12 (2012-13)	7 Years	Financial Closure. Slow progress of dam works.
30.	Maheshwar (10x40 MW) SMHPC M.P. 30.12.96	Mar-02 (2001-02)		Mar-12 (2011-13)	11 Yrs.	Equity gap created by foreign partner, R&R problem, Funds constraints, Cash flow issue with BHEL
31.	Teesta Stage III (6X200 MW) Sikkim M/s Teesta Urja Limited 12.05.2006 (TEC)	Oct, 2011 (2012-13)		Mar-2012	5 months	Delay in forest clearance
32.	Teesta Stage VI (4X125 MW) Sikkim M/s Lanco Energy Private Limited 27.12.2006 (TEC)	2012-13		2013-14	1 Year	
33.	Rangit-IV HE Project (3X40 MW) JPCL 09.12.2005	2012-13		2013-14	1 Year	
34.	Chujachen (2x49.5 MW) Sikkim M/s. Gati Infrastructure Ltd. 30.11.04	Sept-09 2009-10		March-12 2011-12	2 Year 7 months	Slow progress in some stretches of HRT due to poor geology. Flash flood occurred on 16.04.09 at Rangpo dam. Cofferdam washed away.

#### Handloom Weavers

1574. SHRI A.T. NANA PATIL:  
SHRI HANSRAJ G. AHIR:

Will the Minister of TEXTILES be pleased to state:

(a) whether the number of weavers in the handloom  
sector in the country is constantly decreasing;

(b) if so, the comparative number of weavers in the  
handloom sector in 1995 and as on date alongwith the  
reasons for the constant decrease in their numbers;

(c) whether the said decrease in the number of  
weavers is having any adverse effect on the handloom  
industry in the country;

(d) if so, the details thereof; and

(e) the remedial measures taken/to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRIMATI PANABAKA LAKSHMI): (a) Yes Madam.

(b) The number of Handloom weavers and allied workers as per the Second Census of Handlooms of India (1995-96) and Third Handloom Census of India (2009-10) are detailed below:

Sl. No.	Census	Number of Handloom Weavers and Allied Workers (in lakhs)
1.	Second Census (1995-96)	65.50
2.	Third Census (2009-10)	43.31

Factors identified for the decline of Handloom Sector, inter alia, include,

- (i) competition with mechanized sector such as mill and powerloom Sectors,
- (ii) decline of handloom corporations/Apex Cooperative Societies
- (iii) high cost of credit & low disbursement of credit for the handloom weavers,
- (iv) Choking of cooperative credit lines due to debt over-dues and
- (v) marketing problems etc.

(c) and (d) Although, the number of handloom weavers and allied workers has declined, yet improvement in various other parameters has also been reported in 2009-10 Census over 1995-96 Census. The details are as under:

Sl. No.	Indicator	2009-10 Census	1995-96 Census
1.	Man days worked per weaver per annum (days)	234	197
2.	Share of full time weavers to total weavers	64%	44%
3.	Share of weaver households reporting less than a metre production	46%	68%
4.	Share of Idle looms	4%	10%

(e) For the development of Handloom Sector and welfare of Handloom weavers, five Schemes are under implementation, which are

- (i) Integrated Handlooms Development Scheme,
- (ii) Handloom Weavers' Comprehensive Welfare Scheme
- (iii) Marketing & Export Promotion Scheme
- (iv) Mill Gate Price Scheme and
- (v) Diversified Handloom Development Scheme.

Further, in pursuance of the recommendations of High Level Committee, constituted under Managing Director, National Bank for Agriculture and Rural Development (NABARD) and keeping in view the observations and suggestion of Ministry of Finance (Department of Expenditure), a revised package had been submitted to Ministry of Finance, which was under scrutiny. The proposals inter-alia include: (i) Waiver of overdue interest and overdue loans of Societies (ii) Recapitalisation of the balance sheet of Primary Weavers Cooperative Societies and State level Apex Societies with adequate fund support from Government; (iii) Financing the credit needs of handloom weavers/societies at lower rate of interest with interest subvention etc. Now, in the Budget speech delivered on 28.02.2011, the Finance Minister has announced a financial package in the Annual Budget 2011-12. The package, with a financial implication of Rs. 3000 crores, benefits more than 15000 handloom weavers cooperative societies.

#### Promotion of Religious and Cultural Places

1575. YOGI ADITYA NATH:

SHRI MAROTRAO SAINUJI KOWASE:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government proposes to promote religious and cultural places as tourism spots;

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

(c) the details of the schemes formulated for the said purpose; and

(d) the number of proposals received and sanctioned by the Union Government alongwith the Central financial assistance provided during the Eleventh Five Year Plan, State-wise?



THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (d) Development and promotion of tourist places, including religious and cultural places, are primarily the responsibility of the State Governments/UT Administrations. However, Ministry of Tourism provides central financial assistance under the scheme "Product/Infrastructure Development for Destinations and Circuits" based on proposals received from them which are complete in all respects as per the Scheme Guidelines, inter-se-priority and subject to availability of funds.

State-wise details of the projects and amount sanctioned by Ministry of Tourism during the 11th Five Year Plan (up to 30.09.2010) are given in the enclosed Statement.

#### **Statement**

*Tourism projects sanctioned during the Eleventh Five Year Plan (2007-2008, 2008-2009, 2009-2010 and 2010-11 upto 30.9.2010)*

(Rs. in crore)

Sl.No.	State	Number of Projects	Amount Sanctioned
1	2	3	4
1.	Andhra Pradesh	32	160.87
2.	Arunachal Pradesh	46	131.96
3.	Andaman and Nicobar Islands	0	0.00
4.	Assam	18	66.07
5.	Bihar	17	53.99
6.	Chandigarh	13	22.83
7.	Chhattisgarh	7	28.32
8.	Dadra and Nagar Haveli	3	0.24
9.	Daman and Diu	1	0.12
10.	Delhi	22	75.19
11.	Goa	6	67.92
12.	Gujarat	12	34.47
13.	Haryana	25	92.25
14.	Himachal Pradesh	33	104.72

1	2	3	4
15.	Jammu and Kashmir	88	202.45
16.	Jharkhand	8	11.56
17.	Kerala	31	137.43
18.	Karnataka	23	109.94
19.	Lakshadweep	1	7.82
20.	Maharashtra	12	68.90
21.	Manipur	25	71.51
22.	Meghalaya	17	41.44
23.	Mizoram	19	54.53
24.	Madhya Pradesh	45	165.17
25.	Nagaland	51	97.11
26.	Odisha	32	102.70
27.	Puducherry	15	29.34
28.	Punjab	19	65.46
29.	Rajasthan	21	88.90
30.	Sikkim	73	167.26
31.	Tamil Nadu	39	116.54
32.	Tripura	40	68.33
33.	Uttar Pradesh	34	117.39
34.	Uttarakhand	13	75.94
35.	West Bengal	34	120.32
Grand Total		875	2758.99

[English]

#### **Third Parry Motor Insurance**

1576. SHRI ANAND PRAKASH PARANJPE: Will the Minister of FINANCE be pleased to state:

(a) whether the Insurance Regulatory and Development Authority (IRDA) has recommended to raise in third party motor insurance premium;

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

(c) the action taken by the Government on the recommendations made?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The Insurance Regulatory and Development Authority (IRDA) has issued exposure draft on 4.1.2011 in respect of revision of third party motor premium rates. The Exposure Draft envisages an increase of 10% to 80% in the premium rates of third party motor insurance. The premium increase for private cars and two-wheelers is envisaged at 10% and for goods carriers it ranges upto 80%. The last increase in the third party premium was made in the year 2007 and it is more than three years now .that there has been no increase. The insurance companies would incur a loss of approximately Rs. 2500-3500 Crores in the current year *i.e.* 2010-11 on account of this business of which a substantial portion will be borne by public sector insurance companies. If the situation was allowed to continue, there will be a severe dent on the solvency of insurance companies which could lead to both solvency and liquidity issues for these companies. The Government has also advised IRDA to effect proposed increase in premium of third-party motor insurance after taking into consideration the view-points of various stakeholders.

### Power Generation

1577. SHRI RAVNEET SINGH: Will the Minister of POWER be pleased to state:

(a) the details of the demand, supply and peaking/ non-peaking shortage of power during the Eleventh Plan period, year-wise;

(b) the number of gas-based, thermal and hydel projects, set up in public and private sector during the above period, State-wise and year-wise;

(c) whether the Government has taken adequate steps for augmenting power generation, especially gas-based power and hydel power in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) The year-wise details of demand, supply and peaking/ non-peaking shortage of power during the 11th Plan period are as under:

Year	Energy				Peak			
	Requirement	Availability	Surplus/Deficit(-)		Peak Demand	Peak Met	Surplus/Deficit(-)	
	(MU)	(MU)	(MU)	(%)	(MW)	(MW)	(MW)	(%)
2007-08	7,39,343	6,66,007	-73,336	-9.9	1,08,866	90,793	-18,073	-16.6
2008-09	7,77,039	6,91,038	-86,001	-11.1	1,09,809	96,785	-13,024	-11.9
2009-10	8,30,594	7,46,644	-83,950	-10.1	1,19,166	1,04,009	-15,157	-12.7
2010-11*	7,13,903	6,52,246	-61,657	-8.6	1,22,470	1,08,901	-13,569	-11.1

\*Upto January, 2011 (Provisional)

(b) The State-wise, project wise and year-wise details of thermal including gas based and hydel projects commissioned during 11th Five Year Plan in the public and private sector are given in the enclosed Statement.

(c) and (d) Government has taken a number of measures for augmenting power generation in the country. These include de-licensing of thermal generation, introduction of ultra-mega power projects (UMPP), investors friendly New Hydro Policy, 2008, initiatives for augmentation of domestic manufacturing capacity of

power plant equipment, adoption of super-critical technologies, liberalization of mega power policy, instituting a robust monitoring mechanism, enhancing availability of skilled and trained manpower. In order to improve gas based generation, additional allocation of gas has been provided from KG(D-6) basin.

As a result, a capacity of 32,762 MW including 4097 MW gas based and 3921 MW hydel has been added till 21st February, 2011 in the 11th Plan, which is highest ever in any Five Year Plan and is more than 150% of the total capacity added in the 10th Plan.



**Statement***List of projects commissioned during 2007-2008*

Project Name	Region	Sector	State	Type	Total Capacity (MW)
1	2	3	4	5	6
<b>Thermal Projects</b>					
Sipath Unit-4	WR	C.S.	Chat	Coal	500
Paras Unit-1	WR	S.S.	Maha	Coal	250
Dholpur CCGT Unit-2	NR	S.S.	Raj.	Gas	110
Birsingpur Unit-5	WR	S.S.	M.P.	Coal	500
Dhuvran ST	WR	S.S.	Guj.	Gas	40
Raigarh (Jindal) U-L	WR	P.S.	Chat	Coal	250
Mejia Unit 6	ER	C.S.	Dvc	Coal	250
Ratnagiri Gas	WR	C.S.	Maha	Gas	740
Yamuna Nagar Unit-I	NR	S.S.	Har.	Coal	300
Santaldih Unit-5	ER	S.S.	W.B.	Coal	250
Rayalseema Unit-4	SR	S.S.	A.P.	Coal	210
Durgapur DPL U-7	ER	S.S.	W.B.	Coal	300
Bellary Unit-I	SR	S.S.	Kar.	Coal	500
Korba East Extn.-1	WR	S.S.	Chat	Coal	250
Sagardighi Unit-1	ER	S.S.	W.B.	Coal	300
Bakreshwar Unit-4	ER	S.S.	W.B.	Coal	210
Dholpur ST	NR	S.S.	Raj.	Gas	110
GHGTPS-II (Lek Moh)	NR	S.S.	Pun.	Coal	250
Raigarh (Jindal) U-3	WR	P.S.	Chat	Coal	250
Raigarh (Jindal) U-2	WR	P.S.	Chat	Coal	250
Kahalgaon Unit-6	ER	C.S.	Bih.	Coal	500
Yamuna Nagar Unit-I	NR	S.S.	Har.	Coal	300
Sub-Total (Thermal)					6620
<b>Hydro Project</b>					
Purlia PSS Unit-4 (JV)	ER	S.S.	W.B.	Hydro	900
Purlia PSS Unit-3 (JV)					

1	2	3	4	5	6
Purlia PSS Unit-2 (JV)					
Purlia PSS Unit-1 (JV)					
	WR	C.S.	M.P.	Hydro	520
Omkareswar Unit-1					
Omkareswar Unit-2					
Omkareswar Unit-3					
Omkareswar Unit-4					
Omkareswar Unit-5					
Omkareswar Unit-6					
Omkareswar Unit-7					
Omkareswar Unit-8					
Balimela Unit-7	ER	S.S.	Ori.	Hydro	150
Balimela Unit-8					
Maneri Bhali U-4	NR	S.S.	Utta	Hydro	304
Maneri Bhali U-1					
Maneri Bhali U-3					
Maneri Bhali U-2					
Teesta-V Unit-2	ER	C.S.	Sikk	Hydro	510
Teesta-V Unit-3					
Teesta-V Unit-1					
Jurala Priya	SR	S.S.	A.P.	Hydro	39
Sub-Total (Hydro)					2423
Nuclear Project					
Kaiga Unit-3	SR	C.S.	Kar.	Nuclear	220
Sub-Total (Nuclear)					220
Total (Thermal+Hydro+Nuclear): (2007-2009)					9263

*List of projects commissioned during 2008-2009*

Project Name	Region	Sector	State	Type	Total Capacity (MW)
1	2	3	4	5	6
Thermal Projects					
Bhilai Exn.TPP Unit-1	WR	C.S.	Chat	Coal	250
Valuthur Ph-II GTPP	SR	S.S.	Tam	Gas	59.8



1	2	3	4	5	6
Amarkantak U-5	WR	S.S.	M.P.	Coal	210
Raigarh (Jindal) U-4	WR	P.S.	Chat	Coal	250
Sagardighi U-2	ER	S.S.	W.B.	Coal	300
GHGTPP-II, Lehar Mob.	NR	S.S.	Pun.	Coal	250
Sipat St-II U-S	WR	C.S.	Chat	Coal	500
Valuthur Ph-II St	SR	S.S.	Tam.	Gas	32.4
Sugen CCPP	WR	P.S.	Guj	Gas	382.5
Kutch Lignite	WR	S.S.	Guj	Coal	75
Trombay Extn.	WR	P.S.	Maha	Coal	250
Sub-Total (Thermal)				-	2484.7
Hydro Project					
Ghatghar PSS	WR	S.S.	Maha.	Hydro	125
Ghatghar PSS	WR	S.S.	Maha.	Hydro	125
Jurala Priya	SR	S.S.	A.P.	Hydro	39
Baglihar Unit-1	NR	S.S.	J&K	Hydro	150
Baglihar Unit-2	NR	S.S.	J&K	Hydro	150
Baglihar Unit-3	NR	S.S.	J&K	Hydro	150
Varahi Ext.Unit 1	SR	S.S.	Kar.	Hydro	115
Varahi Ext.Unit 2	SR	S.S.	Kar.	Hydro	115
Sub-Total (Hydro)					969
Nuclear Project					
Sub-Total (Nuclear)					0
Total (Thermal+Hydro+Nuclear):- (2008-2009)					3453.7

*List of projects commissioned during 2009-2010*

Project Name	Region	Sector	State	Type	Total Capacity (MW)
1	2	3	4	5	6
Torangallu U-1	SR	P.S.	Kar.	Coal	300
Sugen-U2	WR	P.S.	Guj.	Gas	382.5
Gautami	SR	P.S.	A.P.	Gas	464

1	2	3	4	5	6
Konaseema U-1	SR	P.S.	A.P.	Gas	280
Sugen U-3	WR	P.S.	Guj	Gas	382.5
Lanco Amar U-1	WR	P.S.	Chatt	Coal	300
Bakreshwar U-5	ER	S.S.	Wb	Coal	210
Bhilai U-2	WR	C.S.	Chatt	Coal	250
Kahalgaon-II U-7	ER	C.S.	Bihar	Coal	500
Mundra Ph-I, U-1	WR	P.S.	Guj	Coal	330
Utran	WR	S.S.	Guj	Gas	240
Torangallu U-2	SR	P.S.	Kar	Coal	300
Suratgarh U-6	NR	S.S.	Raj	Coal	250
Kota U-7	NR	S.S.	Raj	Coal	195
Budge-Budge-Ex	ER	P.S.	WB	Coal	250
Kutch Lignite U-4	WR	S.S.	Guj	Lignite	75
Vijaywada St.IV U-1	SR	S.S.	A.P.	Coal	500
Utran CCPP-II	WR	S.S.	Guj	Coal	134
Jalipa Lignite U-1	NR	P.S.	Raj	Lignite	135
Chabra U-1	NR	S.S.	Raj	Coal	250
Chandrapur U-7	ER	C.S.	DVC	Coal	250
Lanco Kondapaili St-II	SR	P.S.	A.P.	Gas	233
NCTPP Dadri Unit No.5	NR	C.S.	UP	Coal	490
New Parli Ext U-2	WR	S.S.	Maha	Coal	250
Rosa St-I U-1	NR	P.S.	UP	Coal	300
Mundra TPP, Ph-L, U-2	WR	P.S.	Guj	Coal	330
Lanco Amarkantak TPS U-2	WR	P.S.	Chatt	Coal	300
Paras TPS Ext. U-2	WR	S.S.	Maha	Coal	250
Chandrapura U-10	ER	C.S.	DVC	Coal	250
Rajiv Gandhi (Hissar)	NR	S.S.	Har	Coal	600
Giral Lignite	NR	S.S.	Raj	Lignite	125
Total Thermal					9106
Hydro Projects					
Jurala Priya U-3	SR	S.S.	A.P.	Hydro	39
Total Hydro					39



1	2	3	4	5	6
Nuclear Project					
RAPP U-5	NR	C.S.	Raj	Nuclear	220
RAPP U-6	NR	C.S.	Raj	Nuclear	220
Total Nuclear	440				
Total (Thermal+Hydro+Nuclear) (2009-10)					9585

*List of projects commissioned during 2010-2011 (XIth Plan) As on 23.02.2011*

Project Name	Region	Sector	State	Type	Total Capacity (MW)
1	2	3	4	5	6
Surat Lignite Exp. TPP, U-3	NR	S.S	Guj	Lignite	125
Surat Lignite Exp. TPP, U-4	NR	S.S	Guj	Lignite	125
Chhabra TPS U-2	NR	S.S.	Raj.	Coal	250
Kakatiya St-I U-1	SR	S.S.	A.P.	Coal	500
Rosa Ph-I U-2	NR	P.S.	U.P.	Coal	300
Barsingsar Lig. U-1	NR	C.S.	Raj.	Lignite	125
Wardha Warora TPP U-1	WR	P.S.	Maha.	Coal	135
Raichur TPS Extn. U-8	SR	S.S.	Karnataka	Coal	250
Konaseema ST	SR	P.S.	A.P.	Gas/LNG	165
Lanco Konoapalli St-II	SR	P.S.	A.P.	Gas	133
Udupi U-1	SR	P.S.	Karnataka	Coal	600
Dadri U-6	NR	C.S	U.P.	Coal	490
Jalpa Lignite U -2	NR	P.S.	Raj	Coal	135
Mundra TPP Ph-I,U-3	WR	P.S.	Guj	Coal	330
Baramura Gt Extn.	Ner	S.S	Tri	Gas	21
JSW Energy Ratnagiri	WR	P.S.	Maha.	Coal	300
Mejia Ph II, U-1	ER	C.S.	DVC	Coal	500
Rajiv Gandhi (Hissar) U-2	NR	S.S	Har	Coal	600
Sterlite (Jharsuguda) U-2	ER	P.S.	Ori	Coal	600

1	2	3	4	5	6
Wardha Warora TPP U-2	WR	P.S.	Maha.	Coal	135
Pargati (Bawana) CCPP GT-I & II	NR	S.S.	Del	Coal	500
Stage-III U-1					
Indra Gandhi STPP (Jhajjar) U-1	NR	C.S.	Har	Coal	500
JSW Energy Ratnagiri U-2	WR	P.S.	Maha.	Coal	300
Mundra TPP Ph-I,U-4	WR	P.S.	Guj	Coal	330
Korba STPP St III U-7	WR	C.S.	Chatt	Coal	500
Mundra TPP Ph-II U-1	WR	P.S.	Guj	Coal	660
Rayalseema TPP St.III U-5	SR	S.S.	AP	Coal	210
Sterlite (Jharsuguda) U1	ER	P.S.	Ori	Coal	600
Rithala CCPP GT-1	NR	P.S.	Del	Gas	35.75
Rithala CCPP GT-2	NR	P.S.	Del	Gas	35.75
Wardha Warora TPP U-3	WR	P.S.	Maha.	Coal	135
Barsinghsar Lignite U-2	NR	C.S.	Raj	Coal	125
Total Thermal					9750.5
Hydro Projects					
Kuttiyadi Additional Extn. H.E. U-1	SR	S.S.	Kerala	Hydro	50
Sewa II U-1	NR	C.S.	J&K	Hydro	40
Sewa II U-2	NR	C.S.	J&K	Hydro	40
Sewa II U-3	NR	C.S.	J&K	Hydro	40
Jurala Priya U-4	SR	S.S.	A.P.	Hydro	39
Allain Duhangan U-1	NR	P.S.	H.P.	Hydro	96
Allain Duhangan U-II	NR	P.S.	H.P.	Hydro	96
Kutiyadi Additional Ext.H.E. U-2	SR	S.S.	Kerala	Hydro	50
Jurala Priya U-5	SR	S.S.	A.P.	Hydro	39
Total Hydro					490
Nuclear Projects					
Kaiga U-4	SR	C.S.	Kar	Nuclear	220
Total Nuclear					220
Total (Thermal+Hydro+ Nuclear) (2010-11)					10460.5



[Translation]

### Survey of Mining Activities

1578. DR. KIRODI LAL MEENA: Will the Minister of MINES be pleased to state:

(a) whether the Supreme Court had directed the Government to conduct a survey of mining activities through satellite remote sensing in Aravali hills in various districts of Rajasthan;

(b) if so, whether the survey report was submitted within stipulated time; and

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

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI DINSHA PATEL): (a) to (c) As per information available, Hon'ble Supreme Court of India vide order dated 19.2.2011 in interlocutory applications filed in the matter of T.N. Godavarman Thirumulpad vs Union of India, have directed the Forest Survey of India (FSI) to carry out the satellite imagery in Aravalli hills in Rajasthan in co-operation with the Central Empowered Committee and the State of Rajasthan. A Report is required to be submitted to the Hon'ble Supreme Court within a period of four months, starting from 19.2.2011. FSI has commenced survey operations.

### Islamic Banking

1579. SHRI DHARMENDRA YADAV:  
SHRI ASADUDDIN OWAISI:  
SHRI ANANDRAO ADSUL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Raghuram Rajan Committee has recommended for introduction of Islamic Banking/interest free banking in the country to ensure 'inclusive growth with innovation';

(b) if so, the details thereof;

(c) whether the Government has accepted the recommendations made by the said Committee keeping in view the judgement made by the Kerala High Court in this regard;

(d) if so, the details thereof alongwith the implementation status of such accepted recommendation and if not, the reasons therefor; and

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

THE MINISTER OF STATE IN MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Raghuram Rajan Committee (Report of the Committee on Financial Sector Reforms) in 2008 has, *inter-alia*, stated the following regarding Islamic Banking/interest free banking:

"Certain faiths prohibit the use of financial instruments that pay interest. The non availability of interest free banking products (where the return to the investor is tied to the bearing of risk, in accordance with the principles of that faith) results in some Indians, including those in the economically disadvantaged strata of society, not being able to access banking products and services due to reasons of faith. This non availability also denies India access to substantial sources of savings from other countries in the region.

While interest free banking is provided in a limited manner through NBFCs and cooperatives, the Committee recommends that measures be taken to permit the delivery of interest free finance on a larger scale, including through the banking system".

(c) to (e) The Government of India has submitted before the Hon'ble High Court of Kerala at Ernakulam in Writ Petition (Civil) No. 35180 of 2009 and Writ Petition (Civil) No. 10662 of 2010 that in the current statutory and regulatory framework it is not legally feasible for banks in India to undertake Islamic banking activities in India or for branches of Indian banks abroad to undertake Islamic banking outside India. The said stand of the Government of India is applicable *Mutatis Mutandis* to the activities of Non-banking Financial Companies also.

[English]

### Credit to Farmers

1580. SHRI PONNAM PRABHAKAR:  
SHRI MANICKA TAGORE:  
SHRI SURESH KUMAR SHETKAR:  
SHRI A.T. NANA PATIL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has directed the scheduled commercial banks to improve their flow of credit to agricultural sector at the rate of 20 per cent per annum;

(b) if so, the details thereof;

(c) the details of the number of small farmers belonging to the Scheduled Castes/Tribes and Backward



Classes and loans disbursed to them by the Regional Rural Banks during the last three years and the current financial year, State-wise;

(d) whether the Government has received complaints against the said banks for denial of agricultural loans to the farmers which forced them to raise loans from private money lenders at higher rate of interest;

(e) if so, the details thereof and the action taken on such complaints alongwith the achievements thereon; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The Government of India had in 2004 announced a package for doubling the flow of credit to agriculture and allied activities in a period of three years commencing from 2004-05 over the amount disbursed during the year 2003-04. The target was however achieved in two years. The set targets for agriculture credit has been achieved each year thereafter, by the banking system. The target for the flow of agriculture credit was set at Rs. 3,25,000 crore for the year 2009-10. Against this target the Banking system provided Rs. 3,84,514 crore as credit in 2009-10. For the year 2010-11, the target has been fixed at Rs. 3,75,000 crore, against which the Banking system has already provided Rs. 2,91,142 crore as credit as on 31st December, 2010. The Government of India has set the agriculture credit flow target for the year 2011-12 at Rs. 4,75,000 crore. The target for the year 2011-12 is thus, 26.67% higher than the target fixed for the previous year. Banks have also been asked to step up direct lending for agriculture and to increase credit to small and marginal farmers.

The details of target and disbursement to agriculture by the scheduled commercial banks for the last three years and current year are furnished below:

(Amount in Rs. crore)

Year	Target	Achievement
2007-08	1,50,000	181,087.61
2008-09	1,95,000	2,28,951.31
2009-10	2,50,000	2,85,799.73
2010-11	2,80,000	1,90,296.61*

(Source: NABARD)

\*till Nov 2010

Further, Government of India has advised the Chief Executives of the Public Sector banks to monitor the increase in loans extended through the Kisan Credit Card (KCC) route so as to ensure an increase of 20% in the number and a 20% increase in amount during the financial year 2010-11 under the KCC scheme.

(c) Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD) have reported that the specific information as sought, is not compiled in the present information system. However, the State-wise number of farmers belonging to SC/ST who have been provided loans under KCC by Regional Rural Banks upto 31st March 2010 since inception is furnished in the enclosed statement.

(d) and (e) Complaints of various types, including complaints on agriculture lending by banks are received by the Government from time to time. These are immediately forwarded to the concerned Bank for redressal as a suitable mechanism exists in all banks for receiving and addressing such complaints from customers/constituents. This mechanism lays specific emphasis on resolving such complaints fairly and expeditiously, regardless of their source. Further, to ensure that the complaint redressal mechanism is effective and for strengthening customer services, the Reserve Bank of India (RBI) has issued instructions to all banks for putting in place a four tier institutional arrangement consisting of (i) Customer Service Committee of the Board, (ii) Standing Committee of Executives on Customer Service, (iii) a nodal Department/Office for customer service at the Head Office and Controlling Offices and (iv) a Customer Service Committee at the branch level.

(f) The Government of India and RBI have taken several measures in order to ensure the proper availability of credit to farmers through banks. These include:

- As per the extant guidelines on lending to priority sector, scheduled domestic commercial banks are required to achieve 18 per cent of their Adjusted Net Bank Credit (ANBC) or Credit Equivalent of off Balance Sheet Items (CE), whichever is higher as on March 31 of the previous year under advances to agricultural sector.
- In order to provide hassle-free crop loans to farmers, NABARD issued guidelines in August



- 1998 in respect of KCC Scheme. It had revised the scheme in 2004. The revised scheme covers term credit as well as working capital for agriculture and allied activities, and a reasonable component for consumption needs.
- The Government of India, since 2006-07 is providing an Interest Subvention to all Public Sector Banks, Regional Rural Banks and Cooperative Banks for short term crop loans upto Rs 3 lakh, so as to ensure that short term agriculture credit is available at 7% to farmers. In 2010-11, an additional 2% interest subvention is being provided to those farmers, who repay their short term crop loans in time. Thus the short term crop credit is available to prompt payee farmers @ 5% p.a. for loans upto Rs 3 lakh. Similarly, for the year 2011-12 the Interest Subvention Scheme proposes to provide prompt repaying farmers short term crop credit @ 4% p.a.
  - the Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 de-clogged the lines

of credit that were clogged due to the debt burden on the farmers;

- Banks have been advised to dispense with the requirement of "no due" certificate for small loans up to Rs 50,000 to small and marginal farmers, share-croppers and the like and instead obtain a self-declaration from the borrower.
- Banks (including RRBs), have been advised that wherever there are difficulties in getting certification from the local administration/ panchayati raj institutions regarding the cultivation of crops, etc., they may accept an affidavit submitted by landless labourers, share croppers and oral lessees giving the occupational status (i.e., details of tlaend tiled/ crop grown) for loans up to Rs 50,000.
- RBI has advised to banks to waive margin/ security requirements for agricultural loans upto Rs 1,00,000.

#### **Statement**

*KCC Scheme - Coverage under SC/ST - Position as on 31 March 2010 (since inception) - RRBs*

Sl.No.	State/UT	Total No. of KCCs	SF/MF coverage	SC/ST coverage
1	2	3	4	5
1.	Andhra Pradesh	2067720	1367480	208834
2.	Assam	154076	N.A.	N.A.
3.	Arunachal Pradesh #	3333	N.A.	N.A.
4.	Bihar	1109688	842198	147367
5.	Gujarat	248450	93369	11928
6.	Goa \$			
7.	Haryana	372166	310638	11527
8.	Himachal Pradesh	54721	10185	3705
9.	Jammu and Kashmir	24401	N.A.	N.A.
10.	Karnataka	1255223	N.A.	N.A.

1	2	3	4	5
11.	Kerala	472712	N.A.	N.A.
12.	Madhya Pradesh	575184	274163	108090
13.	Maharashtra	329637	80728	13819
14.	Meghalaya #	22036	N.A.	N.A.
15.	Mizoram #	9460	N.A.	N.A.
16.	Manipur #	2073	N.A.	N.A.
17.	Nagaland #	1795	N.A.	N.A.
18.	Odisha	704624	102121	7718
19.	Punjab	139826	98293	7281
20.	Rajasthan	498655	N.A.	N.A.
21.	Sikkim #			
22.	Tamil Nadu	294347	N.A.	N.A.
23.	Tripura #	52704	N.A.	N.A.
24.	Uttar Pradesh	3915943	2637349	629104
25.	West Bengal	375212	N.A.	N.A.
26.	Andaman and Nicobar Islands #			
27.	Chandigarh \$			
28.	Daman and Diu @#\$			
29.	New Delhi #			
30.	Dadra and Nagar Haveli @\$			
31.	Lakshadweep @\$			
32.	Puducherry	133	N.A.	N.A.
33.	Jharkhand	386558	N.A.	N.A.
34.	Chhattisgarh	300597	N.A.	N.A.
35.	Uttarakhand	49945	38701	10112
Total		13421219	5855225	1159485

\$ : No RRBs in these States/UTs.

N.A.: Data not available.

SF/MF Small Farmer/Marginal Farmer

RRB: Regional Rural Banks

Source: NABARD



[Translation]

### Information Kiosks

1581. SHRI ANURAG SINGH THAKUR: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received a proposal from the Government of Himachal Pradesh seeking Central assistance for setting up of information Kiosks, to provide online reservation facility for the hotels of Himachal Pradesh State Tourism Development Corporation and for revamp of its website;

(b) if so, the details thereof; and

(c) the time by which the said proposal is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (c) Ministry of Tourism has received proposals from Government of Himachal Pradesh seeking Central Financial Assistance for providing facilities for internet, information kiosk & online hotel reservation in Himachal Pradesh Tourism Development Corporation (HPTDC) and revamping of Website.

Development & promotion of tourism is primarily undertaken by the State Governments/Union Territory Administrations. However, the Ministry of Tourism, Government of India, provides Central Financial Assistance for Tourism Projects on the basis of proposals received from them under various schemes (including information technology scheme) subject to adherence of the scheme guidelines, availability of funds and inter-se-priority.

The proposal for revamping of website has been sanctioned with Central Financial Assistance of ₹15.00 lakh during the current financial year 2010-11.

### Funds Borrowed by NHPC

1582. SHRI DEVJI M. PATEL: Will the Minister of POWER be pleased to state:

(a) the details of functional power projects of the National Hydroelectric Power Corporation Limited (NHPC) in the country, project-wise and State-wise;

(b) the amount of funds borrowed by the NHPC from the World Bank and other financial institutions so far;

(c) the amount paid as interest by the NHPC every year till now; and

(d) the steps taken by the NHPC for repayment of loans so far?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) State-wise details of NHPC's functional/operational power projects in the country are given in the enclosed Statement-I.

(b) and (c) Details of outstanding foreign and domestic loans as on 31.12.2010 of NHPC are given in the enclosed Statements-II and III respectively. Year-wise details of the interest paid on outstanding foreign and domestic loans as on 31.12.2010 so far, are given in the enclosed Statements-IV and V respectively.

(d) Various hydel power projects have been constructed by NHPC under cost-plus based tariff regime wherein all costs incurred for construction and operation are recoverable through the tariff of the project determined by Central Electricity Regulatory Commission(CERC). Therefore, as on date, NHPC has sufficient internal resources to repay its loans and interest thereon, as and when they become due.

### Statement I

Sl.No.	Project	Installed Capacity (MW)
1	2	3
Himachal Pradesh		
1	Baira Siul	180
2	Chamera-I	540
3.	Chamera-II	300
	Sub Total	1020
Jammu and Kashmir		
1.	Salal	690
2.	Uri-I	480
3.	Dulhasti	390
4.	Sewa-II	120
	Sub Total	1680

1	2	3
Uttarakhand		
1.	Tanakpur	120
2.	Dhauliganga-I	280
	Sub Total	400
Sikkim		
1.	Rangit	60
2	TEESTA-V	510
	Sub Total	570

1	2	3
Manipur		
1.	Loktak	105
Madhya Pradesh (in JV)		
1.	Indira Sagar (NHDC-JV)	1000
2.	Omkareshwar (NHDC-JV)	520
	Sub Total	1520
		5295

**Statement II***Details of outstanding foreign currency loan as on 31.12.2010*

Name of Project/ Financier	Currency	Total Sanctioned/ DRAWL in FC	Repayment in FC	Amount in F.C	Ex. Rate as on 31.12.2010	Equivalent Outstanding Loan in INR (Rs. in crore)
URI-I/Nordic Investment Bank	USD	57,936,334	55,417,362	2,518,971	45.2800	11.41
CHAMERA-II/Export Development Bank	CAD	157,017,652	7,145,873,338	67,540,828	45.5100	307.38
DHAULIGANGA/Japan Bank of International Cooperation Agency- IDP-107	JPY	4,972,072,748	2,776,902,630	3,759,339,000	0.5585	209.96
DHAULIGANGA/Japan Bank of International Cooperation Agency- IDP-129	JPY	16,311,105,720	9,109,752,545	13,526,220,000	0.5585	755.44
DHAULIGANGA/Japan Bank of International Cooperation Agency- IDP-153	JPY	12,048,184,459	6,728,911,020	12,048,184,459	0.5585	672.89
TEESTA-V/Deutsche Bank - Nippon Export Insurance - Untied facility	JPY	18,240,000,000	10,187,040,000	14,592,000,000	0.5585	814.96
TOTAL INR						2,772.04



**Statement III***Fund Borrowed By NHPC LTD. from Domestic Financial Institution Loan Funds - Secured*

(Amount in crores)

	Amount Sanctioned	Amount Drawn	Repayment till date	Loan o/s as on 31st December, 2010
1	2	3	4	5
(A) BONDS (Non-convertible and Non-cumulative)				
BONDS-O SERIES	570.00	570.00	114.00	456.00
BONDS-P SERIES	2,000.00	2,000.00	-	2,000.00
TOTAL BONDS (A)	2,570.00	2,570.00	114.00	2,456.00
(B) TERM LOANS				
CANARA BANK	85.00	85.00	34.00	51.00
INDIAN OVERSEAS BANK	50.00	50.00	37.50	12.50
STATE BANK OF PATIALA	40.00	40.00	14.00	26.00
CANARA BANK	50.00	50.00	30.00	20.00
LIFE INSURANCE CORPORATION OF INDIA	2,500.00	2,500.00	416.67	2,083.33
CANARA BANK	200.00	200.00	80.00	120.00
SYNDICATE BANK	183.00	183.00	54.90	128.10
ORIENTAL BANK OF COMMERCE	200.00	200.00	60.00	140.00
ORIENTAL BANK OF COMMERCE	100.00	100.00	-	100.00
LIFE INSURANCE CORPORATION OF INDIA	1,896.00	1,896.00	-	1,896.00
INDIAN BANK	100.00	100.00	-	100.00
POWER FINANCE CORPORATION LIMITED	750.00	541.00	-	541.00
POWER FINANCE CORPORATION LIMITED	186.00	186.00	41.85	144.15
POWER FINANCE CORPORATION LIMITED	70.00	70.00	-	70.00
POWER FINANCE CORPORATION LIMITED	2,087.00	1,012.00	-	1,012.00
POWER FINANCE CORPORATION LIMITED	413.00	413.00	61.95	351.05
POWER FINANCE CORPORATION LIMITED	500.00	500.00	50.00	450.00

1	2	3	4	5
INDIAN BANK	75.00	75.00	-	75.00
UCO BANK	1,000.00	1,000.00	-	1,000.00
TOTAL SECURED LOANS (B)	10,485.00	9,201.00	880.87	8,320.13
Grand Total (A+B)	13,055.00	11,771.00	994.87	10,776.13
Loan Funds - Unsecured				
Loans from Central Government- Unsecured				
Subordinate Debt from Government of India-Nimmo-Bazgo	270.00	243.00	-	243.00
Subordinate Debt from Government of India-Chutak	364.00	325.00	-	325.00
Subordinate Debt from Government of India-Kishanganga	2,380.44	328.00	-	328.00
TOTAL UNSECURED LOANS	3,014.44	896.00	-	896.00
Total Borrowing for the year	16,069.44	12,667.00	994.87	11,672.13

**Statement IV***Year-wise Interest paid (Foreign loan)*

(Rs. in crores)

	31st March, 1995	31st March, 1996	31st March, 1997	31st March, 1998	31st March, 1999	31st March, 2000	31st March, 2001	31st March, 2002	31st March, 2003	31st March, 2004	31st March, 2005	31st March, 2006	31st March, 2007	31st March, 2008	31st March, 2009	31st March, 2010	up to 31st Decem- ber, 2010	Cumul- ative interest as on 31st Decem- ber, 2010
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
TERM LOANS FROM BANKS/Fls-FOREIGN CURRENCY																		
Nordic Investment Bank	0.23	4.07	10.43	11.36	12.9	12.83	16.81	11.33	4.12	2.38	2.95	4.84	5.73	3.77	2.00	0.47	0.09	106.39
Export Development Canada	-	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.93	31.52	29.96	27.17	24.82	22.74	14.69	181.83
Japan Bank of International Cooperation Tranche-I	-	-	-	0.26	0.85	1.85	2.69	3.62	4.74	4.75	4.85	4.35	4.17	3.69	4.83	4.66	3.74	49.05
Japan Bank of International Cooperation	-	-	-	0.00	0.00	0.01	2.17	4.35	9.09	13.53	15.60	14.54	14.48	13.01	17.95	16.97	13.11	134.81



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Tranche-II																		
Japan Bank of International Cooperation	-	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	4.22	5.38	5.50	8.63	7.95	6.45	39.62
Tranche-III																		
Deutsche Bank & others	-	-	-	0.00	0.00	0.00	0.00	0.00	0.11	0.47	0.71	2.56	3.57	10.57	16.94	11.79	6.95	53.67
	-	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Unsecured Loans	0.23	4.07	10.43	11.62	13.84	14.70	21.67	19.29	18.06	21.13	56.52	62.03	63.28	63.71	75.18	64.57	45.04	565.37

**Statement V**

	31st March, 2002	31st March, 2003	31st March, 2004	31st March, 2005	31st March, 2006	31st March, 2007	31st March, 2008	31st March, 2009	31st March, 2010	up to 31st March, 2010	Cumu- lative interest as on 31st December, 2010
1	2	3	4	5	6	7	8	9	10	11	12
(A) BONDS (Non-convertible and Non-cumulative)											
BONDS-O SERIES	-	0.22	43.89	43.89	43.89	43.89	43.89	43.89	9.50	26.33	329.40
BONDS-P SERIES	-	-	-	-	-	-	-	-	35.01	135.00	170.01
TOTAL BONDS (A)	-	0.22	43.89	43.89	43.89	43.89	43.89	43.89	74.52	161.33	499.41
(B) TERM LOANS											
CANARA BANK (85 cr)	-	-	0.11	5.74	5.74	5.74	5.75	5.55	4.40	2.59	35.62
INDIAN OVERSEAS BANK	1.79	5.60	4.08	3.77	3.75	4.21	5.13	4.78	3.07	1.67	37.85
STATE BANK OF PATIALA	0.98	4.16	2.36	3.18	3.18	2.87	2.75	2.84	2.50	1.68	26.49
CANARA BANK (50 cr)	-	3.60	4.66	4.29	4.25	4.62	5.47	4.65	3.16	1.75	36.45
LIFE INSURANCE CORPORATION OF INDIA	-	0.51	9.36	19.81	23.20	114.77	197.53	201.25	189.33	131.20	886.97
CANARA BANK	-	-	-	2.18	13.72	13.72	13.21	11.81	10.44	7.04	72.11
SYNDICATE BANK	-	-	-	0.46	12.55	12.55	12.52	11.74	10.42	6.96	67.19
ORIENTAL BANK OF COMMERCE	-	-	-	0.36	13.72	13.72	13.83	12.97	11.53	7.53	73.65

[illegible]



[English]

**Debt Hit Farmers**

1583. SHRI K.J.S.P. REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has details of the debt hit farmers in the country;

(b) if so, the details thereof, State-wise including Andhra Pradesh for the last three years;

(c) if not, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) National Bank for Agriculture and Rural Development (NABARD) has reported that the latest decennial All-India Debt and Investment Survey (AIDIS) and the Situation Assessment Survey of Farmers (SAS), both conducted by NSSO during January-December 2003 in its 59th Round, provide insights into varied dimensions of farmers' indebtedness in India. Of the 89.33 million farmer households estimated in 2003, the SAS shows that 43.42 million or 48.6 per cent were indebted. Incidence of Indebtedness in Major States is furnished below:

State	% of Indebted Farmer Households
1	2
Andhra Pradesh	82
Tamil Nadu	74.5
Punjab	65.4
Kerala	64.4
Karnataka	61.6
Maharashtra	54.8
Haryana	53.1
Rajasthan	52.4
Gujarat	51.9
Madhya Pradesh	50.8

1	2
West Bengal	50.1
Odisha	47.8
Uttar Pradesh	40.3
Himachal Pradesh	33.4
Bihar	33
Jammu and Kashmir	31.8
Assam	18.1
All India	48.6

(d) To mitigate distress of farmers in the 31 identified debt stressed districts of Andhra Pradesh, Maharashtra, Karnataka and Kerala, GoI had announced a rehabilitation package in respect of agricultural credit. NABARD implemented the Prime Minister's Package of relief measures for the debt stressed farmers of 31 districts of Maharashtra, Andhra Pradesh, Karnataka and Kerala in respect of Cooperative Banks and Regional Rural Banks functioning in the identified districts. The components of the package were as under:

- (i) The entire interest on overdue agricultural loans as on 01.07.2006 was waived and farmers were made eligible for fresh loan from the banking system.
- (ii) The overdue loans of the farmers as on 01.07.2006 were rescheduled over a period of 3-5 years with one year moratorium.
- (iii) An additional credit flow was ensured in these 31 districts through the banking sector.
- (iv) The burden of waiver of interest on agricultural loans was shared equally by the State and Central Governments.

The total interest waiver in the 31 identified districts of state of Maharashtra, Karnataka, Andhra Pradesh and Kerala was Rs. 1780.28 crore in respect of Cooperative Banks and Regional Rural Banks and 50% share of Government of India released by NABARD was Rs. 844.15 crore. The scheme was closed as on 31.12.2007. The credit flow to the farmers in the identified 31 districts and Watershed Development Programme under non-credit measures to these districts is being monitored by NABARD.



The Government of India's Agricultural Debt Waiver and Debt Relief Scheme (ADWDRS), 2008 aimed at de-clogging the lines of credit that were clogged due to the debt burden on the farmers and to entitle these farmers for fresh credit. All agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs), Cooperative Banks (including Urban Cooperative Banks) and Local Area Banks (LABs) up to 31st March, 2007, overdue as on 31st December, 2007 and that remained unpaid until 29.02.2008 were covered under the Scheme. The Government of India (GoI) has so far released an amount of Rs. 51,340.47 crore to the lending institutions as reimbursement under the Agricultural Debt Waiver and Debt Relief Scheme, 2008.

Further, Short Term crop loans upto Rs. 3 lakh at interest rate of 7% per annum has been extended to the farmers since 2006-07. A payment incentive of an additional subvention of @ 2% is being provided during 2010-11 for prompt repaying farmers. This additional subvention is proposed to be enhanced to 3% in 2011-12, thus reducing the effective rate of interest to 4% per annum for the prompt paying farmers in 2011-12.

#### **Unitization of NPS**

1584. SHRIMATI JAYAPRADA: Will the Minister of FINANCE be pleased to state:

(a) whether government is aware that contributions of central government employees under New Pension System (NPS) is still pending for unitization since inception;

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

(c) whether no decision has been taken with regard to employees who made contribution but left the job or shifted to another job;

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

(e) whether there is possibility of a huge scam in NPS in view of pending unitization of hard earned money of employees;

(f) whether government proposes to revert employees falling under NPS to old pension scheme in view of inability of government to pass an act in this regard since last seven years; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The New Pension System (NPS) was launched for the Central Government employees (other than Armed Forces Personnel) joining the Central Government service on or after 1st Jan, 2004. The complete NPS architecture was put in place w.e.f. 1st April, 2008, with the appointment of the National Securities Depository Limited (NSDL) as Central Recordkeeping Agency (CRA), the Bank of India as Trustee Bank (TB) and 3 Pension Fund Managers (PFMs). During the intervening period from 1.1.2004 to 31.3.2008, the funds and data upload by various accounting formations had been intermittent and all investments and returns generated thereon, are being managed on a pooled basis and the individual retirement accounts of subscribers were credited with the rupee balances upto 31.3.2010 at the Net Assets Value (NAV) of rupee one.

The complete transfer of funds has been reconciled between the CRA, Trustee Bank and the three PFMs. The reconciled funds are being credited to the individual retirement accounts of the subscribers upto 31.03.2010. The unitization of funds prior to 31.03.2010 is under process. With effect from 01.04.2010, the reconciled funds have been credited to the subscriber account at the NAV when the money is received by the fund managers.

(c) and (d) Pension Fund Regulatory and Development Authority (PFRDA) has informed that as per the prescribed procedure in respect of the Government servant retiring/exiting from NPS, a withdrawal request is required to be submitted to the CRA only through the concerned Pay and Account Officer (PAO)/Cheque Drawing and Disbursing Officer (CDDO) from the registered official e-mail address. PFRDA has made a reference to the Government for issuing some clarification/guidelines concerning withdrawal under NPS. The Government is examining these issues.

(e) PFRDA has directed NSDL to issue Statement of Transactions to all subscribers to ensure that all contributions made by the subscribers are accounted for. Subscriber can approach the concerned PAO/CDDO for rectification of any anomaly/missing credit. Such intervention ensures transparency and accuracy of accounts. Presently, all Statement of Accounts are also available on line for view by individual subscribers.

(f) and (g) The PFRDA Bill, 2005 was introduced in the Lok Sabha in March, 2005 and the official amendments in January, 2009. However, the Bill lapsed on dissolution of the 14th Lok Sabha. In the Budget for the year 2011-12, the Government has announced its



proposal to move the revised PFRDA Bill. There is no proposal to revert the employees falling under the NPS to the old pension scheme.

[Translation]

#### **Penalty on Premature Withdrawal of Fixed Deposits**

1585. SHRI KAMAL KISHOR "COMMANDO": Will the Minister of FINANCE be pleased to state:

(a) whether the Government has assessed the problems faced by the depositors due to penalty on premature withdrawal of fixed deposits from the banks;

(b) if so the details thereof;

(c) whether banks themselves have decided to impose this condition of penalty on premature withdrawal or it has been decided by the Reserve Bank of India (RBI);

(d) if so, the details thereof;

(e) whether such penalty has adverse impact on the Fixed Deposits (FDs); and

(f) if so, the details thereof alongwith the corrective steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAN MEENA): (a) to (f) Indian Banks Association (IBA) had reported that in the past levy of penalty on premature withdrawal of term deposits was mandated by Reserve Bank of India (RBI). However, now RBI has given freedom to the Board of Banks to decide on pre-payment penalty. If the premature penalty is not levied, banks will face huge interest rate risk as all depositors would opt for revised rate whenever the interest rate move upwards. The banks have also been advised to inform the depositors about the pre-payment penalty at the time of acceptance of deposit.

#### **Workshop on Sustainable Tourism Criteria**

1586. SHRI BADRI RAM JAKHAR: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has organised workshop on Sustainable Tourism Criteria for India periodically;

(b) if so, the number of such workshops organised during each of the last three years and the current year; and

(c) the number of such workshops likely to be organised in the near future, State-wise including Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): (a) to (c) The Ministry of Tourism organised one National Workshop on Sustainable Tourism Criteria for India on 27th-28th July, 2010 in New Delhi. This was a one time exercise to evolve the Sustainable Tourism Criteria for India.

#### **Renewable Energy Projects by NTPC**

1587. SHRI MAHESHWAR HAZARI: Will the Minister of POWER be pleased to state:

(a) whether the National Thermal Power Corporations Limited (NTPC) has drawn up any plan for setting up of renewable energy projects in the country;

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

(c) whether the NTPC has signed Memorandum of Understanding (MoU) with any private company for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Madam. NTPC has a target of setting up of 1000 MW capacity upto 2017 using renewable energy sources such as wind Energy, Hydro Energy, Solar (Photo Voltaic and Thermal) Energy, Biomass Energy, etc. NTPC has made a provision for investment of Rs. 480 crores in 2010-11 for developing renewable energy projects. state-wise plan for renewable capacity addition by NTPC is yet to be firmed up.

(c) and (d) NTPC has signed a Memorandum of Understanding with the Asian Development Bank and M/s. Kyuden of Japan on 24.11.2010 towards setting up of a joint venture company. The objective of the proposed joint venture company is to set up 500 MW renewable energy projects in the country.

[English]

#### **RBI Guidelines**

1588. SHRI S. PAKKIRAPPA: Will the Minister of FINANCE be pleased to state:



(a) whether the Reserve Bank of India (RBI) has issued guidelines for compensation to be paid by the Banks for undue delay in clearing cheques, non-return of deed and other papers even after full payment of loan and other delays in banking transactions;

(b) if so, the details thereof;

(c) whether these guidelines are mandatory for both the Public and Private Sector Banks;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the present status of such guidelines?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Reserve Bank of India (RBI) has reported that vide their Master Circular dated July 1, 2010 on Customer Service, banks have been advised that timeframe for collection of cheques drawn on/State Capitals/major cities/other locations to be 7.10.14 days respectively. If there is any delay in collection beyond this period, interest at the rate specified in the Cheque Collection Policy (CCP) of the bank, shall be paid. In case the rate is not specified in the CCP, the applicable rate shall be the interest rate on Fixed Deposits for the corresponding maturity. Regarding non-return of deed and other papers after full payment of loan it is submitted that, under Code of Bank's Commitment to Customers issued by Banking Codes and Standards Board of India (BCSBI) and adopted by the member banks, the banks have committed to return all the securities/documents/title deeds to mortgaged property within 15 days of the repayment of all dues agreed to or contracted. In case of delay in return of securities/documents/title deeds to mortgaged property beyond 15 days of the repayment of all dues agreed to or contracted, the banks have also committed to compensate the borrower.

(c) to (e) These guidelines are mandatory for both Public Sector and Private Sector banks and non adherence to the BCSBI Code is one of the grounds of complaint under the Banking Ombudsman Scheme 2006.

#### **Nizam Jewellery Trust**

1589. SHRI KODIKUNNIL SURESH: Will the Minister of FINANCE be pleased to state:

(a) whether the Nizam Jewellery Trust has paid Rs. 15.45 crores as income tax;

(b) if so, whether the High Court has ordered the Government to restrict the liability of the trustees; and

(c) if so, the full details of the demands of Government and the responses of the aggrieved people?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) Yes, Madam.

(c) The Nizam's Jewellery Trust represented that it is not bound to pay the entire tax demand raised by the Income Tax Department. It represented that the demands should be raised in proportion to the shares the respective beneficiaries received. The High Court of Andhra Pradesh had also directed the Income Tax Department to recover the taxes relating to beneficiary interest of the beneficiaries of the Trust. This was subsequently reversed in a review petition filed by the Income Tax Department. The Trust has appealed against the orders in an SLP filed before the Supreme Court. The Income Tax Department has raised a further demand of Rs. 8.99 crores, which has been kept in an account under *lien* to the Income Tax Department pending final settlement.

#### **Renewable Energy Capacity**

1590. SHRI KAMLESH PASWAN: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government's recent strategy paper estimates that only 35,000 MW new renewable energy capacity would be added to increase the share of renewable energy in total electricity mix to 6.4 per cent by 2022;

(b) if so, whether given the current pace of renewable energy development in the country, the above estimate is likely to be exceeded even in the absence of any special measures by the Government;

(c) if so, the details, thereof;

(d) whether the recent amendment in the Tariff Policy, which prescribes 3 per cent share of solar power by 2022, corroborates the view that the above 6.4 per cent estimate will be exceeded;

(e) if so, whether the Government proposes to revise the strategy paper to put forward a bold and ambitious vision for renewable energy to ensure long-term energy security of the country; and



(f) if so, the details, thereof?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) The strategy paper estimates that about 55,000 MW new renewable energy capacity (20,000 MW from solar and about 35,000 MW from other renewable energy sources) would be added (to the capacity of about 18,000 MW existing in Sep 2010) to increase the share of renewable energy in total electricity mix to 6.4 per cent by 2022.

(b) and (c) Given the present stage of development of various renewable energy technologies and current estimates of available renewable energy potential in the country, it is unlikely that the above estimate will be exceeded unless every State mandatorily takes Renewable Power Obligation (RPO).

(d) to (f) The estimate of 6.4 percent is not likely to be exceeded unless (i) the Tariff Policy is backed by adequate Renewable Purchase Obligation (RPO) provisions at the State level, fixation and enforcement of which falls under the purview of the State Governments; and (ii) technological advancements particularly in solar Power technology take place to make it competitive.

[Translation]

#### **Bank Accounts for Tribals**

1591. DR. SANJAY JAISWAL: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government is considering to open compulsory bank account of all the tribal people in the country, so that the benefits of schemes reach them through banks;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) No, Madam.

(b) Does not arise.

(c) There is no release of funds directly to the individual beneficiaries from this Ministry.

#### **Funds to Agricultural Sector**

1592. SHRI GHANSYAM ANURAGI: Will the Minister of FINANCE be pleased to state:

(a) the percentage of funds allocated out of total budget to the agriculture sector during last three years and the current year;

(b) whether the Government proposes to increase the budget allocations for promoting agriculture sector;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The percentage of budget provisions, net of receipts and recoveries, out of the total budget provisions to the Ministry of Agriculture, comprising the Department of Agriculture and Cooperation, Department of Agricultural Research and Education and the Department of Animal Husbandry, Dairying and Fisheries, during the years 2007-08, 2008-09, 2009-10 and 2010-11 are 1.38%, 1.93%, 1.60% and 1.88% respectively.

(b) and (c) The budget provision, net of receipts and recoveries, for Ministry of Agriculture for financial year 2011-12 is proposed as Rs. 24176.72 crore, which is an increase of Rs. 3312.00 crore over the budget provision for 2010-11.

(d) Does not arise.

[English]

#### **Loan by World Bank**

1593. SHRI P.C. MOHAN: Will the Minister of POWER be pleased to state:

(a) the total amount of loan received from the World Bank for the development and improvement in power sector in various States till date, State-wise;

(b) whether the loan received so far has been fully utilized;

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

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) to (d) The details of assistance given by the World Bank during the last 15 years to various states for development and improvement in power sector till date are as follows:



Sl.No.	Name of Project	Date of Loan Agreement	Loan Amount *(USD Million)	Loan Terminal Date	Loan Utilization (USD Million)
1.	Odisha Power Sector Restructuring Project	10.07.1996	225.41	31.12.2004	225.41
2.	Haryana Power Sector Restructuring Project	16.01.1998	52.35	31.12.2000	52.35
3.	Andhra Pradesh Power Sector Restructuring Project	05.03.1999	169.84	31.08.2003	169.84
4.	Uttar Pradesh Power Sector Restructuring Project	19.05.2000	140.30	31.12.2004	140.30
5.	Rajasthan Power Sector Restructuring Project	27.02.2001	166.19	30.06.2005	166.19
6.	Haryana Power Sector Improvement Project	17.08.2009	330.00	31.12.2014	63.47
7.	Coal fired Generation Rehabilitation project in Haryana, Maharashtra and West Bengal	17.12.2009	180.00	30.11.2014	0.45

\*Net of cancellation

In case of Haryana Power Sector Improvement Project and, Coal fired Generation Rehabilitation project in Haryana, Maharashtra and West Bengal, the World Bank loan is ongoing and the loan will be utilized before the loan closure date. Further, there is a provision of extension of loan terminal date for full utilization of the loan amount.

#### **Regional Cancer Centres**

1594. SHRI R. THAMARAISELVAN:  
SHRI HAMDULLAH SAYEED:  
SHRI GORAKHNATH PANDEY:

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

(a) the number of Regional Cancer Centres (RCCs) in the country, State-wise;

(b) whether the Government proposes to set up more RCCs in the country;

(c) if so, the details thereof, State/UTwise;

(d) whether there is lack of modern facilities for the detection and treatment of cancer in these RCCs;

(e) if so, whether the Government proposes to upgrade and modernise these RCCs and also equip them with newly developed blood test facility which can detect cancer; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): (a) to (c) This Ministry has recognized 27 Regional Cancer Centres (RCCs) under the erstwhile National Cancer Control Programme, a list of which is given in the enclosed statement.

With the introduction of new scheme namely "National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Diseases & Stroke" the concept of recognition of RCC has been discontinued. A new concept namely "Tertiary Cancer Centre" (TCC) has been incorporated in the new scheme.

(d) to (f) The RCCs are equipped with the modern facilities and are providing cost effective and comprehensive cancer care facilities. Under the recently reformulated National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Diseases & Stroke, 65 Government Medical Colleges including erstwhile Regional Cancer Centres would be extended financial assistance of Rs. 6.00 crore (Rs. 4.80 crore from Central Government and Rs. 1.20 crore from State Government) for strengthening cancer care facilities. The new scheme also envisages up-gradation of cancer detection and treatment facilities as required by the Institution with the recommendation of the State Government.



**Statement***List of RCCs*


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Kamala Nehru Memorial Hospital, Allahabad, Uttar Pradesh	Regional Cancer Centre, Thiruvananthapuram
Chittaranjan National Cancer Institute, Kolkata, West Bengal	Gujarat Cancer Research Institute, Ahmedabad, Gujarat.
Kidwai Memorial Instt. of Oncology, Bangalore, Karnataka.	MNJ Institute of Oncology, Hyderabad, Andhra Pradesh
Regional Cancer Institute (WIA), Adyar, Chennai, Tamil Nadu	Pondicherry Regional Cancer Society, JIPMER, Pondicherry.
Acharya Harihar Regional Cancer, Centre for Cancer Research	Dr. B.B. Cancer Institute, Guwahati, Assam & Treatment, Cuttack, Odisha
Regional Cancer Control Society Shimla, Himachal Pradesh	Tata Memorial Hospital Mumbai, Maharashtra
Cancer Hospital & Research Centre, Gwalior, Madhya Pradesh	Indira Gandhi Institute of Medical Sciences, Patna, Bihar.
Indian Rotary Cancer Institute, (A.I.I.M.S), New Delhi	Acharya Tulsi Regional Cancer Trust & Research Institute (RCC) Bikaner, Rajasthan
R.S.T. Hospital & Research Centre, Nagpur, Maharashtra	Regional Cancer Centre, Pt. B.D. Sharma Post Graduate Institute of Medical Sciences, Rohtak, Haryana
Pt J.N.M. Medical College, Raipur, Chhattisgarh.	Civil Hospital, Aizawl Mizoram.
Post Graduate Institute of Medical Education and Research	Sanjay Gandhi Post Graduate Institute of Medical (PGIMER), Chandigarh Sciences, Lucknow
Sher-I-Kashmir Institute of Medical Sciences, Soura, Srinagar	Government Arignar Anna Memorial Cancer Hospital, Kancheepuram, Tamil Nadu.
Regional Institute of Medical Sciences, Manipur, Imphal	Cancer Hospital, Tripura, Agartala
Government Medical College & Associated Hospital, Bakshi Nagar, Jammu	

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**Accountability of Credit Rating**

1595. SHRI MANOHAR TIRKEY:  
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of FINANCE be pleased to state:

(a) the details of credit rating agencies operating in India, presently;

(b) the salient obligations entailed to licenses granted to these agencies, including accountability for failure to accord ratings on realistic basis;

(c) the details of the authorities who oversee the conduct of the rating agencies, indicating the relevant rules/guidelines governing their conduct;

(d) the instances, if any, of unrealistic ratings of companies/financial instruments conferred by the rating agencies since their advent in India; and

(e) the action taken in respective cases?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) Presently,

there are six credit rating agencies (CRAs) which are registered with Securities and Exchange Board of India (SEBI). These are:

1. CRISIL Limited
2. Fitch Ratings India Private Ltd.
3. ICRA Limited
4. Credit Analysis & Research Ltd.
5. Brickwork Ratings India Pvt Ltd.
6. SME Rating Agency of India Ltd.

(b) SEBI (Credit Rating Agencies) Regulations, 1999, have prescribed a comprehensive Code of Conduct to be followed by all SEBI registered CRAs. The Code inter alia, requires CRAs to comply with the following:

- exercise due diligence and independent professional judgment in order to achieve and maintain objectivity and independence in the rating process;
- conduct half yearly internal audit which covers all aspects of CRA operations and procedures, including investor grievance, redressal mechanism and compliance with the provisions of the securities laws;
- consider the internal audit report of the Board of Directors of CRAs including taking appropriate measures to rectify deficiencies, if any and send the Action Taken Report to SEBI, and;
- follow various transparency and disclosure requirements prescribed by SEBI for CRAs including disclosure of rating procedure, default studies, income from rating services and non-rating services, measures to deal with conflict of interest, obligations in respect of rating of structured products, unsolicited credit ratings, etc.

(c) CRAs are regulated by SEBI as per the provisions of the SEBI (Credit Rating Agencies) Regulations, 1999 and guidelines/circulars issued thereunder.

(d) No such instance has in the recent past come to the notice of SEBI.

(e) Not applicable in view of reply to (d) above.

[*Translation*]

#### **Photovoltaic Cells**

1596. SHRI DHANANJAY SINGH:  
SHRI VARUN GANDHI:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the domestic production status of solar photovoltaic cells in the country;

(b) whether the Government proposes to do away with the indigenous content requirement in the photovoltaic cells in the solar energy sector;

(c) if so, the reasons therefor;

(d) whether the Government has taken steps/proposes to take steps to become a manufacturing base for solar photovoltaic cells and move up the value chain by adopting best technologies in collaboration with global technology leaders; and

(e) if so, the details thereof?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) to (e) A number of companies are engaged in manufacture of solar cells, modules and PV systems in the country. Under the Jawaharlal Nehru National Solar Mission, it is mandatory to use indigenously manufactured crystalline silicon solar modules for the grid connected solar power projects. However, import of solar cells and thin film modules or modules manufactured using other technologies is permitted. At present there is no proposal under consideration to review this arrangement.

Government has already created opportunities to attract investments in manufacture of solar technologies in the country by announcing the policies and the targets for solar projects under the Mission.

[*English*]

#### **Implementation of NRHM**

1597. SHRI VARUN GANDHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the National Rural Health Mission (NRHM) currently employs process indicators, mainly related to infrastructure and personnel, to measure its implementation;



(b) if so, the reasons therefor;

(c) whether the Government proposes to correlate NRHM inputs with health outputs in order to assess their effectiveness;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Yes. NRHM currently employs process indicators like conversion of District Hospitals (DH)/ Community Health Centres (CHCs) into First Referral Units (FRUs), Primary Health Centre (PHCs) into 24x7 facilities for infrastructure up-gradation; engagement of doctors, nurses and other paramedical staff on contractual basis to fill the manpower gap and completion of training programmes for skill up-gradation and task shifting etc. and monitors the same through Health Management Information System (HMIS) and also Rural Health Statistics bulletin to measure its implementation.

Process indicators are used to measure the skill up-gradation of health manpower through achievement made under various training programs such as Skilled Birth attendant (SBA), Life Saving Anaesthesia Skills (LSAS), ASHA trainings etc.

Further, financial assistance provided to the State/ UTs for deploying healthcare personnel on contractual basis, upgradation/renovation of health infrastructure, construction of new facilities, training etc. as per the requirements projected by the States in their annual State Programme Implementation Plan (SPIP) which are approved by Government of India.

(c) and (d) Yes, Government has assessed the implementation of NRHM by correlating the inputs with health outputs through surveys such as District Level Households Surveys and other evaluations such as Concurrent Evaluation of NRHM, Annual Common Review Mission (CRM) etc. Government has also approved Annual Health Survey in 9 states, focusing on 284 backward districts to assess the effectiveness of NRHM. This has been taken up by the Registrar General of India.

(e) Does not arise.

#### **Impact of west's recovery from recession**

1598. DR. KRUPARANI KILLI: Will the Minister of FINANCE be pleased to state:

(a) whether India is likely to be adversely affected when the economy of the west's recover from the economic recession;

(b) if so, the extent by which Indian economy is likely to be affected; and

(c) the steps proposed to be taken to prevent such adverse impact on the economy?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) to (c) The west's economic recovery is expected to provide further growth impetus to the Indian economy through increase in exports, higher invisible receipts and increased foreign direct investment.

#### **Debt Swap Scheme**

1599. SHRI SUKHDEV SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether Government has formulated a Debt Swap Scheme to give interest relief to the States on the "high cost debt" owned by the States to the Union Government; and

(b) if so, the debt of States, especially Punjab, outstanding as on date?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The Twelfth Finance Commission for the award period 2005-2010 had recommended a Debt Consolidation and Relief Facility, which provided for (i) Consolidation of central loans (from Ministry of Finance) contracted till 31.3.2004 and outstanding as on 31.3.2005 for a fresh tenure of twenty years at an interest rate of 7.5% per annum. States which had enacted then Fiscal Responsibility and Budget Management Acts have availed of this facility.

In addition, The Thirteenth Finance Commission for the award period 2010-15 has recommended that loans to States from National Small Savings Fund (NSSF) contracted till 2006-07 and outstanding at the end of 2009-10 be reset at 9 per cent rate of interest, subject to the condition that States with Fiscal Responsibility and Budget Management Acts (FRBMA) already in place amend the same and States not having FRBMAs legislate their FRBMAs as recommended by the Commission. Government of India has accepted this recommendation 'in principle'.

(b) Details of outstanding debt of various States as on 31.3.2010 as reported by the Reserve Bank of India (RBI) are given in the enclosed Statement.



**Statement**

*Details of outstanding liabilities of  
State Governments as on 31.3.2010*

(Rs. in crore)

Sl. No.	Name of State	Outstanding liabilities as on 31.3.2010
1	2	3
1.	Andhra Pradesh	1,27,581
2.	Arunachal Pradesh	3,363
3.	Assam	25,053
4.	Bihar	60,617
5.	Chhattisgarh	17,620
6.	Goa	8,039
7.	Gujarat	1,20,759
8.	Haryana	40,324
9.	Himachal Pradesh	22,619
10.	Jammu and Kashmir	26,179
11.	Jharkhand	25,741
12.	Karnataka	76,762
13.	Kerala	70,761
14.	Madhya Pradesh	67,190
15.	Maharashtra	2,07,810
16.	Manipur	4,967
17.	Meghalaya	3,853
18.	Mizoram	4,583
19.	Nagaland	4,625
20.	Odisha	48,619
21.	Punjab	67,721
22.	Rajasthan	90,972
23.	Sikkim	2,338

1	2	3
24.	Tamil Nadu	95,232
25.	Tripura	5,069
26.	Uttarakhand	18,216
27.	Uttar Pradesh	2,21,106
28.	West Bengal	1,68,684
Total		16,36,403

Source: RBI Bulletin

**Wind Power Generation**

1600. SHRIMATI J. SHANTHA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to double the power generation from wind power projects by 2022;

(b) if so, the details thereof; and

(c) the action plan prepared by the Government in this regard?

THE MINISTER OF NEW AND RENEWABLE ENERGY (DR. FAROOQ ABDULLAH): (a) and (b) Yes Madam. Present wind power installed capacity in the country is over 13,000 MW. At the current rate of growth, this capacity is expected to be doubled by 2022.

(c) The Government is promoting commercial wind power projects through private sector investment in wind potential States by providing fiscal incentives such as 80% accelerated depreciation, concessional import duty on certain components of wind electric generators, excise duty exemption to the wind power industry, and 10 years tax holiday on income generated from wind power projects. Technical support including wind resource assessment to identify potential sites is provided by the Centre for Wind Energy Technology (C-WET), Chennai. This apart, preferential tariff is being provided in potential states. Government has recently announced a Generation Based Incentive (GBI) scheme under which Rs. 0.50/unit generated from wind power projects is being provided to projects, which do not avail of accelerated depreciation benefit. In addition, lending to wind power projects has been given the status of "infrastructure lending" which enables wind power projects for additional benefits.



[Translation]

**Effect of Foreign Exchange Reserves on Prices of Commodities**

1601. SHRI JAI PRAKASH AGARWAL: Will the Minister of FINANCE be pleased to state:

(a) the total foreign exchange reserves in the country as on date;

(b) the names of countries, the currencies of which are available in foreign exchange reserves of the country;

(c) the proportion of reserves invested by the Reserve Bank of India (RBI) during the last three years;

(d) whether an assessment of the impact of the foreign exchange reserves on the prices of commodities has been undertaken; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) The total foreign exchange reserves of the country stood at US\$ 300.6 billion as on February 18, 2011.

(b) The reserves of the country comprise foreign currency assets (FCA), gold, SDR and reserve position in the IMF. The foreign currency assets are maintained in major currencies like US Dollar, Euro, Pound Sterling, Japanese Yen etc.

(c) The break-up of reserves as at the end of last three years are given below. RBI owns and manages the FCA and the gold component of foreign exchange reserves. The SDR and the reserve position in the IMF belong to the Government of India. FCA and gold components represented 99.7, 97.7 and 97.6 per cent of total foreign exchange reserves as at the end of December 2008, 2009 and 2010 respectively.

**Foreign Exchange Reserves**

(in US\$ billion)

End of the month	FCA	Gold	SDR	Reserve position in the IMF	Total foreign exchange reserves
December 2008	246.6	8.5	0.0#	0.9	256.0
December 2009	258.6	18.3	5.2	1.4	283.5
December 2010	267.8	22.5	5.1	2.0	297.3

#The actual value of SDR at end December 2008 was US\$ 3 million. Note: FCA excludes US\$ 250 million invested in foreign currency denominated bonds issued by IIFC (UK).

(d) and (e) The link between overseas capital inflows, reserve accumulation and inflation is largely a function of the extent of central bank intervention, valuation changes, the liquidity conditions prevailing in the market and the measures taken, if any, to sterilize excess liquidity. In India, the central bank intervention in the foreign exchange market has been minimal lately.

**New Family Welfare Programme**

1602. SHRI BHAUSAHEB RAJARAM WAKCHAURE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to implement a new family welfare programme to check the rapidly increasing population in the country;

(b) if so, the details thereof; and

(c) the time by which the said programme is likely to be finalized?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) No.

(b) and (c) Does not arise.

[English]

**Reproductive and Child Health Programme**

1603. SHRI MAHENDRASINH P. CHAUHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:



(a) the extent to which the interventions through Reproductive and Child Health Programme are helping in improving child health and addressing mortality and morbidity of children in the country including Gujarat and West Bengal;

(b) whether any survey, after the launch of the National Family Health Survey-3, 2005-06, has been conducted in this regard; and

(c) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) Under the National Rural Health Mission (NRHM), the Reproductive and Child Health Programme (RCH-II) comprehensively integrates interventions that improve child health and addresses factors contributing to Infant and under-five mortality. The infant mortality rate (IMR) in the country has reduced from 58 per 1000 live births in the year 2005 to 50 per 1000 live births in the year 2009. IMR in Gujarat has declined from 54 to 48 and in West Bengal from 38 to 33 during the same period.

(b) and (c) After NFHS III survey 2005-06, District

Level Household Survey (DLHS) was conducted during 2007-08. The Sample Registration System 2009 was also conducted by Registrar General of India in which infant mortality rate shows decline of 3 points in comparison to SRS 2008.

#### FDI in Power Sector

1604. SHRI N. CHELUVARAYA SWAMY: Will the Minister of POWER be pleased to state:

(a) whether the Government has made any assessment of the achievements made so far after permitting 100 per cent Foreign Direct Investment (FDI) in the power sector; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI K.C. VENUGOPAL): (a) and (b) Based on the information regarding FDI compiled by Department of Industrial Policy & Promotion, Ministry of Commerce, the year wise FDI inflows in power sector has gradually increased from 2003-04 to 2009-10. The details are as under:

Amount in Rs. Crores

Sector	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
Power	131 (28)	241 (53)	386 (87)	713 (157)	3875 (967)	4382 (985)	6908 (1437)

Note: The figures in brackets shows the amount in US\$ Million.

#### Vacant Posts in I.T. Department

1605. SHRI RAMSINH RATHWA: Will the Minister of FINANCE be pleased to state:

(a) whether a large number of posts under various categories are vacant in Income Tax Department;

(b) if so, the details thereof and the reasons therefor and its effect on the functioning of the Department; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (c) Category-wise details of vacancy in Income Tax Department are as under:

Group 'A' (as of 28.02.2011 Forenoon)	Vacancy
Chief Commissioner/Director General of Income Tax	01
Commissioner/Director of Income Tax	133
Additional/Joint Commissioner of Income Tax	559
Deputy/Assistant Commissioner of Income Tax	401
Group 'B' (as of 15.12.2010 Forenoon)	1913
Group 'C' (as of 15.12.2010 Forenoon)	8547

\*Source: Data Base Cell, Central Board of Direct Taxes.

Vacancy arises on account of retirement/VRS, promotion, deputation (ex-cadre) and officers proceedings



on leave (Study leave/child care leave/maternity leave/extra ordinary leave etc.). These vacancies are filled up on regular basis by promotion as per Government Instructions and prescribed procedure which is a time consuming process. In the meantime, vacancies are manned by the existing incumbents by holding additional charge so that the work is not affected. Action has been initiated for holding Departmental Promotion Committee for promotion to the grade of Chief Commissioner of Income Tax for the vacancy year 2011-12, Commissioner of Income Tax for the vacancy years 2010-11 and 2011-12 and Assistant Commissioner of Income Tax for the vacancy years 2010-11 and 2011-12. As regards, holding of Departmental Promotion Committee for promotion to the grade of Joint Commissioner of Income Tax, the matter is subjudice.

#### Primary and Preventive Health Care

1606. SHRI M. SREENIVASULU REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government proposes to put in place a strong and affordable health care delivery system, particularly in the two important areas of primary and preventive health care;

(b) if so, the funds earmarked/allocated for the purpose during the last three years State-wise especially in Andhra Pradesh; and

(c) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) to (c) Yes. To put in place a strong and affordable health care delivery system,

government launched the National Rural Health Mission (NRHM) in April 2005. Over the period from 2005 to 2010, primary health care system in the country has been strengthened by construction of 9144 new Health Sub-Centre buildings, 1009 new Primary Health Centres (PHC) and 435 new Community Health Centres (CHC), as well as through upgradation of 8997 Sub-Centres, 2081 PHCs and 1255 CHC buildings.

Human resources have also been augmented by addition of nearly 8284 MBBS Doctors, 1572 Specialists, 9578 AYUSH Doctors, 26734 Staff Nurses, 53552 ANMs and 18272 Paramedics, under NRHM on contractual basis. Financial assistance has also been provided to States for training, procurement of drugs and equipments and strengthening the health care delivery system.

For preventive healthcare, 4.98 lakhs Village Health & sanitation committees (VHS&C) have been constituted in the country to create awareness on health issues including sanitation. Nearly, 2.36 crore Village Health & Nutrition Days have been organized, over the period of five years across the country. Over 8 lakhs Accredited Social Health Workers (ASHAs) have been placed across the States for creating awareness on health and its social determinants and for mobilizing the community towards local health planning and increased utilisation of existing health care services. Health melas are organised to create awareness on health. Financial assistance is provided to States through their annual Programme Implementation Plan (PIP) for IEC/BCC activities which also address the preventive health care.

The States-wise allocation release and expenditure of funds under NRHM including that of Andhra Pradesh is given in the enclosed Statement.

#### Statement

*Allocation, Release and Expenditure under NRHM during the F.Ys. 2007-08 and 2010-11*

(Rs. in Crores)

Sl.No.	States/U.Ts.	2007-08			2008-09			2009-10			2010-11		
		Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release (Upto 31.12.10)	Exp. (Upto 31.12.10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andaman and Nicobar Islands	5.60	13.01	9.01	10.71	12.56	12.76	16.98	13.98	20.16	20.36	9.29	9.44



1	2	3	4	5	6	7	8	9	10	11	12	13	14
2.	Andhra Pradesh	628.43	608.94	505.18	663.37	638.73	700.13	717.87	707.86	770.31	816.38	584.40	355.92
3.	Arunachal Pradesh	47.99	44.50	47.62	43.95	36.51	57.69	51.17	57.33	66.51	54.15	44.77	33.39
4.	Assam	637.84	602.15	547.47	638.94	606.89	698.32	907.26	813.75	762.11	854.63	488.08	443.68
5.	Bihar	590.66	350.24	423.25	777.70	821.18	783.19	861.54	648.77	798.98	1001.02	577.27	461.51
6.	Chandigarh	6.48	6.45	4.11	8.04	5.31	6.47	9.99	9.44	7.79	11.21	1.83	5.31
7.	Chhattisgarh	222.60	190.85	197.77	259.35	249.72	162.12	293.26	261.64	239.06	336.14	222.98	147.87
8.	Dadra and Nagar Haveli	3.08	2.36	2.85	3.45	3.28	3.86	4.41	4.01	4.58	5.05	379	3.39
9.	Daman and Diu	2.79	1.98	2.43	3.07	2.60	2.41	3.70	3.95	3.46	4.05	1.68	1.81
10.	Delhi	77.73	55.31	51.06	100.37	99.62	55.68	122.22	83.03	73.69	136.68	94.99	42.00
11.	Goa	11.71	5.07	6.92	13.52	14.09	8.89	13.11	12.42	18.46	17.02	11.75	12.31
12.	Gujarat	369.20	394.93	306.81	414.07	342.81	495.43	465.92	499.91	628.98	526.91	468.99	337.30
13.	Haryana	137.25	115.79	98.57	166.20	165.02	187.73	180.30	188.42	335.53	203.25	197.55	128.86
14.	Himachal Pradesh	67.32	52.41	56.55	77.74	64.21	94.84	97.40	97.97	167.28	110.54	98.99	86.58
15.	Jammu and Kashmir	87.02	160.45	75.27	102.24	76.48	111.94	135.52	130.64	153.94	153.85	126.42	91.41
16.	Jharkhand	266.54	159.15	124.99	294.00	247.27	299.30	350.39	178.89	194.49	400.13	263.24	189.24
17.	Karnataka	393.94	297.32	275.29	461.83	437.84	428.94	505.30	436.47	663.89	552.02	508.92	452.98
18.	Kerala	236.40	293.86	144.03	253.61	222.88	331.20	285.57	237.62	383.46	310.05	219.91	227.67
19.	Lakshadweep	1.79	1.08	0.62	2.13	1.22	2.18	2.25	1.80	2.84	2.28	1.25	2.90
20.	Madhya Pradesh	689.95	617.09	645.70	609.02	707.88	686.97	707.17	604.79	745.50	757.82	583.05	520.25
21.	Maharashtra	603.58	672.52	550.76	779.15	587.43	873.15	861.36	959.32	1035.99	976.00	604.68	625.62
22.	Manipur	65.91	49.27	40.99	66.34	56.58	62.06	90.55	81.45	63.03	86.49	50.55	37.01
23.	Meghalaya	61.26	43.04	32.70	65.48	44.76	51.27	85.88	79.77	74.88	83.88	31.14	41.28
24.	Mizoram	37.46	32.67	56.22	40.24	37.44	54.26	50.70	49.87	58.86	53.30	28.15	29.00
25.	Nagaland	55.20	44.75	43.45	57.96	56.23	57.65	78.38	73.86	64.34	76.36	49.13	41.66
26.	Odisha	383.52	387.16	295.07	392.88	388.05	334.05	458.96	470.18	645.31	493.55	459.27	370.94
27.	Puducherry	9.41	4.71	7.14	11.31	5.12	7.29	11.67	10.59	13.21	14.16	11.68	10.24
28.	Punjab	161.69	107.84	111.64	185.89	183.03	190.08	210.00	221.70	239.08	246.76	201.76	153.68
29.	Rajasthan	571.89	660.90	537.65	596.53	798.15	909.16	633.31	726.13	997.11	742.85	585.54	670.74
30.	Sikkim	17.49	34.27	13.39	21.44	19.88	50.62	26.95	24.92	35.77	26.60	23.22	14.48
31.	Tamil Nadu	430.31	546.56	392.74	515.70	501.60	534.42	569.40	605.80	696.40	661.17	520.02	528.40
32.	Tripura	85.62	79.04	38.28	88.32	77.58	68 73	125.28	111.75	80.61	123.76	74.05	43.93
33.	Uttar Pradesh	1325.09	1258.77	956.47	1727.59	1474.91	1546.06	1870.38	1956.50	2212.40	2097.12	1741.11	1131.62



1	2	3	4	5	6	7	8	9	10	11	12	13	14
34.	Uttarakhand	91.33	89.20	72.74	100.16	98.44	132.48	118.23	130.81	141.62	129.39	123.16	119.17
35.	West Bengal	544.73	525.23	335.33	639.93	539.79	563.75	679.28	729.16	722.32	772.50	624.14	461.38
Grand Total		8928.85	8508.87	7010.07	10192.23	9625.09	10565.10	11601.67	11224.53	13121.95	12857.44	9636.77	7832.96

Note: Expenditure Figures for 2009-10 and 2010-11 is provosioal.

*The Allocation, Release and Expenditure under National Rural Health Mission for the F.Ys. 2007-08 to 2010-11 - Andhra Pradesh*

*NRHM Finance Division*

(Rs. in crores)

Sl. No.	Programme	2007-08				2008-09			2009-10			2010-11		
		Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.	Allocation	Release	Exp.
1.	RCH-II	108.12	141.34	141.34	132.70	176.53	176.53	166.22	187.22	186.86	138.71	212.55	154.19	62.79
2.	Additionalities under NRHM	59.39	179.89	179.89	91.60	151.74	151.74	252.60	200.26	240.29	319.23	235.73	174.65	183.83
3.	Routine Immunization	3.51	4.50	4.26	5.23	6.00	6.20	5.42	14.22	9.35	9.13	11.91	0.00	8.66
4.	P.P.I.	20.29	27.10	27.10	24.66	29.96	29.96	21.69	20.70	18.98	29.33	18.26	0.00	8.66
5	Infrastructure Maintenance	176.59	220.10	194.55	184.98	233.74	224.17	199.10	234.55	96.28	220.94	278.60	206.55	59.17
6.	National Disease Control Programmes													
a	Integrated Disease Surveillance Programme	2.25	2.03	1.58	1.86	1.14	0.51	0.96	2.41	2.02	2.12	1.17	1.17	0.52
b	National Iodine Deficiency Disorders Control Programme	0.00	0.13	0.06	0.01	0.20	0.11	0.13	0.20	0.00	0.14	0.20	0.20	0.04
b	National Leprosy Eradication Programme*	1.41	1.75	1.79	1.70	2.22	1.84	2.06	2.15	1.94	1.92	2.05	1.46	1.31
c	National Programme for Control of Blindness*	0.43	9.79	14.82	19.63	18.38	18.38	22.43	20.51	20.49	16.28	20.03	10.54	9.28
d	National Vector Borne Disease Control Programme*	12.10	19.74	19.61	19.61	22.78	11.72	11.72	14.16	10.48	16.95	13.30	6.28	4.64
e	Revised National TB Control Programme*	15.72	22.07	23.95	23.20	20.69	17.58	17.79	21.49	21.18	15.56	22.58	29.35	17.02
Grand Total		405.91	628.43	608.94	505.18	663.37	638.73	700.13	717.87	707.86	770.31	816.38	584.40	355.92

[*Translation*]

**Jan Shree Insurance Scheme for Tribals**

1607. SHRI DILIP SINGH JUDEV: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has launched a scheme, namely, Jan Shree Insurance Scheme to cover tribals including Poor Tribal Groups (PTGs) throughout the country;

(b) if so, the details thereof;

(c) the details of compensation likely to be made under the said Scheme in case of a tribal becoming handicapped, normal death and death due to an accident; and

(d) the details of claims made and amount paid to the tribals including PTGs, tribals of Pahari Korva and Birhor during each of the last three years and the current year, State-wise including Chhattisgarh, Jharkhand and Odisha?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI MAHADEO SINGH KHANDELA): (a) to (b) Yes Madam. 'Janshree Beema Yojana' provides insurance cover to one earning member from all the families of Particularly Vulnerable Tribal Groups (PTGs) in the country. This is an insurance scheme of Life Insurance Corporation of India. The cost of the insurance cover of PTGs is borne by the Ministry of Tribal Affairs.

(c) The details of compensation are as below:-

- (i) Payment of Rs. 50,000/- to nearest kith and kin of the person whose life is insured in case of accidental death or permanent disability caused;
- (ii) Payment of Rs. 20,000/- to the nearest kith and kin in case of natural death;
- (iii) Payment of Rs. 20,000/- in case of partial disability; and
- (iv) Educational grant of Rs. 300/- per quarter for 2 children studying in class IX and above of the person whose life is insured under this scheme.

(d) The Ministry releases funds to States/UT under the scheme for implementation through Life Insurance Corporation of India. The Ministry of Tribal Affairs does not maintain PTG wise data relating to the claims made and amount paid.

[*English*]

**Refinance to Cooperative Bank**

1608. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of FINANCE be pleased to state:

(a) whether owing to the implementation of Agriculture Debt Waiver and Debt Relief Scheme, 2008 there is a need to increase the quantum of refinance to the State Cooperative Banks from present 45 per cent to 75 per cent of the short term advances at the ground level to facilitate better recycling of agriculture credit; and

(b) if so, the details thereof alongwith the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) National Bank for Agriculture and Rural Development (NABARD) has reported that the Cooperative Banks have benefited to the extent of Rs. 21,724 crore under Agricultural Debt Waiver and Debt Relief Scheme, 2008. This facilitated de-choking of the credit delivery system and better recycling of agricultural credit at the ground level.

NABARD has also been providing concessional refinance to Cooperative Banks for which interest subvention is available from Government of India. Accordingly, for 2010-11, the short term refinance is available to State Cooperative Banks at 60%, 50% and 45% of its Realistic Lending Programme (crop loan disbursement) to the North Eastern Regions (including Hilly states and Andaman & Nicobar Islands), Eastern Region and Other Regions of the country respectively.

**Inadequate standards in  
Major Hospitals**

1609. SHRI SURESH KUMAR SHETKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:



(a) whether there had been inadequate health care standards in major hospitals during Commonwealth Games last year; and

(b) if so, the reasons therefor;

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI GHULAM NABI AZAD): (a) and (b) Such information is not centrally maintained as "Health" is a State subject.

In so far as three major Central Government Hospitals in Delhi namely Safdarjung Hospital; Dr. Ram Manohar Lohia Hospital; and Lady Hardinge Medical College and its Associated Hospital, health care standards were adequate during the Commonwealth Games held last year.

#### Credit by Banks

1610. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of FINANCE be pleased to state:

(a) the details of maintenance of credit growth levels, supporting social banking and ensuring employment growth, etc. so as to strengthen the economic recovery ahead;

(b) the allocations of credit through Public Sector Banks for Agriculture, Micro, Small and Medium Industries during the last three years;

(c) whether these allocations were fully utilised; and

(d) if so, the recovery status during the same period and its percentage thereof *vis-a-vis* loans?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (b) The year-on-year non-food credit growth according to Reserve Bank of India (RBI) data was at 23.6 per cent as on February 11, 2011 as compared with 15.6 per cent during the same period of previous year. Since early October, 2010, this has been above the RBI's indicative projection of 20 per cent. Disaggregated data suggest strengthening of economic recovery. Credit growth, which was earlier driven by the infrastructure sector, is becoming increasingly broad-based across sectors and industries. Credit flow to the services sector such as transport operators, tourism, hotel and restaurant and commercial real estate increased significantly, besides retail housing and personal loans. As regards industry, apart from infrastructure, increase in credit was significant for metals, engineering, textiles, food processing and chemical and chemical products. A target of 40 per cent of adjusted net bank credit (ANBC) or credit equivalent amount of off balance sheet exposure (OBE) whichever is higher as on 31st March of the previous year, has been stipulated for lending to the Priority Sector by domestic Scheduled Commercial Banks (SCBs), both by the Public and Private Sectors Banks.

The outstanding advances granted by Public Sector Banks to the priority sector as on the last reporting Friday of March 2008, 2009 and 2010 is given below:

(Rs. crore)

	As on the last reporting Friday of		
	March 2008	March 2009	March 2010 (Provisional)
Total priority sector advances	6,10,450 (44.7)	7,24,150 (42.8)	8,64,564 (41.7)
Total advances to agriculture	2,49,397 (18.3)	2,99,415 (17.7)	3,70,730 (17.3)
Total advances to MSEs	1,51,137 (11.1)	1,91,408 (11.3)	2,78,398 (13.2)

Source: RBI.

Note: The figure in parentheses show percentage of advances to ANBC or credit equivalent amount of OBE, whichever is higher.

(c) and (d) As on the last reporting Friday of March, 2010, three out of 27 Public Sector Banks could not achieve their overall Priority Sector Lending targets. Commercial Banks are, however, required to deposit a proportion of shortfall in their lending to agriculture sector

in the Rural Infrastructure Development Fund. These details are published in the annual publication of the RBI: "Report on Trend and Progress of Banking in India"



12.00 hrs.

## PAPERS LAID ON THE TABLE

[English]

MADAM SPEAKER: Papers to be laid on the Table.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): I beg to lay on the Table:-

- (1) A copy of the Consolidated Review (Hindi and English versions) of the working of Regional Rural Banks for the year ended 31st March, 2010.

[Placed in Library, See No. LT 3933/15/11]

- (2) A copy of the Annual Report (Hindi and English versions) of the National Housing Bank for the year 2009-2010 along with Audited Accounts under sub-section (5) of section 40 of the National Housing Bank Act, 1987.

[Placed in Library, See No. LT 3934/15/11]

- (3) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:-

- (i) G.S.R.918(E) published in Gazette of India dated 18th November, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 81/2005-Cus., dated 8th September, 2005.

[Placed in Library, See No. LT 3935/15/11]

- (ii) G.S.R.934(E) published in Gazette of India dated 1st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 96/2008-Cus., dated 13th August, 2008.

[Placed in Library, See No. LT 3936/15/11]

- (iii) G.S.R.999(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum rescinding Notification No. 31/2010-Cus., dated 27th February, 2010.

[Placed in Library, See No. LT 3937/15/11]

- (iv) G.S.R.1000(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum seeking to exempt basic customs duty on onions and shallots.

[Placed in Library, See No. LT 3938/15/11]

- (v) G.S.R.1002(E) published in Gazette of India dated 22nd December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus., dated 1st March, 2002.

[Placed in Library, See No. LT 3939/15/11]

- (vi) G.S.R.1008(E) published in Gazette of India dated 23rd December, 2010 together with an explanatory memorandum seeking to exempt specified items imported by designated airlines of different countries under various Air Services Agreements.

[Placed in Library, See No. LT 3940/15/11]

- (vii) G.S.R.1013(E) published in Gazette of India dated 24th December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 10/2008-Cus., dated 15th January, 2008.

[Placed in Library, See No. LT 3941/15/11]

- (viii) G.S.R.1035(E) published in Gazette of India dated 31st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 67/2006-Cus., dated 30th June, 2006.

- (ix) G.S.R.1036(E) published in Gazette of India dated 31st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 68/2006-Cus., dated 30th June, 2006.

- (x) G.S.R.1037(E) published in Gazette of India dated 31st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 153/2009-Cus., dated 31st December, 2009.

- (xi) G.S.R.1038(E) published in Gazette of India dated 31st December, 2010 together with an explanatory memorandum making certain



amendments in the Notification No. 118/2010-Cus., dated 1st November, 2010.

- (xii) G.S.R.1039(E) published in Gazette of India dated 31st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 152/2009-Cus., dated 31st December, 2009.

[Placed in Library, See No. LT 3942/15/11]

- (xiii) G.S.R.6(E) published in Gazette of India dated 6th January, 2011 together with an explanatory memorandum seeking to exempt all items of machinery and components, required for initial setting up of a solar power generation project or facility from so much of the duty of customs laviable thereon as is in excess of 5% ad valorem, and from the whole of the Additional Duty of Customs.

[Placed in Library, See No. LT 3943/15/11]

- (xiv) G.S.R.10(E) published in Gazette of India dated 8th January, 2011 together with an explanatory memorandum making certain amendments in the Notification No. 21/2002-Cus., dated 1st March, 2002.

[Placed in Library, See No. LT 3944/15/11]

- (xv) G.S.R.46(E) published in Gazette of India dated 24th January, 2011 together with an explanatory memorandum making certain amendments in the Notification No. 153/2009-Cus., dated 31st December, 2009.

[Placed in Library, See No. LT 3945/15/11]

- (xvi) G.S.R.52(E) published in Gazette of India dated 27th January, 2011 together with an explanatory memorandum seeking to extend the terminal date for full exemption from import duty applicable to pulses from 31st March, 2011 to 31st March, 2012.

[Placed in Library, See No. LT 3946/15/11]

- (4) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 38 of the Central Excise Act, 1944:-

- (i) G.S.R.997(E) published in Gazette of India dated 21st December, 2010 together with an

explanatory memorandum making certain amendments in the Notification No. 49/2008-CE(NT) dated 24th December, 2008.

- (ii) G.S.R.916(E) published in Gazette of India dated 18th November, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 33/2005-CE dated 8th September, 2005.

- (iii) G.S.R.998(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum seeking to rescind Notification No. 17/2010-CE dated 27th February, 2010.

[Placed in Library, See No. LT 3947/15/11]

- (5) A copy each of the following Notifications (Hindi and English versions) under sub-section (7) of section 9A of the Customs Tariff Act, 1975:-

- (i) G.S.R.917(E) published in Gazette of India dated 18th November, 2010 seeing to supersede Notification No. 88/2007-Cus., dated 24th July, 2007.

[Placed in Library, See No. LT 3948/15/11]

- (ii) G.S.R.919(E) published in Gazette of India dated 19th November, 2010 together with an explanatory memorandum seeking to impose definitive anti-dumping duty on imports of Polypropylene, originating in, or exported from Oman, Saudi Arabia and Singapore, in pursuance of the final findings of the designated authority.

[Placed in Library, See No. LT 3949/15/11]

- (iii) G.S.R.933(E) published in Gazette of India dated 1st December, 2010 together with an explanatory memorandum seeking to impose definitive anti-dumping duty on imports of Phenol, originating in, or exported from Thailand and Japan, in pursuance of the final findings of the designated authority.

[Placed in Library, See No. LT 3950/15/11]

- (iv) G.S.R.947(E) published in Gazette of India dated 2nd December, 2010 together with an explanatory memorandum seeking to provide



provisional assessment subject to security, for the imports of Bus and Truck Radial Tyres, when exports are made certain firms, mentioned therein, China PR, pending finalization of New Shipper Review findings by the Designated Authority, in this case.

[Placed in Library, See No. LT 3951/15/11]

- (v) G.S.R.962(E) published in Gazette of India dated 9th December, 2010 together with an explanatory memorandum seeking to extend levy of anti-dumping duty on imports of nylon filament yarn of certain specification, mentioned therein, originating in, or exported from, People's Republic of China, Chinese Taipei, Malaysia, Indonesia, Thailand and People's Republic of Korea upto and inclusive of 26th August, 2011 pending finalization of Sunset Review investigations, being conducted by the Directorate General of Anti-dumping and Allied duties.

[Placed in Library, See No. LT 3952/15/11]

- (vi) G.S.R.981(E) published in Gazette of India dated 16th December, 2010 together with an explanatory memorandum seeking to impose definitive anti-dumping duty on all imports of synchronous digital hierarchy Transmission equipment, originating in, or exported from China PR and Israel at the specified rates.

[Placed in Library, See No. LT 3953/15/11]

- (vii) G.S.R.1007(E) published in Gazette of India dated 23rd December, 2010 together with an explanatory memorandum seeking to provide provisional assessment subject to proper security, for the imports of Bus and Truck Radial Tyres, when exports are made by certain firms, mentioned therein, pending finalization of New Shipper Review findings by the Designated Authority, in this case.

[Placed in Library, See No. LT 3954/15/11]

- (viii) G.S.R.1023(E) published in Gazette of India dated 28th December, 2010 together with an explanatory memorandum seeking to extend levy of anti-dumping duty imposed on imports of MOR, PX13 and TDQ, originating in, or exported from European Union, People's

Republic of China, Chinese Taipei and the United States of America, upto and inclusive of 11th May, 2011, pending finalization of Sunset review investigations, being conducted by the Directorate General of Anti-dumping and Allied duties.

[Placed in Library, See No. LT 3955/15/11]

- (6) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 94 of the Finance Act, 1994:-

- (i) G.S.R.989(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum rescinding Notification No. 2/2010-Service Tax dated 27th February, 2010.

- (ii) G.S.R.990(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum rescinding Notification No. 17/2010-Service Tax dated 27th February, 2010.

- (iii) G.S.R.991(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum seeking to exempt packaged or canned software from whole of service tax subject to certain conditions.

- (iv) G.S.R.992(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 24/2009-Service Tax dated 27th July, 2009.

- (v) G.S.R.993(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 07/2010-Service Tax dated 27th February, 2010.

- (vi) G.S.R.994(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 08/2010-Service Tax dated 27th February, 2010.

- (vii) G.S.R.995(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum making certain amendments in the Notification No. 09/2010-Service Tax dated 27th February, 2010.



- (viii) G.S.R.996(E) published in Gazette of India dated 21st December, 2010 together with an explanatory memorandum seeking to exempt the taxable service in relation to general insurance business provided under the Weather Based Crop Insurance Scheme or the Modified National Agricultural Insurance Scheme, from the whole of service.

[Placed in Library, See No. LT 3956/15/11]

- (7) A copy of the Order No. F. No. 178/35/2008/ITA-I (Hindi and English versions) dated 5th January, 2011 regarding Scheme for slum redevelopment under Appendix-T approved by the Government of Maharashtra under section 37(2) of the Maharashtra Regional Town Planning Act, 1996 for notification under section 80IB (10 of Income Tax Act, 1961 issued under sub-section (2)(c) of section 119 of the Income Tax Act, 1961.

[Placed in Library, See No. LT 3957/15/11]

- (8) A copy of the Tax Return Preparer (First Amendment) Scheme, 2010 (Hindi and English versions) published in Notification No. S.O.2819(E) in Gazette of India dated 22nd November, 2010 under section 296 of the Income Tax Act, 1961, together with an explanatory memorandum.

[Placed in Library, See No. LT 3958/15/11]

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI S. GANDHISELVAN): I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Unani Medicine, Bangalore, for the year 2009-2010 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Unani Medicine, Bangalore, for the year 2009-2010.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 3959/15/11]

12.03 hrs.

## COMMITTEE OF PRIVILEGES

### Ist Report

[English]

SHRI P.C. CHACKO (Thrissur): I beg to lay on the Table the First Report (Hindi and English versions) of the Committee of Privileges.

12.04 hrs.

## STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE

### 162nd to 166th Reports

[English]

SHRI S.D. SHARIQ (Baramulla): I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Transport, Tourism and Culture:-

- (1) One Hundred Sixty-second Report on Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty-fourth Report on Demands for Grants (2010-2011) of the Ministry of Tourism;
- (2) One Hundred Sixty-third Report on Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty-fifth Report on Demands for Grants (2010-2011) of the Ministry of Road Transport and Highways;
- (3) One Hundred Sixty-fourth Report on Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty-sixth Report on Demands for Grants (2010-2011) of the Ministry of Shipping;
- (4) One Hundred Sixty-fifth Report on Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty-seventh Report on Demands for Grants (2010-2011) of the Ministry of Culture; and



- (5) One Hundred Sixty-sixth Report on Action Taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Fifty-eighth Report on Demands for Grants (2010-2011) of the Ministry of Civil Aviation.

12.05 hrs.

## STANDING COMMITTEE ON HEALTH AND FAMILY WELFARE

### (i) 48th to 53rd Reports

[English]

DR. JYOTI MIRDHA (Nagaur): I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Health and Family Welfare:

- (1) Forty-eighth Report on Action Taken by Government on the Recommendations/ Observations contained in the Forty-first Report on Demands for Grants 2010-2011 (Demand no. 48) of the Department of Health Research.
- (2) Forty-ninth Report on Action Taken by Government on the Recommendations/ Observations contained in the Forty-second Report on Demands for Grants 2010-2011 of the Department of AIDS Control.
- (3) Fiftieth Report on Action Taken by Government on the Recommendations/Observations contained in the Fortieth Report on Demands for Grants 2010-2011 (Demand no. 47) of the Department of AYUSH.
- (4) Fifty-first Report on Action Taken by Government on the Recommendations/Observations contained in the Thirty-ninth Report on Demands for Grants 2010-2011 (Demand no. 46) of the Department of Health and Family Welfare.
- (5) Fifty-second Report on Action Taken by the Department of Health and Family Welfare on the Recommendations/Observations of the Committee contained in its 43rd Report on action taken by the Department of Health and Family Welfare on the Recommendations/

Observations of the Committee contained in its 38th Report on 'Major issues concerning the three Vaccine producing PSUs, namely, the Central Research Institute (CRI), Kasauli, the Pasteur Institute of India (PII), Coonoor, and the BCG Vaccine Laboratory (BCGVL), Chennai'.

- (6) Fifty-third Report on 'The National Institute of Mental Health and Neuro-Sciences, Bangalore Bill, 2010'.

### (ii) Evidence

DR. JYOTI MIRDHA (Nagaur): I beg to lay on the Table of the House a copy of the Evidence tendered before the Committee on 'The National Institute of Mental Health and Neuro-Sciences, Bangalore Bill, 2010'.

12.07 hrs.

## STATEMENT BY MINISTER

**Status of implementation of the recommendations contained in the 154th Report of Standing Committee on Transport, Tourism and Culture on Demands for Grants (2010-11) pertaining to the Ministry of Tourism\***

[English]

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SULTAN AHMED): I beg to lay the Statement on the status of implementation of recommendations contained in the 154th Report of Department-related Parliamentary Standing Committee on Transport, Tourism & Culture in pursuance the direction of the hon. Speaker, Lok Sabha which reads as under:-

"The Minister concerned shall make once in six months a statement in the House regarding the status of implementation of recommendations contained in the Reports of Lok Sabha with regard to his Ministry."

The Standing Committee on Transport, Tourism & Culture considered and adopted the 154th Report of the Committee on Demands for Grants (2010-11) of Ministry of Tourism at its meeting held on 7th April, 2010. The Report was laid on Table of the Lok Sabha on 20.04.2010.

\*Laid on the Table and also placed in Library, See No. LT 3960/15/11.



Madam Speaker, in its Report the Standing Committee made 35 Recommendations which have been accepted. The Action Taken Report on Recommendations of the Committee has been furnished to the Rajya Sabha Secretariat *vide* Ministry of Tourism's O.M. dated 29.07.2010.

I also lay on the Table of the House the present status of implementation of each recommendation as Annexure.

12.09 hrs.

## BUSINESS OF THE HOUSE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI PAWAN KUMAR BANSAL): Madam, with your permission, I rise to announce that Government business during the week commencing Monday, the 7th of March, 2011, will consist of:-

1. Consideration of any item of Government Business carried over from today's Order Paper.
2. Introduction, consideration and passing of the Appropriation Bill relating to the Supplementary Demands for Grants (Railways) 2010-11.
3. General Discussion on Budget (General) for 2011-12.
4. Discussion and voting on Supplementary Demands for Grants (General) 2010-11.
5. Introduction, consideration and passing of the Appropriation Bills relating to Supplementary Demands for Grants (General) 2010-11.
6. Consideration and passing of the Academy of Scientific and Innovative Research Bill, 2010.

[Translation]

SHRI SURESH KASHINATH TAWARE (Bhiwandi): Madam Speaker, the problems concerning following matters may kindly be included in the list of Business:-

1. There is a need to start a new local train from Bhiwandi Railway Station to CST and Church Gate in my parliamentary constituency Bhiwandi.

2. There is a need to provide special facility package to Hazi devotees going on Haz pilgrimage to Macca-Madina.

MADAM SPEAKER: Shri Kaushalendra Kumar.

...(Interruptions)

MADAM SPEAKER: Please go to your seat and speak from there.

...(Interruptions)

MADAM SPEAKER: Shri Kaushalendra Kumar not present.

...(Interruptions)

[English]

MADAM SPEAKER: You have not given any notice. I am not aware of what you want?

...(Interruptions)

SHRIMATI JAYAPRADA (Rampur): Madam, is the Government going to bring the Women Reservation Bill, as passed by Rajya Sabha, to this House?...*(Interruptions)* What is the intention of the Government? We should, at least, know about it...*(Interruptions)* They cannot prolong it for days...*(Interruptions)* It is not listed in the Agenda Papers...*(Interruptions)*

MADAM SPEAKER: Please go back to your seat. Kindly let me know what it is about?

...(Interruptions)

[Translation]

SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha): Madam, my following agenda may please be permitted to be included in the List of Business for the next week.

1. In my parliamentary constituency Sabarkantha, new tube wells can not been installed for farming as it is dark zone, it is required to take action in the regard to remove dark zone.
2. My parliamentary constituency Sabarkantha is extremely backward in many ways; it is required to undertake development related work there.



[English]

SHRIMATI JAYAPRADA: We want some clarification from the Government regarding this...(Interruptions) Is the Government supporting the Women Reservation Bill? ...(Interruptions) When so many other Bills can be brought, why is this Bill not being brought? ...(Interruptions)

MADAM SPEAKER: Please go back to your seat. It is all right. Please take your seat.

...(Interruptions)

SHRIMATI JAYAPRADA: It is really sad that for women that you are not able to get any clarification from the Government...(Interruptions) It has not been listed in the agenda ...(Interruptions) The Women Reservation Bill is not coming to this House...(Interruptions) Madam, I want your protection...(Interruptions)

MADAM SPEAKER: Please go back to your seat. What is your demand?

...(Interruptions)

[Translation]

DR. RAJAN SUSHANT (Kangra): Madam, the following important issues may please be included in the List of Business for the next week:

1. To discuss and pass the 'Jan Lokpal Bill' framed by great social workers, intellectuals and lawyers in this session of the Parliament itself to eradicate corruption universally prevalent in legislature, executive, judiciary and press in the country which is making the bright future of the country very dark and which is destroying the hopes and expectations of the country like a termite and which is presently wallowing the entire nation like a pathon.
2. A discussion about the provision of two crore Government jobs in the budget for this year to remove unemployment in the country.

MADAM SPEAKER: Shri Vishwa Mohan Kumar Ji, you may speak.

...(Interruptions)

[English]

SHRIMATI JAYAPRADA: There is no voice for women in Parliament...(Interruptions) Let the Government give

that information...(Interruptions) We want to know from the Government...(Interruptions) March 8 is only a few days away...(Interruptions)

MADAM SPEAKER: Please go back to your seat. You have not given any notice.

...(Interruptions)

[Translation]

MADAM SPEAKER: Shri Basu Deb Acharia Ji, why are you standing? How the House will function if all of you stand up in this manner.

...(Interruptions)

SHRI VISHWA MOHAN KUMAR (Supaul): Madam, I request you to kindly include two major issues of my parliamentary constituency Supaul in the list of business.

1. There is need to ensure power supply in identified villages under the Rajiv Gandhi Rural Electrification Scheme as well as identification of remaining villages under the said scheme.
2. Radhopur Railway Booking Counter (UTS) has been closed down since the last two months and it needs to be reopened immediately.

...(Interruptions)

MADAM SPEAKER: Nothing else will go on record except Shri Viishwa Mohan Kumar's statement.

...(Interruptions)\*

SHRI MAROTRAO SAINUJI KOWASE (Gadchiroli-Chimur): Madam, I would like to request you to kindly include the following two subjects in next week's list of business.

1. Request for non inclusion of new communities in the list of original Scheduled Castes and Scheduled Tribes and of ensuring benefits of reservation to the downtrodden communities.
2. Request to take necessary steps for export of non basmati rice.

...(Interruptions)

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\*Not recorded.



*[English]*

SHRI PRABODH PANDA (Midnapore): Madam Speaker, I would like to request you to kindly include the following in next week's business:

1. To ensure food security so that every household can get a minimum of 35 kilogram of food grains per month under the Universal Public Distribution System.
2. Water crisis is getting acute day by day. A large number of poor people have no access to safe drinking water as of today. Water reservation and its efficient management should be given proper importance. Adequate administrative steps and legislation is very much required at this stage.

*...(Interruptions)**[Translation]*

SHRI A.T. NANA PATIL (Jalgaon): Madam Speaker, following subjects should be included in the next week's list of business:-

1. Power crisis in Maharashtra has worsened. Modern amenities and agriculture activities have been paralysed badly owing to 15 to 18 hrs. load shedding in cities and urban areas. There is a need to issue instruction to the Government of Maharashtra by the Union Government to take necessary steps in this regard.
2. The farmers of the country are of the opinion that farmers of the country are facing hardships owing to famine and heavy excess rainfall. There is an urgent need to amend agricultural policy in order to provide relief to them. The Union Government need to formulate such an agricultural policy so that there is co-ordination among farmers, buyers, traders and consumers.

*...(Interruptions)*

MADAM SPEAKER: All of you please take your seats.

*...(Interruptions)**[English]*

MADAM SPEAKER: Kindly go back to your seats. Let us have order in the House. Shri Ravindra Kumar Pandey.

*...(Interruptions)*

MADAM SPEKAER: Nothing else will go on record except Shri Pandey's statement.

*...(Interruptions)\***[Translation]*

SHRI RAVINDRA KUMAR PANDEY (Giridih): Madam Speaker, following subjects should be included in next week's list of business for consideration:-

1. Revised BPL list of Jharkhand state has been submitted to the Union Government for approval. The Union Government should send back the said list to the state government at the earliest while granting approval the same.
2. There is an urgent need to include all insurgency affected villages of Giridih parliamentary constituency under the list of insurgency affected areas and connect the area by roads under the Pradhan Mantri Gram Sadak Yojana and ensure implementation of various rural development project in these area on priority basis.

*...(Interruptions)*

SHRI TUFANI SAROJ (Machhlishahr): Madam Speaker, following subjects should be included in next week's list of business for consideration:-

1. 60 meter fertile land of farmers are being acquired for construction of four lane road from Sultanpur to Varanasi under the National Highway No. 56 whereas there is need for 45 meter land for construction of four lane road.
2. It is requested to establish Kendriya Vidyalaya in my parliamentary constituency Machhlishahr at the earliest.

*...(Interruptions)*

12.13 hrs.

## DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 2010-11

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): On behalf of

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\*Not recorded.

Shri Pranab Mukherjee, I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of the Budget (General) for 2010-11

...(Interruptions)

12.14 hrs.

# RE: DISPENSING WITH PRIVATE MEMBERS' BUSINESS

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): Madam, I have a request to make to the senior leaders of the House....(Interruptions) The Zero Hour, the Lunch Hour and the Private Members. Business listed for the day may be dispensed with and we may continue with the discussion on the Railway Budget so that we may conclude the discussion today itself. ...(Interruptions)

MADAM SPEAKER: I would like to take the sense of the House on the request of the hon. Minister that we dispense with the 'Zero Hour', the Lunch Hour and the Private Members. Business and straightaway start with the discussion on the Railway Budget. Does the House agree with this request?

...(Interruptions)

SEVERAL HON. MEMBERS: Yes. ...(Interruptions)

MADAM SPEAKER: Now, the discussion on the Railway Budget and the Supplementary Demands for

*Supplementary Demands for Grants (Railways) for 2010-11 submitted to the Vote of the Lok Sabha*

No. of Demand	Name of Demand	Amount of Supplementary Demands for Grants to be submitted to the vote of the Lok Sabha (Rs.)
1	2	3
1	Railway Board	9,01,00,000

Grants for Railways may be taken up together. Shri Yogi Aditya Nath.

...(Interruptions)

MADAM SPEAKER: Please sit down. Allow Shri Yogi Aditya Nath to speak.

...(Interruptions)

[Translation]

MADAM SPEAKER: Discussion on the Railway Budget has been initiated. All of you please sit down. Let Yogi Aditya Nathji speak.

...(Interruptions)

12.15 hrs.

# RAILWAY BUDGET (2011-2012) – GENERAL DISCUSSION AND DEMANDS FOR SUPPLEMENTARY GRANTS – (RAILWAYS), 2011-2012

[English]

MADAM SPEAKER: The House will now take up item nos. 11 and 12 together.

Motion moved:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2011, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1, 3, 4, 6 to 13 and 16."



1	2	3
3	General Superintendence and Services on Railways	148,54,78,000
4	Repairs and Maintenance of Permanent Way and Works	222,29,66,000
6	Repairs and Maintenance of Carriages & Wagons	53,28,39,000
7	Repairs and Maintenance of Plant & Equipment	64,07,13,000
8	Operating Expenses - Rolling Stock and Equipment	362,42,55,000
9	Operating Expenses - Traffic	577,21,86,000
10	Operating Expenses-Fuel	594,83,64,000
11	Staff Welfare and Amenities	185,46,35,000
12	Miscellaneous Working Expenses	260,81,19,000
13	Provident Fund, Pension and Other Retirement Benefits	531,24,13,000
16	Assets-Acquisition, Construction and Replacement - Capital	968,48,72,000
	Railway Funds	1,000
	Total	3977,69,41,000

MADAM SPEAKER: Shri Yogi Adityanath to speak.

12.16 hrs.

...(Interruptions)

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

[Translation]

MADAM SPEAKER: Let Shri Yogi Aditya Nath speak.

13.00 hrs.

...(Interruptions)

*The Lok Sabha reassembled at Thirteen of the Clock.*

MADAM SPEAKER: Only Shri Yogi Aditya Nath Ji's statement will go on record.

[MR. DEPUTY SPEAKER *in the Chair*]

...(Interruptions)\*

[Translation]

YOGI ADITYA NATH (Gorakhpur): Madam, first of all I would like to thank you for giving me an opportunity to participate in the general discussion on Rail Budger 2011-2012. ...(Interruptions)

SHRI VISHNU PADA RAY (Andaman and Nicobar Islands): Mr. Deputy Speaker Sir, please allow me to speak for one minute. ...(Interruptions)

Madam, the House is not in order. ...(Interruptions)

MR. DEPUTY SPEAKER: At present we are taking up the Railway Budget.

[English]

MADAM SPEAKER: The House stands adjourned to meet again at 1 p.m.

SHRI VISHNU PADA RAY: Mr. Deputy Speaker Sir, the question paper of CBSE was leaked on 17th February in Andaman & Nicobar Islands. ...(Interruptions)

MR. DEPUTY SPEAKER: Please sit down.

\*Not recorded.

...(Interruptions)

SHRI SIS RAM OLA (Jhunjhunu): Mr. Deputy Speaker Sir, I have a point of order. ...*(Interruptions)*

MR. DEPUTY SPEAKER: At present we are taking up the Railway Budget. What is your point of order? Raise it on Monday.

SHRI SIS RAM OLA: Mr. Deputy Speaker Sir, I would like to express my point within a minute. Several persons of my district have been killed in Libya. ...*(Interruptions)*

MR. DEPUTY SPEAKER: This issue has been raised earlier.

13.01 hrs.

### SUBMISSION BY MEMBERS

#### RE: Plight of Indians living in Libya

*[Translation]*

SHRI SIS RAM OLA (Jhunjhunu): Mr. Deputy Speaker Sir, the persons of my district and other Indians are also among the persons killed in Libya. But the people are not letting me sleep even at night. They come and say that their children have been shot. Libya is going through civil war. There is bloodbath on the roads. I would like to tell the government, through you, that special arrangements should be made to bring back all the Indians including the persons of my district and parliamentary constituency who are trapped in Libya and the dead bodies of the Indians killed in Libya to India by airways or waterways. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Members who want to associate themselves on this subject may give their names.

...*(Interruptions)*

MR. DEPUTY SPEAKER: This issue was also raised one day ago. This is not Zero hour, presently railway budget is being taken up. Do not make it a subject of debate.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Only his submission will be recorded.

...*(Interruptions)\**

\*Not recorded.

*[English]*

MR. DEPUTY SPEAKER: Shri Sudeep Bandyopadhyay, you associate with him.

...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): Those who are fighting for democracy were kept and detained. Now, they are totally unable to come back in their own country. ...*(Interruptions)* The Government should make all out efforts to bring them back to India as soon as possible. ...*(Interruptions)*

*[Translation]*

MR. DEPUTY SPEAKER: You have made your submission. Do not make it a point of discussion.

...*(Interruptions)*

SHRI VISHNU PADA RAY (Andaman and Nicobar Islands): Mr. Deputy Speaker Sir, the C.B.S.E question papers for class-X and class-XII were leaked in Car Nicobar Island on 17th February, 2011. The examination was scheduled to be held on 1st March but the question papers were leaked on 17th February. So I demand that the question papers prepared by C.B.S.E. for All India Exams of Class-X and Class-XII may be cancelled and new question papers be prepared and examination need accordingly. I demand that strict action should be taken against the persons involved in leaking the question papers.

SHRI SANJAY NIRUPAM (Mumbai North): I would like to ask the hon. Minister about the number of Indians brought back to India and the arrangements being made in this regard. It is a matter of national concern. ...*(Interruptions)*

MR. DEPUTY SPEAKER: You please sit down. Hon. Minister wants to speak.

*[English]*

SHRI SUDIP BANDYOPADHYAY: Sir a lot of innocent people have been killed. In other areas also such things are going on. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will go on record.

...*(Interruptions)\**

\*Not recorded.



[Translation]

SHRI SANJAY NIRUPAM: Sir, I would like to know about the number of Indians brought back to the country ...*(Interruptions)* Hon. Minister can only tell this ...*(Interruptions)* It is a matter of national concern ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Shri Harin Pathak is allowed to associate on this issue. Please sit down. The Minister is replying.

...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Mr. Minister is speaking. Let him speak.

...*(Interruptions)*

[English]

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): Sir, the Government shares the feelings of the hon. Members who have expressed their concern here. I think during the last week or even before that, we made all arrangements for them with the Air India. Three flights are landing here every day. Two flights have landed yesterday. Today onwards, flights are starting from Mumbai also. We summoned even two each of the private aircraft also, making a total of six aircraft. ...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: But they were not sufficient. ...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Let Mr. Minister complete his statement.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Let Mr. Minister complete his statement.

...*(Interruptions)*

[English]

SHRI VAYALAR RAVI: By ships, we are transporting persons from different ports to Alexandria and our other

private aircraft are going to Alexandria because we do not have a bilateral agreement with Libya. Only the Air India has got special permission to land in Tripoli where about eight to ten thousand people have assembled. The total Indians were 18,000. Many people have been stranded at other ports and places. Arrangements have been made by the Ministry of External Affairs and they are discussing with us. They are transporting people. As we thought that more planes are required, we summoned private aircraft also. We have summoned Air India aircraft. We have three 747 Air bus available with Air India, and three 320 Airbus and 787 and other flights also have been put into service. We are doing our best to bring back all the people as much as possible. ...*(Interruptions)* The intention of our Government is to bring all the Indians back and we do not want to leave anybody there. I can assure the hon. Members that we will be bringing all the people. ...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Please sit down. Let Mr. Minister speak.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Only Mr. Minister's statement will go on record submission made by any other Member will not be recorded.

[English]

SHRI HARIN PATHAK (Ahmedabad East): When they come back to Mumbai, they are penniless. ...*(Interruptions)* When they land at Mumbai or at some other place, they will be having no money to go back to their destinations. So, please make necessary arrangements so that they can reach their homes safely. ...*(Interruptions)*

[Translation]

SHRI SIS RAM OLA: Mr. Deputy Speaker Sir, Near Suez canal from Alexandria ...*(Interruptions)*

MR. DEPUTY SPEAKER: You please sit down. Your submission will not go on record.

...*(Interruptions)\**



[English]

SHRI VAYALAR RAVI: We know that they are penniless. I myself was in the Airport up to 2 o'clock in the night. I received them. ...*(Interruptions)* Let me speak. ...*(Interruptions)* Let me tell him. We are giving them food packets, water and cold drinks. Sir, early morning at 6 o'clock, I received a call from Mumbai. There were 150 passengers who wanted to go to Southern part of India. So, immediately I went into action. I arranged Air India flights and we provided free tickets for them. We will take them to their destination by Air India or by private aircraft absolutely free. There is no problem. But according to the rules, if the distance is less than 500 kilometers, they have to go by train or bus. ...*(Interruptions)*

But I can tell you that all the State Governments fully cooperate with the Government of India's effort. They have brought buses and everything. The Railways are also doing their best to help those people. Thank you. ...*(Interruptions)*

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, from the Railways side, I can assure the House that from the Airport to wherever destination the people want to go, the Railways will arrange their return journey free of cost. ...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Please sit down, nothing of what you are saying, is going on record.

...*(Interruptions)*\*

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Deputy Speaker Sir, through you, I would like to apprise the House that the discussion on rail budget has started, but the manner in which Madhya Pradesh has been neglected has caused unrest in entire Madhya Pradesh...*(Interruptions)*

MR. DEPUTY SPEAKER: You speak during your speech.

...*(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: Mr. Deputy Speaker Sir, today one thousand people are sitting on dharna in Indore which includes all classes of people ...*(Interruptions)* The situation is getting very tough there.

\*Not recorded.

Entire Madhya Pradesh is in unrest. ...*(Interruptions)* Only a discussion will not make a big difference. Today, a great movement is going on in Indore because of railways ...*(Interruptions)*. I would like to draw the attention of the hon'ble Minister of Railways towards these things. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will go on record except Yogi Aditya Nath ji's speech.

...*(Interruptions)*\*

13.12 hrs.

# RAILWAY BUDGET (2011-2012)—GENERAL DISCUSSION AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 2011-2012- *Contd.*

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Deputy Speaker Sir, you have invited me for discussion on Rail Budget of Indian Railways for the year 2011-12 in the very beginning, for this I am thankful to you from the bottom of my heart. Besides, I am also thankful to the NDA Chairman, hon'ble Adwani ji and the leader of the Opposition, hon'ble Sushma ji for giving me this opportunity. I am also thankful to the hon'ble Minister of Railways from the bottom of my heart who has given a message to the entire nation from the Rail Bhawan, Delhi presuming "Kahin Par Nigahein, Kahin Par Nishana" through big announcements and assurances in the Budget of Indian Railways for the year 2011-12 and the way which may lead to the Writers Building in Kolkata is clearly reflected in this Rail Budget.

Mr. Deputy Speaker Sir, the history of Indian Railways is 157 years old. Even if we see a political bitterness in the House on the day of the Rail Budget, but, in general, rail journey is considered to be very cheap in the entire country. Besides, Indian Railways has also played a very important role in connecting the entire country socially

\*Not recorded.



and culturally. Its network is spread over an area of more than 64,000 kms and even in geographical and rural areas. Indian Railways covers 7083 railway stations of the country and everyday more than two crore passengers travel and 2.5 million tones of goods are transported. Indian Railways, being the third largest rail network and being the fourth largest network of the world in terms of transportation of goods, has the highest number of commuters in the world. We have accepted the Indian Railways as the backbone or lifeline of Indian Transport System which links Indian highways and ports in the country. Even today, more than 35 percent of goods is transported by rail.

Mr. Deputy Speaker Sir, 70 percent of goods from the sectors like power, coal, steel, cement and fertilizers are transported by railways. As the hon'ble Minister of Railways had announced in the Rail Budget that whereas the Indian Railways has played an important role in providing jobs directly to 14 lakh employees in the areas where Indian Railways has a network, it has also played an equally important role in providing jobs to even more people indirectly. So, every Indian acknowledges the quality of railway infrastructure, its capacity and its very decisive and important role in performance and desires that Indian Railways should contribute similarly in maintaining its unobstructed pace.

Sir, with this confidence, it is desired every year that when the rail budget is tabled in the House, a demand from every corner of the country rises that they should also have something, but I extremely regret to say as we all are starting the discussion on rail budget today in this House that a narrow political benefit, race for cheap political popularity has not paid proper attention towards the modernization of railway infrastructure and neglect of development in infrastructure has brought the Indian Railways to such a point where it is passing through a seriously dangerous phase. I remember, in the 2009-10. ...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ (Vidisha): Mr. Deputy Speaker Sir, today a discussion on rail budget is going on in the House. The three important issues which are discussed during the Budget Session comprises of Presidential Address, Rail Budget and General Budget. At this juncture in the House, you see that all the benches behind one Minister of Railways and one Minister of State in the Ministry of Railways are lying completely vacant. Even one MP from the ruling side is not present. ...*(Interruptions)*. All the benches are vacant except one Minister of Railways himself and one Minister of State in

the Ministry of Railways. This is the floor management which I want to show you. ...*(Interruptions)*

YOGI ADITYA NATH: Mr. Deputy Speaker Sir, I remember that in the year 2009-10 in this House only the hon'ble Minister of Railways had stated two things while tabling the Rail Budget. One was vision 2020 in which it had been targeted to make the services of Indian Railways world class and the second thing which she had stated that Indian Railways has a corporate social responsibility as well along with its development. The hon'ble Minister of Railways has mentioned these two things in the current Rail Budget also that- 'I have given equal importance to viability of economy and humanitarian view point as well as social upliftment.' It is true that Indian Railways has to fulfill its corporate social responsibility and services also along with protection of its commercial interests, but the hon'ble Minister of Railways will have to make it clear whether her resolution of corporate social responsibility may be fulfilled without the development of Indian Railways financially. This is a big challenge. If Railways is not strengthened, not developed, can the corporate social responsibility be fulfilled which she has put into the Rail Budget before this House and the entire country through announcements and assurances? How will the points elaborated by the Hon'ble Minister of Railways for the economic strengthening of the Railways from a commercial point of view will be fulfilled? I would also like to congratulate her for making announcements regarding infrastructure for the railways, private freight terminal, special freight terminal, automobile freight train operator, automobile and helping centres farmers vision, new catering policy and connectivity for coal and iron ore mines, but what do they imply? Can these targets be achieved by the provisions made in the Rail Budget for modernization of the Railway, development of infrastructure and upgrading it financially? Hon'ble Minister of Railways has himself accepted in his Rail Budget that many of the announcements made in the last Budget speech have not been fulfilled so far. They are still lying pending. The announcements made by the hon'ble Minister of Railways in regard to increasing rail network and completing pending projects and the provisions as made in the Budget speech, the earlier pending announcements along with the announcements made in the last three budgets are not likely to be completed in the next two decades and there will be no need to present any new budget by any Minister of Railways in the next two decades.

Railways had made announcements regarding the world class rail service and Vision 2020, I can recall that



the Minister of Railways had also told in 2009-10 that we shall carry out the work of laying down new rail lines in the 25 thousand kilometer rail network and achieve the target of doubling and electrification of 30 thousand kms of rail lines. But what is the situation after one year? If we have to lay down at least 2500 kilometers rail network in one year. But the target of one thousand kilometers set by him for the last year has hardly been achieved so far. Other announcements have also been made. Then, can he achieve this target by taking loans from the market or by issuing bonds? Does it not imply that efforts are being made to push Indian Railways towards privatization? Hon'ble Minister of Railways talked of Vision 2020 and set the target to lay down new rail network to the tune of 25 thousand kms but the target of even 2500 kms has not been achieved, even the target of one thousand kms is not achieved in one year. As many as 2500 kms was to be laid down in one year but even the target of one thousand kms is not being achieved. It appears from the announcements of the Minister of Railways that a series of announcements were started to be made after the UPA Government came into power and they kept on making announcements irrespective of their fate.

The statement of a famous philosopher comes to my mind "Yavat jivet Sukham jivet, Rinam kritva Dhritam pivet." We can continue to make such announcements by taking loans whether the targets are achieved or not and irrespective of the pathetic condition of the Indian Railways. It appears to me that this condition of Indian Railways is visible to us *i.e.* whatever may be their fate, will continue with our announcements. Thus, it is a directionless rail budget full of such announcements.

Sir, I regret that the announcements made in the Rail Budget of year 2011-12, the Indian Railways has proposed its Annual Plan of Rs. 57,630 crore. All the announcements made in the previous budget have still not been fulfilled or not have even been started either, but the announcement to set up new factories and other announcements have been made and for construction of 114 new lines, Pradhan Mantri Rail Vikas Yojana has been proposed. The target of constructing 40 new rail lines, carrying out the gauge conversion of 20 sections and doubling of 35 rail sections have been fixed.

The survey work of merely 175 projects out of 251 related to new railway 716 lines, gauge conversion and doubling of railway lines announced in the last two railway budgets has been completed so far. It means that the targets are not getting fulfilled. Even the survey works

are not getting completed. The expenditure on survey work is not too much but even the target fixed has not been achieved. There is also no provision of funds in this regard. In the budget of the year 2011-12 itself, targets of commencing 25 new railway line projects, 6 new proposals of gauge conversion, 28 new proposals for doubling of lines, 107 new projects for survey of new lines, 4 new projects of gauge conversion, 16 new projects of doubling of lines, and 3 new projects of electrification have been reiterated. Hon. Railway Minister had announced in the former two railway budgets to convert 584 railway stations into Adarsh railway stations. As per the budget, it is being mentioned that 442 railway stations out of these have been upgraded. Sir, there is no need to go so far. At the time of Parliament Session, the Members of Parliament come here every week and happen to see New Delhi Railway Station. I would request the Hon. Railway Minister to not go anywhere else rather look at the New Delhi Railway Station only. The upgradation of New Delhi Railway Station is not appropriate from the point of view of Commonwealth Games and other aspects as well. Even today, the things can be seen lying scattered here and there and roofs are found broken. Day before yesterday, when I was there, it began raining and the roofs were seen leaking. This is the level of upgradation work carried out there. ...*(Interruptions)*

The previous announcements made have not been fulfilled so far and the Hon. Railway Minister has announced upgradation of 236 new stations this year. Lot of announcements are taking place. Can the Minister tell as by when these announcements are likely to be fulfilled and from where the funds are likely to be managed? Will this cheap publicity and the populist Railway Budget be able to serve the interest of Indian Railways. Will the derailing of Indian Railways which is facing serious challenges be able to restore the faith of the people of this country in terms of security and safety as it is becoming dangerous from both these points of view. The Indian Railways is facing these two challenges today.

I remember that the Hon. Railway Minister was the Railway Minister in NDA Government as well. The NDA Government took on this challenge of Security and Safety of Indian Railways. It had also set up a safety fund in this regard. Under the Safety Fund, it was decided to carry out the work of modernization of tracks, repairing of dilapidated bridges, modernization of signal system and connecting the Railway crossing with the inter-locking system. Another work had been carried out during NDA Government. A survey had been conducted to execute



the pending projects and it was also evaluated that almost Rupees 1.5 lakh crore were required to complete these projects from both revenue point of view as well as national security and social point of view. I am talking about almost ten years back period. Ten years back, it was assumed that Rupees one lakh fifty thousand crores would be required to complete these projects. NDA Government kept the target of completing the projects. We have been watching the tenure of UPA Government for the last seven years. It appears to me that an effort is being made to mislead the people of this country. Railway Ministers come and go and either the people themselves don't look at them with seriousness or even if some will-power and dedication to do work is seen somewhere, it is not taken for granted by the people as the situation in this country has become so. That situation can be expressed as 'Ur ja re panchhi yeh rail hui begani.' That means the Railways has been utterly neglected. Assurances and political announcements are made with regard to railways and when the political interests are served, the railways is left alone. Presently, this situation is emerging somewhere.

Mr. Deputy Speaker, Sir, through you, I would like to put forth the facts before the hon'ble Minister of Railways as to how such situation has arisen. When we talk of Indian Railway, then we have to consider the major source of income of Indian Railway. Rail freight contributes 65 percent to the income of Railways and only 26 percent income is earned through passenger fare.

Sir, this ratio was 88:12 in the 1950 which means 88 percent goods were transported through goods train. As a result income of Railway used to increase. But, over the years rail freight has lost its credibility. Today rail freight has decreased to 35 percent from 88 percent which has affected income of Railways. The goods train in the country run at an average speed of 25 kilometer an hour which is below the standard. Secondly, goods trains are not considered safe and thirdly there is no accountability. Sir, railway parcel or any other item is loaded or unloaded carelessly at railway stations. No one is held accountable for this. How will we be able to achieve targets in such scenario? Presently the sources of income are shrinking and new announcements are being made on daily basis. There are old rail tracks dilapidated bridges and outdated signal which need to be upgraded. Besides, various other schemes in respect of renewal of thousand kilometer rail tracks and installation of integrated security system allying pending in the country.

Sir, we got reports of train accidents through newspapers. Most accidents take place at unmanned railway crossings in the country. There are still more than 17 thousand unmanned railway crossing in the country. There is a stretch of 109 kilometer long rail line among the ongoing projects. Where work is in progress. Actually the total length of railway line is 11,900 k.m wherein work on various projects is in progress. An amount of 50 thousand rupees is required for it. There are 126 projects in respect of doubling of 4,822 kilometer railway lines and total cost of these projects is about 11 thousand crore rupees. There are two projects of DFS which is 3300 kilometer long and cost of the project is 50 thousand crore rupees. If total cost of these four projects is included then an amount of Rs. 1.28 lakh crore will be required, as far as survey in respect of laying of new rail line, gauge conversion, doubling and other related works is concerned, Rs. 4.21 lakh crore is required. How can the Ministry of Railway generate the said amount? It is a big question.

Sir, I would like to know from the hon'ble Minister of Railways the status of 60 world class railway stations about which he has made announcement which have been identified for upgradation as world class stations? Announcement was made for opening of medical college during the last Railway Budget. How many medical colleges have been set up so far? The hon'ble Minister has not made reference in the Railway Budget in this regard? The hon'ble Minister has made announcement to introduce four Express Trains after the name of two great personalities. On the occasion of their 150th Anniversary.

One of them is Swami Vivekanand Ji after whom 'Vivek Express' has been introduced. Similarly, four Express Trains are proposed to be introduced after the name of Gurudev Ravindranath Tagore on his 150th Anniversary. I would like to thank hon'ble Minister of Railways for this gesture and request her to name the Express Train as Swami Vivekanand Express instead of proposed 'Vivek Express' as Vivek Express does not serve the purpose. Similarly, Kavi Guru Express should be renamed as Gurudev Ravindranath Tagore Express. The word 'Kavi Guru' is to be misinterpreted with the name of notorious Afzal Guru, who is languishing in jail. I feel sorry for this ...*(Interruptions)*

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, when a train is named after a great man, we try to glorify his name by naming the train in a suggestive way. We may name Vivekanand Express,



Gandhi Ji Express, but we name Sabarmati Express or Amrawati Express or we call Sewashram. Such names are used, so the question is what name should be given to a train to glorify Vivekanand? If we name Swami Ji Express, then you are also a Swami Ji ...*(Interruptions)*

YOGI ADITYA NATH: I am thankful to you for this but it should contain his full name. ...*(Interruptions)*

KUMARI MAMATA BANERJEE: If the Parliament desires so, it may pass a law for this purpose, there is no restriction about it. You can do ...*(Interruptions)*

YOGI ADITYA NATH: I would like to give some suggestion. You have felt the need for anti collision devices, the entire country has felt this need. Near Kanpur last time, an accident took place as a train coming from behind collided with another train in which several people were killed. After all, why is this system being applied only in eight railway zones but not in the entire country? Why is the system not being applied equally in all the railway zones of the whole country? Why is this system not being applied equally in all the railway zones of the whole country? After all what are zones of the whole country? After all what are the criteria set for selecting these eight railway zones?

It has been mentioned in the Rail Budget that Indian Railways will collaborate with various universities, institutions for technical development, but I would like to know why does the Indian Railway not think of collaborating with specialized institutions like MM for strengthening the financial system? What is the total number of tickets expected to be booked every year through the portal developed by CRIs for e-ticketing? You have mentioned about reducing ten rupees on air conditioned class and five rupees on other classes on ticket booking through the proposed portal, after all from where will the Government compensate for this loss?

Sir, the hon'ble Minister of Railways has announced to create a new class i.e. Super A.C. I mention the incident of the day before yesterday when I was travelling from Delhi to Gorakhpur by Bihar Sampark Kranti Express. When I entered the train, I noticed that the condition of the train was very bad, it was very dirty. It seems to me that in AC class whether it is third, second or first, at least there is no need to give any concession in the fares of second and first AC. If you have to give any subsidy, any concession, you should give it to the general public. You are not able to rectify your existing system and now you have started talking about a new class -

Super AC. After all, have you made any provision of pilot project for the creation of the proposed new class? Nothing has been mentioned about it in the Budget.

Recruitment of about one lakh seventy five thousand Group 'C' and Group 'D' staff has been talked about, it is a good gesture. It should create avenues of employment. No clear mention has been made about the total financial burden to accommodate these one lakh seventy five thousand persons and from where it will be arranged. It was announced in the last Rail Budget in which it was said to utilize the surplus land of the railways. The Ministry of Railways had received a proposal from Gorakhpur Municipal Corporation regarding commercial use of surplus land of railways, no action has been taken about it till date. I would like to know from the hon'ble Minister about the actions being taken in this regard. Besides, as regards trains I would like to say that you have made so many announcements about 200 trains have been announced in this Budget too, but no single train runs on time today, on an average all trains run late by two hours. Even if you take proper fare from the passengers travelling in Indian Railways you should provide them seats after taking fare. If a passenger does not get seat, the fare for providing him the facilities should be reduced. I have seen that Indian Railways faces maximum load in trains going to Uttar Pradesh and Bihar. All the trains going there are fully packed. You have just talked about starting Special Express trains on the occasion of Holi, but nowhere it has been mentioned about the areas with heavy load like UP and Bihar.

If any train does not reach its destination in time the fares of the passenger should also be reduced proportionately. You have talked about efficient work of 14 lakh staff of the Indian Railways. But there is no mention in the Rail Budget about the arrangement made for enhancing the work skill of the staff their training and workshop.

Mr. Deputy Speaker Sir, I would like to say one more thing.

MR. DEPUTY SPEAKER: Now, you please conclude because one issue gets related to other issues and it has taken a lot of time.

YOGI ADITYA NATH: I would like to tell about the problem of loco pilots that all the loco pilots have held a demonstration in Delhi on 28th February to emphasize on their demands. After the implementation of the Sixth



Pay Commission's recommendations, certain anomalies have cropped up in their pay scales. It is my request that these small anomalies should be removed. If this is not done, one day the entire rail operations will come to a standstill. Therefore, their problems should be addressed.

I want to tell you about the corruption in the Railways. There is a saying that when the savior turns predator, then who will save. This is the condition of railways today.

MR. DEPUTY SPEAKER: Please conclude, you have taken too much time.

YOGI ADITYA NATH: Mr. Deputy Speaker, Sir, I am getting more disturbed by the Chair itself. If you give me five minutes more, then I will conclude my speech. The Chair had given me half an hour's time. But 15 minutes have already passed in disturbances.

MR. DEPUTY SPEAKER: The extra time allotted to you is already over. Now, you have run out of time.

YOGI ADITYA NATH: I have a long life. I want to submit that a loss of Rupees 10,000 crore is caused to Indian Railway every year due to the complicity of criminal elements and mafia with the railway officers. This is also one of the main reasons of loss.

SHRIMATI SUSHMA SWARAJ: Mr. Deputy Speaker Sir, if the hon'ble Member takes more time than it may be adjusted from the time allotted to our party. Hon'ble Member is the first speaker discussing the Rail Budget, so please give him some more time. We shall adjust that.

YOGI ADITYA NATH: What kind of arrangement you have made to put an end to such unholy nexus, please tell me. I was going through the projects of North-Eastern railways several projects which are still lying pending have become victim of the complicity of criminal elements and mafia with the railway officials. These criminal elements and mafia take contract and then, sub-let it to other contractors. The project which was to be completed in three months take three years in getting completed. Finally, this leads to the loss of revenue for the railways I request hon'ble Minister of Railways to take strict steps to put an end to this corruption.

Mr. Deputy Speaker, Sir, honouring your words, I will conclude just after making one more point. The headquarter of Eastern railways is Gorakhpur and I represent that region. Gorakhpur is a large city of Eastern

Uttar Pradesh. The people of Eastern Uttar Pradesh and North-West Bihar and our neighbouring country Nepal depend on Gorakhpur for their businesses employment, education and medical treatment etc. What is the condition of communication in Gorakhpur? At first, effort was made to divide Eastern Railway into several parts, then effort was made to break it by dividing it into several divisions and zones and the better services which was to be delivered there has not materialized. Even today, there are 1450 unmanned level railway crossings in the Eastern Railway and daily accidents take place there.

There was a steam loco factory in Gorakhpur which was closed down. Steam engine has been discontinued. I would like to request hon'ble Minister of Railways that the entire infrastructure is present in Gorakhpur and this infrastructure may be utilized in a better way by modernizing that infrastructure a little bit and setting up a new electric loco factory at a comparatively low cost. Along with this, the local people will also get employment. You have earlier appointments also, you may use it.

Uttar Pradesh is the biggest state of the country, population-wise. If we keep three states- Uttar Pradesh, Madhya Pradesh, and Bihar away from rail, then the railway of the entire country will come to a standstill. But these three states are also the most neglected ones. Are the rail facilities provided to Uttar Pradesh in the ratio of the population of that state? Whether similar rail facilities have been given to Madhya Pradesh and Bihar? Today, Hon. Smt. Sumitra Mahajanji was putting her viewpoint also. Today, there is Rail Roko agitation in Indore and the areas around it. Why are the people getting agitated? The reason is clear that the people are feeling that injustice is being done to them. A lot of announcements are being made for one area while the other areas are being neglected. Mamta ji was Railway Minister in the NDA Government. The work on the railway line from Agra to Etawah to connect Bateshwar which is the birth place of Hon. Atal ji was completed. Some trains were to be introduced on that line but even after passing of ten years today, that work is pending as it is. I would like to mention the names of some important projects before the House and seek permission to raise some important issues and would particularly like to mention about Eastern Uttar Pradesh, West North Bihar and North Eastern Railway which are connected with Gorakhpur.

1. Electrification and Doubling of Rail line between Gorakhpur and Lucknow.
2. Gauge conversion of Gorakhpur-Nautanwa-Gonda Railway section.



3. Loco-electric factory should be set up in Gorakhpur.
4. Inter-city train should be introduced from Gorakhpur to Ayodhya-Allahabad keeping in view the passenger's convenience.

Sir, you know that Gorakhpur is a religious place and Ayodhya is the main religious place and Prayagraj is also the holy religious place for us. Mahakumbh will be held in Prayag in the year 2013. I would like to tell the hon. Railway Minister that a demand for introducing intercity train from Gorakhpur to Allahabad via Ayodhya was made which has not been fulfilled so far. I would like to tell the hon. Railway Minister that there is a heavy load on Gorakhpur line and request her to go to the Railway station and see the situation of that line. Thousands of passengers keep standing in queue and the coach having the capacity of merely 70 passengers is packed with more than 700 passengers. There is a need for running a new train on that line. Particularly, a non-stop train to Gorakhpur should be introduced. You have announced to introduce Duranto trains, Shatabdi trains, Rajdhani trains and Rajyarani Express train, then why has this route been left out? I would like to request you to introduce a train between Gorakhpur and Delhi and also a train from Gorakhpur to Kolkata in the event of your becoming Chief Minister. I would request you to implement it.

KUMARI MAMATA BANERJEE: Ok, done.  
...(Interruptions)

YOGI ADITYA NATH: Another thing apart from it is that a road should also be constructed besides a railway bridge on the Rohin river in Domingarh between Gorakhpur and Sahanjanwa on the Gorakhpur-Lucknow rail route and on the Rapti river in Gahasad. I had also written a letter in this regard. All the railway stations in Gorakhpur should be upgraded and Gorakhpur-Haridwar-Dehradun Rapti Ganga Express train should run on daily basis. It has been announced to lay a new rail line for Basgaon Dohrighat in Sahjanwa in Gorakhpur and appoint chowkidars at the level crossings and construct overbridges. All the works related to Gorakhpur are lying pending with the Railway Ministry under which a demand was made for constructing road overbridges at Nandanagar at NH-8 Nakha railway crossing, Hadhawa railway crossing, Peepiganj railway crossing, Pipraich railway crossing, Campiargaon railway crossing, Sahjanwa railway crossing.

With these words, we all expect you to fulfill all the announcements and the assurances made in the Railway Budget for the year 2011-12 presented before the House. We would definitely like to know from the Hon. Minister regarding the safety and security issues. The Minister should come out with clear-cut necessary instructions regarding the steps to be taken by the Indian Railways to tackle the fierce challenge being faced by it.

Mr. Deputy Speaker Sir, I am grateful to you for giving me an opportunity to participate in this important discussion without any interruption in this House.

MR. DEPUTY SPEAKER: Those hon. Members who want to lay their written speech on the Table of the House may lay their speech on the Table.

DR. GIRIJA VYAS (Chhitorgarh): Mr. Deputy Speaker Sir, I would like to thank you for giving me an opportunity to speak on this debate. I was listening to the speech of Shri Yogi ji with rapt attention. I am glad to know that he has a very good interest in filmi songs and he has tried to make his speech through filmi songs. But I would like to oppose the issues raised by Shri Yogi ji and state that the Railway Budget is neither a budget of announcements nor a dream. The Railway Budget is a reality and it stands on a very realistic ground. I would like to thank UPA Government, Mr. Prime Minister, Smt. Sonia Ji and especially Ms. Mamta ji for presenting a common man's development oriented budget. The Railway Budget for the year 2011-12 is an innovative budget prepared with a new thinking. This budget for the year 2011 is a fine mixture of old traditions and new technology which intends to carry our cultural heritage with a new perspective.

Sir, the last year posed a number of challenges and even today, some of those challenges are existing. The biggest challenge was that the railways had to bear 97 percent surcharge on account of the Sixth Pay Commission which has certainly affected our development. But UPA Government was committed to fulfill the commitments of 6th Pay Commission. The railways fulfilled those commitments and I would like to thank the hon. Minister of Railways for that. We should not forget the fact that 73,000 crore rupees have been spent and the railways has suffered a loss of 3500 crore rupees. But the Government was committed to provide some benefits to our employees and officers who work round the clock to fulfill our dreams. Despite going through the worst economic situation, the UPA Government implemented the recommendations of the 6th Pay Commission and



the railways fulfilled those commitments and I would like to congratulate the hon. Minister for that. This was not the only problem. The railways has to face the problem of fog throughout the year. Some accidents also took place. The extremists have also affected the trains movement. The gurjar movement has also affected the country to a great extent. Apart from all these issues, the economic slowdown also affected the railways but despite all these things presenting such a balanced and far-reaching result-oriented budget shows not only a big ambition but also provides the way to fulfill the said ambition and I would again like to congratulate hon. Minister of Railways for that.

The railways connects the hearts. The railways promotes communal harmony, facilitates meeting of those who are separated and creates brotherhood in our tense life. So, it would not be an exaggeration to call the railways our lifeline. That is why, Vision 2020 is not only a dream but it is a dream to be realized and the budget 2011 shows the promise for realization of the said dream. I would like to say to Ms. Mamta ji through you that “Ek aag ka dariya hai aur doobke jana hai”, but Mamta ji, you have changed this phrase and you have said, “Ek aag ka dariya hai aur fair kar jana hai” and you have proved that it can be achieved. This House as well as this country is grateful to you for that. You have presented a budget for the common man.

Before speaking anything else, I would like to submit that it is a tough task to save one lakh crore rupees after full payment of dividend and to finish this task would be a big achievement. I would have been glad if Swami ji had thanked the railways for this. Now, I would like to start praising this budget as Shri Yogi ji referred to freight of the railways but he did not thank the Minister of Railways. Swami ji referred to the quantity of goods carried by the railways in the year 1950 but he forgot that there were no roads at that time. What resources had we got that time? The railways was the only medium of transport at that time. There are other means available in the country at present. Despite this fact, I will continue to raise two problems. I would like to congratulate the UPA Government and Mamta ji for not raising train fare and freight charges. ...*(Interruptions)* Sir, concerns have been raised in respect of annual plan. I have gone through certain letters. ...*(Interruptions)* There is nothing to worry about health. It is good. ...*(Interruptions)* You should not worry about health of the Railways and the UPA Government. It is good. ...*(Interruptions)*

A reference has been made in respect of annual plan. I would like to congratulate for proposing the highest ever Rs. 57,630 crores annual outlay. Now, the question arises as to how the funds are likely to be generated. You have also raised such a question. The plan is proposed to be financed through gross budgetary assistance of Rs. 20,000 crore, diesel cess of Rs. 1041 crore, internal resources Rs. 14219 crore and market borrowings of Rs. 20,594 crore since it has a good credibility in the financial market. An amount of Rs. 1777 crore will be generated through public-private partnership (PPP) mode and gauge conversion and doubling works etc. will be completed. It is not a dream. These goals have been fixed as per the Vision for the year 2020. I would like to urge that disruption of train operation has resulted in a loss of about Rs. 1500 crore and another Rs. 2000 crore owing to ban on export. We should not forget such a fact. As a result, work on certain projects have been delayed. But I would like to congratulate Mamta ji and expect that such lapses will not be repeated. You have announced to set up a central organization for project implementation which will definitely boost monitoring of projects.

14.00 hrs.

The estimated cost should not increase and all the schemes should be completed in a time bound manner. When monitoring of projects is undertaken, it will put a check on corruption. With the implementation of said monitoring set up these three shortcomings will be redressed. I am submitting that loading target should be reduced by 20 MT whereas gross traffic receipts have been fixed at Rs. 94,840 crore. Besides, ordinary working expenses have been fixed at Rs. 67,000 crore which is higher by Rs. 2000 crore from the last year's budget estimate. The Railways has earned surplus amount of Rs. 4105 crore and this fact seems to be reliable because various schemes have been completed as per the announcements made in the budget of year 2010 despite hard situation while putting a check on expenditure.

Sir, now, I shall deal with the budget estimates. There will be projected freight traffic increase of 993 MT and passenger growth of 6.4 percent and gross traffic receipts are estimated at Rs. 1,06,239 crore and for the first time, Railways earnings are set to exceed the rupee one lakh crore mark. The Railways, particularly, the hon. Minister of Railways deserves appreciation in this regard. As far as parking expenses are concerned, it has been assessed at Rs. 73,650 crore. DRF has been placed at Rs. 7000



crore and provision of Rs. 6,735 crore has been made for dividend payment, which is a good step.

I would like to urge as everybody has raised a point and expressed concerns in this regard. There are two aspects of budget. First, how is the budget and the source from where receipts of budget are likely to be made. Second, how the resources are likely to be generated as per the announcement made in the budget as I have submitted in this regard. Through you, I would like to draw the attention of the hon. Minister towards the safety and security aspect of the Railways. Though various innovative steps in respect of safety have been made in the budget and I would like to congratulate the hon. Minister for the same. Anti-collision devices have been sanctioned for eight zonal railways from security point of view and 3000 TVOs have been referred to and besides GPS based Fox Set Device has to be installed. I would like to congratulate the hon. Minister for striking a balance among the States in respect of operation of trains. The Hon'ble Minister has announced to introduce two new trains and two projects as a special package. I, would like to request through you to the hon'ble Minister that now it has become essential to include the state in it. We cannot leave the rail management to the Centre alone, specially those states which lag behind from security point of view must come forward and help the railways. One big thing which is in the rail budget announcement, is the introduction of all India security help line based on single number system. It will give a new direction to our security. I would also like to make heart touching request that special arrangements should be made to provide security to the women. Whether the example is from Kerala, Uttar Pradesh or last time from Rajasthan border where women are not safe in rail. A separate package should be provided for them at these places. There is mention of 18,000 jobs and if ex-police women are deployed alongwith ex-service men then the security of women will get a new direction.

Sir, after that I come the point of the very basis of budget where the funds will come from? Yogiji had asked a very good question, the Railway has replied to this question and tried to concentrate towards the strong economic system in which social responsibility alongwith human aspects have been equally emphasized which is singular in itself. The exclusive budget is the basis of our budget and this very exclusiveness is visible here.

Now I come to the industries. Railway has, for the first time, evolved several business based policies and also tried to develop them. To meet the demand of rolling

stock it has made efforts to set up labour intensive industries or to carryout works at other places with the help of various Public Sector Undertakings. Setting up of rail coach factory at Rae Bareilly, starting schemes for supplying rail engines, passenger coaches and other important spare parts at several places are also included in it. PPP has become an essential medium for it. You have asked a question, since I am also in the Committee, therefore, I through you, would like to say that our Public Private Partnership does not indicate that intention of the Railways is privatization. But today participation of public private has become the need of the hour and beginning my speech I said that our traditions had also been kept in mind and in the 21st century there is open scheme and open sky and taking the help of these PPP schemes have been considered essential.

Sir, identification of land, setting up rail coach factory in Orissa have been done. It has been said that Burn Standard Company Ltd and Brethwate Company Ltd should be brought under the control of Ministry of Railways for this purpose.

Sir, I, through you, would like to specially thank hon'ble Minister for the bridges, factories or tunnel in Jammu and Kashmir, metro coach factory in Singure, setting up of diesel rail engineering in Manipur, centre of excellence in Darjeeling or rail industries park in Jelihgam and new Bongaigaon. Setting up such factories in those areas would not only provide economic strength to them but also efforts have been made to include isolated areas in the mainstream which is commendable and for this Ministry of Railways should be congratulated.

Before drawing the attention of hon'ble Minister towards another subject, I would like to draw the attention of all the hon'ble Members why factories should be set up? First of all people will get employment from this, second is supply aspect, the biggest cause of delay is the lengthy process due to which the supply gets delayed and third reason is that with the increase in in-house production the self confidence will increase on the one hand and incidence of corruption will come down on the other and with this specific purpose that work will be completed. But one thing which I regret and hon'ble Minister is also concerned about that is that we have a vast country. We are connected with far-flung areas. When we travel by air we think that proper sanitation is not being observed. However, as our country is so large, this effort regarding cleanliness is very admirable that besides Nagpur, Chandigarh, Bhopal, additional mechanized laundry clinics will be established and even it has been



mentioned about establishing laundries at 23 other places. There should be more cleanliness, this is my request to you that this Ministry will think more in this regard.

Sir, we discussed about railway safety. I would like to make a request here that when it comes to the third question that this is our resource and the budget estimate is being tried to be fulfilled from industries and other supplies also. The passengers are our backbone and they wait for the Rail Budget with hope and expectation. As I said earlier that this is our lifeline, it links all. If there are no railways, the women say a single thing that they will have a place nowhere outside their houses to go. We can fulfill our objective of not only marriage but also to reach our daughters or call them with the help of railways. We stand through thick and thin with our relatives and it can be possible only with the help of railways. Who could understand this thing except a lady? So, Mamata ji made efforts in the direction of developing passenger rail users amenities very well. 444 stations have been upgraded as Model stations. It is true that it should be monitored, I agree to your view and for monitoring I shall appeal to the hon'ble Minister that a committee should be constituted and if desired some MP's should be included so that the money spent region wise as per your scheme, your expectations, your wish, your will may be fulfilled. Notwithstanding all this, you note the farsightedness that 236 more stations have been included. 45 locations for more MST's and Budget hotels have been identified. Those budget hotels will give a boost to tourism in such a way that persons from low-income group will be able to stay there. Only the UPA Government could provide such a facility. We had no hope from the NDA Government about it. Although Mamata ji was with them at that time, they definitely gave Mamata touch but you did not let her do much. I would like to admire Mamata ji for one more thing that Pan India Multipurpose Go India Smart card fulfills the dreams of the 21st Century. You can go anywhere else with a single card. I request you to ask all the hon'ble members to purchase a card each so that we may provide this card to the people from the lower strata. It should be started from here only. It does not mean that we provide it free of cost.

Mr. Deputy Speaker, Sir, it has been mentioned that new terminals two in Kerala, one in Uttar Pradesh and West Bengal each would be established. It has been mentioned about better accessibility for the physically disabled persons. There is a mention about a new portal for e ticketing. It has been stated that Internet access in Howrah-Rajdhani Express on pilot basis will be provided.

It has been mentioned about extending the train management system at five stations. Starting of advance booking will be a great achievement and perhaps the start of a new A.C. class for journey will be a very important step for us in which we may get more facilities. As far as the speed of passenger trains is concerned, the hon'ble Minister of Railways has mentioned about increasing the speed up to 160 and 200 km. per hour and seeking assistance from Japan when we are entering the 21st century is a very practical and technical question for which I congratulate the hon. Minister.

Mr. Deputy Speaker, Sir, now I want to dwell further upon my view about the railways being backbone. We have received amenities, budget and even the means to achieve the budget, but the most important thing is that do we care about the welfare of staff or not? The staff is the backbone and thus from this point of view also this budget has enough provisions for staff welfare among which I would like to mention a few points. It is such an important social sector that it is a world in itself. Ajmer in Rajasthan is an example of it. As the Army has a separate world, so is the Railways. That world cannot be kept untouched. Everyone has access to it. The limit of Liberalized Active Retirement Scheme for guaranteed employment for safety category has been extended, for which, through you, I would like to thank the hon'ble Minister. Medical facilities have been provided for both the dependent parents. Increasing the scholarship for the children of group 'B' employees to Rs. 1200 was such a decision, which could be taken by sensitive person like Mamta ji and the people from her Government. I would like to thank the Minister for setting up Railway Vidyalaya Prabandhan Board because I have been associated with the education sector and what better news would be better than this for me? There is a proposal to provide 20 mobile medical vans and additional 20 hostels would be set up for the children of railway employees. Has anyone ever considered about the fate of slum dwelling units located around railway tracks. Sometimes there were speculations to bulldoze and remove these slum dwelling units and sometimes these units were removed. But construction of ten thousand such units on pilot basis clearly reflects the sensitivity of Railways and I would like to thank the Ministry of Railways for this gesture. Promotion avenues will be provided to these employees through training and recruitment. Backlog of Scheduled Castes and Scheduled Tribes will be covered and 16 thousand ex-servicemen will be inducted through mega recruitment drive. I want some seats to be reserved for women. Training centre is proposed to be set up at Kharagpur and three-multi



disciplinary training centres would be set up. The hon'ble Minister of Railway has announced to set up five polytechnics. I want that two polytechnics should be reserved for girls as they are making progress. There are 9 girls out of 10 in the merit list. I shall be obliged for this gesture.

[English]

KUMARI MAMATA BANERJEE: We will request the HRD Ministry.

[Translation]

DR. GIRIJA VYAS: The Ministry of Railways will request the HRD Ministry in this regard. Even I will raise the matter. Now I will submit about the concessions made in the budget. At the outset, I will submit in respect of production unit that any augmentation of capacity of DEREKA to 300 rail engines is a big achievement. Provision to provide concession to the physically handicapped on Rajdhani and Shatabdi trains, 50 percent concession to press correspondents twice a year and Kirti and Shaurya Chakra awardees for traveling in Rajdhani and Shatabdi trains and provide card passes to the parents of unmarried posthumous Param Vir Chakra and Ashok Chakra Gallantry Award winners is such a big achievement. I would like to thank the Ministry for increasing concession for senior citizens from 30 percent to 40 percent and reducing the age to 58 years in case of women. It is a big achievement. I would like to criticize those who do not consider the General Budget and the Railway Budget as a gender budget. We are not discussing the General Budget but that exclusive budget is a Gender Budget and various provisions have been made in the Railway Budget for women. I would like to congratulate for taking up new gauge conversion and doubling work. There is a proposal to complete work in respect of laying of new rail lines in 27 sections covering 700 kms., gauge conversion of 800 kms. line and doubling of 700 k.m. line. The proposal of new lines in 24 rail sections covering 1,075 k.m. during the year 2011-12. A target of 1,017 k.m. has been fixed covering 20 rail sections in the year 2011 and doubling of 33 rail sections covering 867 k.m. In addition to this, the survey work of the year 2010-11 has been completed and other survey work will be completed as the hon'ble Minister of Railway has assured the House.

Sir, the suburban railway also has not been left out. Through the hon'ble Swami ji I would like to urge that the aim of the UPA Government is to serve the people

to the maximum without pining for any post and everyone is aware of Mamta ji's dream that it is her childhood dream to create a place for her in people's hearts and serve the people, and, she will continue to do so and no one can stop her from doing so. Mamta ji has announced proposals in respect of Mumbai, Chennai, Kolkata, Vardhman-Howrah, Ghaziabad, Ahmedabad. But she forgot Jaipur city.

KUMARI MAMATA BANERJEE: No, Jaipur has not been ignored. All the people go via Jaipur.

DR. GIRIJA VYAS: I am very hopeful regarding trains and others will also be. I want to thank once again for making a provision of introducing 9 new Duranto trains for Jaipur, Delhi, Ahmedabad & Mumbai, Double AC train, three Shatabdis, four Durantos, four Vivek Expresses in the memory of Swami Vivekanand, four Kaviguru in memory of Rabindranath Tagoreji and exclusive trains for women in the name of Motherland. I want to thank the hon. Minister for new passenger scheme also. I want to thank the hon. Minister for changing the routes of 33 new trains and increasing the frequency of 17 trains. Regarding 25 new lines announced as part of the new projects, through you, I would like to submit here in this august House that we have to identify those new lines which have been completely left out. Secondly, in my opinion the proposal put forward for setting up a central organization besides the offices in Delhi, Kolkata, Mumbai and Bangalore for project implementation is a very good proposal and it should be implemented at the earliest. A target has been fixed regarding the survey of 107 new lines, four gauge conversion works and work of doubling of 16 lines which in itself is a great thing. Electrification of our thousand kilometre long route in the year 2011-12 and generating of own power based on gas is also a big achievement. We all should welcome it. There are particularly two important things in this railway budget. One is railway tourism and we are working ahead in tourism sector but the domestic tourist performs his journey by train. For the first time, the Railway tourism has been mentioned with such exclusiveness. It also mentions several trains. I would like a sub-committee to be set up to conduct a study in this regard because everyone likes to visit once own native place and feels proud of it. The hon. Minister has introduced many trains so as to promote tourism. But as it goes, a historical place or a pilgrim place is visible at every 12 kilometre in our country. I believe that in such a situation, the hon. Minister will definitely take care to introduce more trains to connect pilgrim places or historical sites and open up more hotels based on this aspect.



I would also like to draw the attention of the hon. Minister towards the fact that she has mentioned about some sectors. Delhi and Jaipur were already important tourism places but Agra has been added to make it a golden triangle. We have to make such triangles at various places in the country. A foreign tourist or even the domestic tourist pays visit with this approach towards two things. One is theme-based tourism, which means he wants to visit only temples, palaces and forts. Second is sector-based tourism, which means how much he intends to visit the area he has gone to see. I think if a small committee is set up in this regard, which can look into this aspect, our budget tourist can take advantage of both the sector based and theme based tourism.

Here, I would like to mention that the green energy has been talked about for the first time and I want to thank the hon. Railway Minister for the same. But at the same time I would like to submit that the Government should achieve this target on the basis of green revolution but if the Railways fail to achieve its aim in a time bound manner, the purpose gets defeated. Therefore, the Railways should pursue this matter with the Ministry of Environment and Forests with regard to giving clearance at the earliest so that the target of 2020 can be achieved.

Rail transport and Railways has a great role in the economic development of the country. This is the reason for increase in the economic growth rate, industrial growth rate, agricultural growth rate or even manpower as can be witnessed in the country's budget despite the odd circumstances. We are on the path of progress. However, the development of railways should take place rapidly and it should get a boost because everyone will benefit uniformly. Railways is the life line for both the poor and the rich. It belongs to both the villages and the cities. All these things have been tried to be highlighted in this railway budget. Not only effort has been made but there is an effort to fulfil it with a lot of commitment and this promise will also be fulfilled and the Government will definitely achieve this target by 2020.

Mr. Deputy Speaker Sir, I would like to draw the attention of Ms. Mamta Ji, through you, to the fact that safety system, upgradation and hygiene at stations were the three main features of her Vision 2020 for the Railways. All these three issues have been included in it but these three are likely to pave the way in future. So it would be necessary to provide an exclusive budget for these three issues. Another issue which I would like to mention is that there is need for setting a specific

deadline because non-completion of any work in a time-bound manner has been criticized time and again. The railways should aim at fulfilling the dreams of all the people in a timebound manner. I would like to thank you for this.

Now I would like to mention some issues linked with Rajasthan. You have talked about green energy. Rajasthan is a state of cultural heritage and whether it is cultural tourism or promoting tourism to historical places and Rajasthan also being a backward state, a lot of work needs to be done in the state regarding railway infrastructure. It is said that the more one gets, the more one wants. I would like to congratulate for the fact that probably Rajasthan has got so much for the first time in the Budget. However places like Sonar Fort and Jaisalmer have been left out a little bit.

KUMARI MAMATA BANERJEE: No I have given. I have provided for Haroti to Jaisalmer ...*(Interruptions)*

DR. GIRIJA VYAS: Several trains pass through Kota via Haroti but there are some areas which can connect Chittor and Haroti. You have given to Chittor but everyone wants to visit Chittor. I would like you also to visit Chittor as every Bengali wants to visit the fort of Chittor. We come from a land of brave-hearts and our state is very rich from the point of tourism and natural heritage. Our state has forest sanctuaries and it has some backward areas where tribals live. Even my area Pratapgarh has been left out. The second 'sasural' of Pratapgarh's daughter is also there. 'Badi Sadhvi' has been connected a bit and there is a need to pay more attention towards it.

Sir, Rajasthan is also home to mines and minerals, therefore, a little bit more attention is required for freight. Nathdwara and Kakroli are our religious places. So doubling of railway line upto Jodhpur is urgently required. I demand that if not Rajdhani, Rajrani needs to be run between Udaipur and Jaipur via Maoli Junction and Chhittorgarh.

Sir, similarly there is no mention of Ahmedabad broad gauge line in Gujarat for which money was provided in the budget of previous year as well as current year. I demand that this line should be immediately completed. This is the demand of both the sides.

KUMARI MAMATA BANERJEE: Ahmedabad line is mentioned in the budget. We have provided for that in the budget.



DR. GIRIJA WAS: Funds have been provided only for conducting survey of this line and even that has not been spent completely.

KUMARI MAMATA BANERJEE: Work would be started on this line only after completing the survey.

DR. GIRIJA VYAS: Several years have passed even after the survey. I hope that you would get it completed immediately. Kumari Mamta Ji has said that Ahmedabad line has got mention in the Budget and I hope that she would clarify it more in her reply. We should welcome this step. In addition to these Pali and other areas have been left out in regard to which I would talk to you later. I request to include Jaipur metro also in the Budget. Kapasan is a religious place where famous Dargah is situated. So this station needs to be upgraded. Jodhpur-Pali should be connected by Sampark Kranti.

Sir, I would like to say one thing that the Railway Budget is not an ordinary budget. It encompasses the intent, commitment and concern for common man of the UPA Government alongwith realization of dreams of Mamata Ji and our aspirations. On 80 year old person had come to see me yesterday and I would like to repeat here what he said to me. He said that Mamata Ji has come as a Santaclauz who gas to something for everyone, a small toffer for one and a bigger for others. But it is certain that these is something for all. ...*(Interruptions)* In the end, I would like to say that you should link the safety of women, the effort for reservation in service and education of women with this small universe which I call railway universe.

Sir, the last year was a difficult year. Difficulties have yet not reduced and there will be challenges ahead. But I know one thing which I can use at least for Mamta ji that "Sitaron se aage jahan aur bhi hain, abhi isq ke imtihan aur bhi hain." But she is an expert in going through tests and every time, she her come out successfully, again she will succeed, best of luck.

With these words, I support the Railway Budget.

\*SHRI VIRENDER KASHYAP (Shimla):

#### **Non-visionary Budget**

I would like to congratulate the hon'ble Minister of Railways for presenting the Budget offering numerous concessions for railway passengers, but the reality is that

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\*Speech was laid on the Table.

this Budget has not shown any foresightedness. This is an extremely disappointing and hopeless budget. There is nothing in this Budget for the general public.

#### **The disappointing Budget for railway staff**

The railway staff have received nothing except admirations from this budget. The hon'ble Minister of Railways has disappointed the railway staff by making no mention about residential scheme for railway staff including providing jobs to the children of Group 'D' staff. Railway staff have not been given any importance in this Budget.

#### **The Railway Budget was sacrificed for the sake of Assembly Elections to be held in States**

This Budget is an election budget of West Bengal. The Railway Budget has been politicized. In view of the ensuing Assembly Elections in West Bengal, Uttar Pradesh and Uttarakhand, the Budget has been dedicated not to the public but to the political interests. In this Budget, no attention is paid towards safety issues, theft incidents, cleanliness and encroachment of land of railway stations. The income of railways has decreased but the expenditure has increased. Under such circumstances, the announcements made in the Budget are like building castles in the air. To make the Budget in view of the Assembly Elections in a particular state is condemnable.

#### **The shortcomings in trains have not been identified in the Budget**

The railway budget is totally a worrisome one. It is surprising that while presenting this budget, neither the problems of railways have been mentioned, nor reviewed and nor the shortfalls have been identified. So, it does not show any sign of foresightedness. The greatest requirement of Indian Railways is about capacity expansion, but there is no mention about it in the railway budget to what extent the railway capacity will be expanded and the measures which are required to be taken. How will this target be achieved? The hon'ble Minister of Railways has mentioned about network and connectivity, but has not given any clear picture.

#### **Goods carrying capacity in railways has decreased not increased**

During the Budget, the hon'ble Minister of Railways said that when the economic growth of the country remained 8-9 percent, goods carriage increased by 1.2



percent, but if it remained at six percent then? The transportation of coal has decreased by 30 percent of the target fixed last year by the railways. It is obvious that less revenue was generated on this basis, internal income decreased. In case, income decreased, then you need budgetary help from the Union Government. After all, why did this happen, it should be made clear. One more thing, 100 goods trains were converted into passengers trains. That means you did not make any provision for increasing capacity of goods trains rather the capacity of carriages decreased by 30 lakh tone. What is the logic behind it is beyond our understanding. Moreover, railways is in a very bad shape as from now, it has to seek help from the Government for its operation, but if the inflation rises, what will happen? Then, from where you will compensate the loss of Railways? If the hon'ble Minister wants to fulfill her social responsibility by running the railways in deficit, that is a different thing, otherwise the purpose of such a budget is beyond our comprehension.

#### **Rail Budget Just Basket of Announcements**

Rail Budget is presented separately so that the Indian Railways will itself mobilise resources for its operations, but this is not happening. It was for the last time in the year 1996 that such a Rail Budget earning profit and giving something to the Central Government. We had a surplus Budget but after that such a situation did not arise. At present only corporations are being set up all around. At some places corporation are being set up all around. At some places corporations are being set up regarding the use of land and at some other places, for other purposes. Efforts are being made to mobilise resources for private participation. But experience tells us that it will not succeed. No industrial house would like to wait after investing funds. Again when the Railways gets budgetary support from the Government at the rate of 7 percent interest, then why will it seek assistance from Industrial Houses at the rate of 14 percent interest? It will further increase the deficit. When private participation started incurring loss in Railway Wagon then efforts were made to offset it by increasing the freight charges. In such circumstances the Rail Budget appears only a Basket of announcements. No future of Railway is visible in it. The question is that the capacity and income will not increase, then how can the operations of the loss making railways be continued further?

#### **Rail Budget-not a Budget of the Commonman**

Hon'ble Prime Minister Dr. Manmohan Singh has termed the Budget presented by the Hon'ble Minister of Railway, Kumari Mamta Banerjee a Budget for the

commonman. Probably by commonman he wants to say that neither passenger fare nor freight has been increased. Not only Kumari Mamata Banerjee but before that ex-Minister of Railways Shri Lalu Prasad Yadav had also tried to ensure that the commonman is not burdened. It is right upto this limit but after that the question arises — has the travel of passengers progressively become comfortable and secure? Has the condition of sanitation in trains and stations improved? Have the quality and nutrition of food at stations and food served in trains improved? Have corruption in railways come down and irregularities in reservations decreased? Are the trains running on time and passengers have not to travel on the roofs of trains in overcrowded trains? If most of the questions' reply is in the negative then how can this Budget be called a budget of the commonman?

#### **A Rail Budget Prepared Keeping in view the Elections in West Bengal**

Kumari Mamata Banerjee during her tenure has remained outside Delhi in West Bengal where elections for the Legislature are proposed to be held and she is eyeing the Chair of Chief Minister. Hence her Budget of this year has clearly become an election budget. Several gifts have been given to West Bengal in this Budget. Important among them are metro coach factory at Singur, Rail Industrial Park at Nandigram, integrated suburban railway for Kolkata and 34 new services for Kolkata metro. That is why Members of Parliament of several states especially the Member from Bihar, Uttar Pradesh and Kerala caused ruckus on the said announcements made in the Lok Sabha. Hon'ble Ministers of Railways have their own leaning and partiality, but Kumari Mamta Banerjee did not show any restraint in showing her love for West Bengal which is, in fact, election centric. As a result her Budget seems to be converted into an election rails budget in the first sight. She has made the Ministry hollow.

#### **Work has not been started so far in respect of projects announced earlier**

There has been a provision of Rs. 57,630 crores for plan expenditure in the budget which is the highest ever provision, but Rs. 20,954 crores is likely to be borrowed from market to meet such expenditure. Implementation of the Sixth Pay Commission's recommendations have been blamed for poor financial status and for burden of additional expenditure. I do not understand as to how financial position will improve in view of passenger growth of 6.4 percent and tough competition from road



transport sector in transportation of goods share of Railways is 35 percent? The hon. Prime Minister has argued that investment for infrastructure development of Railways will boost the pace of overall development. This statement is logically correct, but factual position is that work has not been started so far in respect of projects announced earlier. There is a proposal for laying 1000 k.m. new railway line in the next financial year. Negligible progress has been made towards this direction during the post independence era. Hence, this fact should be accepted without any hesitation that the Railways is unable to meet the challenges in respect of economic development.

**The hon'ble Minister of Railways has twisted facts in respect of poor economic status of Railways**

The facts have been twisted in the Railway Budget. The operational expenditure of Railways has reduced to 92 percent. Fact is that more than 50 percent earning of Railways through passenger fare and freight charges is being spent on the salary of employees. It means that Indian Railways was earning one rupee while incurring expenditure of 99 paise during the year 1991 and now, it earns one rupee while incurring expenditure of 92 paise.

**144 Railway Projects are pending for years**

The hon. Minister of Railways has hidden poor economic condition while making announcement in respect of 25 new railway projects. The hon. Minister of Railways has hidden the fact that there are 144 Railway projects amounting to 47 thousand crores rupees pending for years. Out of these pending projects, project of the Central Railway is the oldest project which was announced in the Railway Budget for the year 1972 but has not been completed so far. Though the hon. Minister of Railways had ordered a review of these projects for their implementation but nothing has been said as to what progress has been made in this regard and the total funds required thereto.

The hon. Minister of Railways has announced to introduce a total of 103 new trains, *i.e.*, 56 new Express Trains, 9 new Duranto, 3 new Shatabdi trains, 22 new DMU trains and 13 Passenger trains apart from extension of 33 trains in the Budget. However, keeping in view that only 700 k.m. of railway lines have been laid during the current year and out of the declared new rail routes and projects, many have not been introduced so far, the question arises as to how long the dilapidated railway

tracks will sustain and bear the weight of new trains announced each year.

**Boastful claim made in respect of renewal of railway tracks**

The fact regarding boastful claim made in respect of renewal of railway tracks is that railway track should be replaced after a period of eight years instead of twelve years. The pace of renewal of tracks has been considerably slow during the last five years and as a result, most of the railway tracks are in dilapidated state. Most of the weak and dilapidated tracks are unable to sustain weight of passenger trains and goods trains. Hence, there is no question to increase the speed of trains. The most important question is whether the speed proposed to be increased would actually be possible for such trains alongwith the increasing number of trains on these same double lines. Had the rail administration laid down one more rail track on these busiest routes first and then launched the scheme to start superfast trains, it would have been better. It may be mentioned here that the doubling of only 1017 kms. of tracks on 28 routes have been carried out. Therefore the work related to the doubling or tripling of present rail tracks should be taken up on priority basis.

**Decrease of 13 Percent in Freight Transportation during the Last Year**

It may be mentioned here that freight rates of the railways is connected with the market conditions. During the last year from October to December 13 percent decrease is registered in railway freight transportation. The fact is that being the prime mode of transportation in the economy of the country the Indian Railways has not maintained the same transportation capacity. Its ration is 1:2 if the economic growth rate of the country is percent then freight transportation should increase by 18 percent. In view of this fact the railways should improve its operational and functional capacity. If we go through the Budget we notice that the figure of 30 percent decrease in freight transportation during the last decade is now showing 25 percent increase. The Railways had transported 45 thousand crore tonnes of goods as per the last Budget which should have gone up by at least 11 percent.

**The Dependants of Railway Employee have no hope to get employment**

No provisions have been made for reservation in railway jobs for the dependants of railway employees. As a result the railway employees are frustrated.



**Providing accommodation to Track Side Dwellers may further increase encroachments**

The Hon'ble Minister of Railways has announced to provide shelter to the track side dwellers in metro cities. The Hon'ble Minister has announced that 10 thousand dwelling units will be constructed in Mumbai, Siyaldah, Siliguri and Tiruchirapalli under a pilot project. If this proposal is implemented then the incidents of encroachment on railway land by the people is likely to increase.

**The Backlog of vacancies for Scheduled Caste and Scheduled Tribes is not filled**

Thousands of posts in the railways for Scheduled Castes and Scheduled Tribes are lying vacant. As per the policy of the Central Government backlog is to be filled at the earliest but this backlog is persisting in the railways and thousands of vacancies are to be filled, but no progress is made in this direction.

**Unviable project have not been discontinued**

It is still beyond comprehension why more than 100 such projects have not been discontinued in the last year of the 11th plan, which are not profitable. The hon'ble Minister had promised in the Budget Speeches to review the less popular trains but in recent years the schemes to increase the trains and to increase the frequency of old trains have been included the rationale of which is doubtful from economic point of view. She knows this very well that by discontinuing one passenger train the Indian Railways may get so much space and time that it may generate 10 times profit by running three good trains. From this it may be understood easily how adversely new trains have affected the transportation of goods. The Ministry of Railways which is intent upon turning Indian Railways into a commercial enterprise will be able to ensure a smooth relationship with the passengers only when it brings social concerns within its purview.

**Regarding rail projects in Himachal Pradesh**

I would like to draw the attention of the hon. Rail Minister towards the fact that funds have not been provided for Himachal Pradesh in the Rail Budget and express my dismay in this regard. Himachal Pradesh is a hilly as well as a border state but has been facing constant neglect and this is not good for the country. Even after 63 years of independence, no work towards

development and expansion of railways in Himachal Pradesh has been undertaken. Only which is negligible 36 kilometers of broad gauge rail line has been constructed. The continuing neglect of Himachal Pradesh in the matter of rail works is a highly problematic issue.

Himachal Pradesh is strategically important since its border lies alongside that of China. Construction of merely 36 km of rail line during 63 years of independence amounts to nothing. It shows how the hill state is always overlooked and neglected in the matter of rail works.

**Dhanauli-Dehradun via Nalagarh-Baddi-Surajpur-Kala Amb-Paonta Sahib rail line**

Recently, the hon. Chief Minister of Himachal Pradesh, Prof. Prem Kumar Dhumal had put forward the request for construction of a few rail lines in Himachal Pradesh. The request for construction of a rail line from my parliamentary constituency from Dhanauli to Dehradun via Nalagarh-Baddi- Surajpur-Kala Amb-Paonta Sahib was also made in the House by me many times. The Minister of Railways had announced a survey for the construction of this rail line in the previous budget for which I appreciate her.

**Importance of Dhanauli-Dehradun rail line**

The importance of this rail line can be understood by the fact that Dhanauli in Punjab is situated at the border of Himachal Pradesh and is linked to rail line. It is imperative that it be linked to Dehradun in Uttarakhand because Nalagarh, Baddi, Barotiwala, Kala Amb and Paonta Sahib are industrial areas along the route I have requested that these places would be linked with rail lines. This rail line will be of tremendous benefit to all these areas.

The abovesaid area is a large industrial area which employs lakhs of labourers and employees. Paonta Sahib, the world famous Gurudwara named after the 10th Guru of Sikhs, Shri Govind Singhji is also situated in this area. It is visited every year by lakhs of pilgrims from home and abroad. Haridwar, the most ancient and famous religious site of Hindus where people come to attain salvation and which is called the doorway to God in the Shastras and where every year lakhs of Hindus and persons of other faiths come to bathe in the River Ganga is also situated within this area. They would also be facilitated by the construction of this rail line. This rail line will facilitate the interweaving of not only the industrial, religious, social and political fabric but also prove to be



highly profitable for the railways. But the progress of the people of the state will remain blocked till not merely the announcement of the construction of a rail line but inception and completion of work in a time bound manner within a fixed time frame is ensured.

#### **Kalka-Parvanu Broad gauge rail line still incomplete**

When Shri Nitish Kumar was the Minister of Railways, the foundation stone to construct a broad gauge rail line from Kalka to Parvanu had been laid during the NDA Government. I would like to request the hon'ble Minister of Railways to allocate sufficient funds for this rail line so that it may be completed as early as possible.

#### **Bilaspur-Leh via Manali Broad gauge rail line**

At the time of the NDA government, a decision had been taken to construct a rail line from Bilaspur of Himachal Pradesh to Leh via Manali in view of its strategic importance and a provision of 500 crore rupees had been made. But nothing has been done during the last five years by the UPA government. The survey work of this rail line has also been completed. This rail line had been included in the budget for the year 2010-11 for construction as Socially Desirable Rail Connectivity Project. This 498 long rail line is likely to involve an expenditure of about 22831 crore rupees. Therefore, the Planning Commission and the Ministry of Finance have not sanctioned it till date. Through you, I would like to request the hon'ble Minister of Railways, the hon'ble Minister of Planning and the hon'ble Minister of Finance that this line should be declared as rail line of national importance and in view of its strategic importance a provision should be made in the budget for its immediate construction.

#### **The closed railway stations between Kalka-Shimla should be opened**

The railway stations between Kalka and Shimla which were 100 years old were closed some time ago. The farmers from this region are facing lots of difficulties and financial loss due to closure of these railway stations. For example, Jabli (Kasauli) station and several other stations. I appeal that these railway stations should be restarted so that the people, particularly the farmers may transport their produces conveniently and the movement of the people may be easier.

#### **The Rail Museum in Shimla named after Baba Bhalkhoo has yet not been started**

I would like to bring to your notice that the rail line between Kalka and Shimla had been constructed during

the British regime. This line was declared as a heritage rail line last year only. It is said that when English engineers could not find ways to extend this rail line beyond Solan and when they completely failed, Baba Bhalkhoo helped the English engineers very much in finding the way for construction of this rail line. Since the British times, Baba Bhalkhoo had been working in Railway department. The help of Baba Bhalkhoo in construction of Kalka-Shimla rail line will never be forgotten. Baba Bhalkhoo was a Junior staff during the British regime. When the survey of Kalka-Shimla rail line was being conducted and its completion was becoming a failure again and again, then, the English could complete the survey of that line only because of the spiritual power of Baba Bhalkhoo.

To cherish the memory of Baba Bhalkhoo, during the tenure of the former Minister of Railways, Shri Nitish Kumar ji, the Ministry of Railways had decided that a rail museum would be set up in Shimla after his name. For this purpose, at that time the Ministry of Railways had even sanctioned Rs. 50 lakh, but after that no progress about the rail museum in the memory of Baba Bhalkhoo could be seen.

I urge that I may be apprised of the latest status of the construction of the said rail museum. I request that the delay being made in this context should be removed immediately and this rail museum should be constructed as early as possible so that the memory of Baba Bhalkhoo may be kept alive.

#### **Kalka railway station should be beautified**

Only at some distance from Kalka, the area of Parvanu of Himachal Pradesh begins. Kalka railway station is in a very dilapidated condition. Tourists from the country and abroad first reach Kalka only by trains. So, I request that beautification works should be carried out at Kalka railway station so that this railway station may appear attractive to the tourists coming to Himachal Pradesh. The cemented floor constructed at the railway station of Kalka is of very low standard. I demand that an enquiry should be conducted about it. The entire platform of Kalka should be covered with a roof and particularly beautification works should be carried out at this railway station and this station should be included among the model stations so that it may be face lifted.

#### **Beautification of Shimla, Solan And Kandaghat Railway Stations**

Scheme to beautify Shimla, Solan and Kandaghat railway stations should be formulated. Kalka Shimla rail



line has been declared as heritage railway line. More and more beautification of this line should be done.

#### **Nangal-Talwada Broad Gauge Construction Line Still Incomplete**

This construction of 83.74 Km. Nangal-Talwada via Una railway line was started by the Railways during the year 1982-83 with its own funds. So far only 36 kilometre railway line has been constructed in 21 years. Only half portion of that line has been constructed so far. If this would be the pace of construction of this rail line then 50 more years would be required to complete this railway line. So, the hon. Minister is requested to expedite the completion of this line in a time bound manner.

#### **Absence of facilities at Una Railway Station**

Through you, I would like to draw the attention of the hon. Minister of Railways towards Una railway station which is a railway station on the only broadgauge railway line under construction in Himachal Pradesh. This railway station was constructed 15 years back. There are 3 daily trains for Delhi and Ambala from this station. These include Himachal Express, Janshatabdi and DMU trains plying between Ambala Churudu.

There is a constant increase in the passenger traffic from the railway station. The Railway department is earning lakh of rupees every month, however, the Department has not been able to provide facilities at the Una Railway Station for a considerable time. The facilities here are negligible in comparison to the ones at Nangal railway station. There is neither a shade nor any canteen for the passengers. Only a few benches have been provided for passengers in the open whereas hundreds of passengers commute daily to other states from Una, Hamirpur, Kangra and Chambal district. The passengers wander here and there for refreshment and meal and face a lot of inconvenience. Besides, there is no facility of maintenance yard at station. The demand to provide facilities is being made for a considerable time, however, Una railway station has been facing the callous indifference of the Railway Department. I would request the hon. Minister to provide the following facilities at Una railway station at the earliest:-

- (1) A shade should be provided at Una Railway station immediately so as to provide seating facility to the passengers waiting for trains in extreme cold.

- (2) Sufficient number of benches and chairs should be provided for passengers so that they do not have to sit on the floor in extreme cold.
- (3) The tubelights along the roads towards the railway station remain out of order quite often due to which there is pitch dark at night. Thus, it should be ensured that these tubelights are working at night so that the roads are well lit at night.
- (4) Yard maintenance facilities should be provided at the Una Railway station.
- (5) The trains reaching Nangal should be extended up to Una.
- (6) A direct train should be introduced from Una to Haridwar.
- (7) More trains should be run for Delhi and other cities from Una Railway Station in view of tourist centres located in Una and Kangra so that tourism can develop in Himachal Pradesh and there is increase in the income of Railways.
- (8) Canteen facility should be provided at Una railway station at the earliest.

#### **Construction of Baddi-Kalka Broadgauge Railway Line Extremely Necessary**

The Government of Himachal Pradesh requested the Ministry of Railways on 18th August 2009 that Baddi located in Himachal Pradesh should be linked with the Kalka rail network in Haryana since several small and big industries showrooms, offices, commercial complexes of renowned companies and several other institutions have been set up in Baddi-Barotiwala-Nallagarh industrial area of Himachal Pradesh. The decision to complete the survey of this railway line within 7-8 months was taken during a discussion on the pending issues in the meeting of the Ministry of Railways on 9 April, 2010 headed by the Coordination Secretary of the Cabinet secretariat. The state has not been apprised of the progress made so far in this regard.

I conclude with these demands and suggestions.

[English]

\*DR. M. THAMBIDURAI (Karur): At the outset, I would like to mention that this is a populist Railway Budget,

\*Speech was laid on the Table.



keeping an eye on the forthcoming elections in some States.

As is the practice for the last many years, she has not touched the passenger fares and freight charges. This is a welcome sign. But there is always a fear in the minds of the people that if the Railways were to increase the fares at some point of time in future, it would be huge and it would put an enormous burden on the people.

Coming to my State, Tamil Nadu, which is also going to polls next month, she has announced five Express Trains, two Duronto Trains, a daily passenger train between Coimbatore and Mettupalayam, a Vivek Express between Dwaraka and Tiruchirapally, a Tourist Train connecting historical places in Tamil Nadu. Apart from this, she announced laying of two new lines (Sriperumbudur-Gumidipundi and Mannargudi-Pudukkottai). She also laid stress on the Chennai Urban Railway with new services.

People have doubts in their minds, whether they would really come into reality. They have their doubts especially when many projects sanctioned and are on-going in Tamil Nadu are not getting completed. All such projects are delayed due to want of funds. One such example is in my own constituency, "Karur-Salem BG conversion". It was started more than ten years ago; it was not even more than 100 kms. But still it did not fructify so far due to meagre allocation in successive Railway Budgets. I request her to pay full attention to that project and complete it in the next year itself so that people are benefited by it.

In the city of Chennai, there is an on-going project of Mass Rapid Transit System, which is also not yet completed due to want of funds. When such on-going projects have not been completed, how could she undertake to have other new projects and running of new trains? Hence, people are afraid, whether they are mere announcements.

She said in her Budget that the annual plan for the year 2011-12 is the highest ever Plan Investment by the Railways in any single year. She further said that the plan is proposed to be financed through Gross Budgetary Support of Rs. 20,000 crore, diesel cess of Rs. 1041 crore, internal resources of Rs. 14,219 crore and market borrowings of Rs. 20,594 crore through the Indian Railway Finance Corporation. She also said that she is going to raise an additional amount of Rs. 10,000 crore through tax-free bonds.

With all these figures, she should not put the railways in a difficult state of finances. While going through the figures, one gets a feeling that the finances of the Railways are shrinking.

Having said this, I would say about some general features covering the Indian Railways and also about some projects for my State of Tamil Nadu.

To begin with, I would say about the safety of the passengers traveling on Indian Railways. There have been many railway accidents last year. At that time, there were many reports which indicated that such accidents could have been avoided, had there been anti-collision devices installed in the Indian Railways. We find that the Railway Minister had sanctioned Anti-Collision Devices to cover eight zonal railways, this year. But we are not sure how much money she had allocated for procuring such devices and whether they would be installed in the entire Railway network. Installing such devices throughout the Railways would cost huge expenditure, but that is necessary, keeping in view the safety of passengers. I request her to allocate maximum money on this and ensure safety of passengers.

Security of rail passengers is becoming more and more dangerous nowadays. Even very near to the capital of the country, there were many incidents of theft, etc. in the running trains. The Railways needs to post more RPF/CRPF men on the running trains so that traveling public are safe and their belongings are secure.

She has increased the senior citizen concession to 40%. Normally, the senior citizens at the end of their lives, will be depending on others for their livelihood, and at the same time, many senior citizens also not travel frequently. Hence, to make them feel comfortable, I request the Railway Minister to increase the Sr. Citizen concession to 50%. This is not going to cost her much, but she would be earning the goodwill of the class of senior citizens.

Coming to hygiene in Railways, the public are not happy at all. Except a few major railway stations in India, all others lack the basic hygiene; one gets a feeling that almost all the running trains also lack hygiene and there is always filthy smell in the compartments. I fail to understand whether shortage of staff to clean the premises leads to this situation, or it lacks the machinery to do it. The Railway Minister may ponder over this and do the needful so that the traveling people feel that they are traveling in a hygienic environment.



As far as the food served in trains are concerned, 'the less said about it, the better it is'. Even after paying huge amount, one does not get good food in the trains. There were many questions raised in Parliament regarding this. I also remember that the Railway Minister herself talked last year, about the poor quality of food served in the Railways. But nothing much happened thereafter. There was no improvement in the quality of food. Railways do need to formulate a good catering policy. In the absence of good food being served in trains, the traveling public is left to find other alternatives of finding food at stations. The Railways need to take care of this so that the passengers are not put to undue hardship.

As you know, there are two terminals in Chennai - one is for south-bound trains at Chennai Egmore and another for north-bound trains basically, at Chennai Central. These two terminals are not connected and they are a few kilometers apart with the result, the passengers from southern Tamil Nadu, intending to proceed to North, have to get down at Egmore and find other modes of transport to reach Central. There is a long-pending demand to connect these two terminals, but so far, nothing much has happened on this. I request you to kindly look into this also and do the needful in the interest of the public.

Another point that I would like to bring to the notice of the hon. Railway Minister is this. I have been receiving representations from the people residing in several southern districts of Tamil Nadu regarding stoppage of Mail/Express trains at Tirusoolam Suburban Railway Station, on both directions.

People from southern districts of Tamil Nadu have been complaining that they face severe hardship in catching domestic flights from Chennai Airport. The people who come from southern Tamil Nadu by trains are taking domestic flights from Chennai Airport to go to several destinations like Delhi, Mumbai, Bengaluru, Hyderabad, Kolkata, and others.

As of now, they have to get down either at Tambaram Railway Station or Mambalam/Egmore Railway Station and take auto/taxi, or alternatively, they have to change trains by getting into the suburban railway trains.

This puts them into severe stress and hardship. This could be avoided if all the trains from both directions are made to stop for two minutes at Tirusoolam Railway Station, from where they could get into the Airport. This would avoid considerable delay and hardship.

I request you to kindly consider this favourably so that all the Chennai-bound trains from south of Tamil Nadu are stopped at Tirusoolam for two minutes.

Perambur Railway Station is becoming a major station nowadays and many people are getting down on both directions. The platforms are in a very dangerous conditions; it poses a very serious problem to the public who are getting down in this station. I request that platforms at Perambur Railway Station are constructed well and neatly maintained so that the public are able to get down and get into the trains comfortably.

Jolarpet is a major junction; many Express and Superfast trains like Trivandrum Express, Tirupati Express, and other Express trains from Bangalore pass through this junction, but there is no stoppage at Jolarpet. The public feel that if those trains stop at this junction for two minutes, it would be helpful for them. I request the hon. Railway Minister to consider this demand of the public and make stoppage of all such trains at Jolarpet Junction.

Similarly two Shatabdi Express trains are also passing through Jolarpet Junction, but there is no stoppage for these trains. I request that these two trains could be made to stop at Jolarpet Junction.

On the other hand, nowadays, the Brindavan Express takes a long time to reach the destination. Just for the name-sake, it is Superfast, but it is not operating as per its name. Public feel that it stops at several stations where no passenger gets down or otherwise. Hence, I request that wherever possible, the stoppage of this Express may be curtailed at such stations where there no passenger gets down, so that Brindavan Express is speeded up.

Many Tamilians are living in Mumbai and Mumbai has become a 'Second Tamil Nadu' for them. There are only three regular Express/Mail trains running between Mumbai and Chennai, whereas the Tamilian population in Mumbai has increased manifold. There is a long-felt need for additional Express Trains in this route. I request that some more Express Trains like Garib Rath may be introduced in this route, to ease the congestion and to facilitate the Tamilians living in Mumbai.

Regarding other on-going projects in Tamil Nadu, the Members of Parliament, belonging to our Party, AIADMK, submitted a memorandum to the hon. Railway Minister for their early completion.



The following projects are still pending despite several representations made in this regard, and I would request her to pay sufficient attention to them and complete them early.

**(1) Doubling:**

Chennai-Madurai Railway line is the lifeline of the State; 80% of that line is single-track even now. Work has been taken up for doubling between Chingleput and Villupuram. We do not know when the entire line would get doubled. The doubling of track between Villupuram and Dindugal has been sanctioned in the Railway Budget two years ago at an initial estimated cost of Rs. 800 crore, but the work has not yet been taken up so far. We want the Railway Ministry to take up that work immediately without any further delay. We request that it be completed within the next two years, with allocation of sufficient funds.

**(2) Electrification:**

Electrification project within the State is going on at snail's pace. Electrification has been completed only up to Trichy so far. We would like to remind that the Railway Ministry has sanctioned and approved work regarding electrification up to Kanyakumari, two years ago. Hence, we request that sufficient funds may be allocated for electrification for Trichy-Madurai, Madurai-Kanyakumari and Madurai-Tuticorin.

**(3) Gauge Conversion:**

We request the Railway Ministry to sanction more money for gauge conversion. The gauge conversion work between Coimbatore-Dindugal via Palani, has been going on for the last three years. At the present rate of flow of funds, it will take another ten years to complete this project. This railway link is very important since it connects two major cities in the State, viz. Coimbatore and Madurai. This line is another lifeline of the State. We request that this project may be completed within the next one year with sufficient allocation of funds.

**(4) Coastal Railway Line:**

There is a growing need for sanction of another new coastal Railway line between Chennai and Puducherry via Mamallapuram. This project is sanctioned already, but the work has not yet started. We request the Railway Ministry to sanction adequate funds so that this project is started and completed within a time-frame.

**(5) New Projects:**

Five Railway line projects have been sanctioned by the Railway Board a few years back. But the Planning Commission has not given its clearance on the ground that the State Government of Tamil Nadu should bear 50% of the - cost. Those Railway lines are:

- (i) Ariyalur-Tanjore;
- (ii) Dindugal-Kumuzhi;
- (iii) Dharmapuri-Morappur;
- (iv) Needamangalam-Mannargudi; and
- (v) Thiruvannamalai-Jolarpettai.

The State Government of Tamil Nadu should be pressurized to agree to bear 50% of the cost of these projects. We request that sanction should be given for these five new Railway line projects soon.

Along with this, we request the Ministry to sanction another Railway Line between Avadi-Sriperumbudur.

**(6) Feasibility Study:**

Presently, a feasibility study for a freight corridor between Bangaluru and Chennai has been commissioned, which will go a long way in benefiting Tamil Nadu. In this connection, we would like to request that another feasibility study should be conducted for a freight corridor between Chennai and Coimbatore, along with the present Chennai-Bangaluru feasibility study.

We further request that a separate freight corridor may be sanctioned between Chennai-Mumbai and Chennai-Kolkata.

**(7) MRTS, Chennai:**

The MRTS in Chennai has so far been covered only up to Velacherry. This project was sanctioned 30 years ago, and still it has not seen the end of the tunnel, with paltry allocations in every Railway Budget. It was supposed to go up to St. Thomas Mount. So far, 80% of the work is completed and another 20% of work needs to be completed in this project. We request that it should be completed this year with more allocation of funds.

**(8) New Suburban Railways:**

Considering the importance of Tamil Nadu with two major upcoming cities viz., Coimbatore and Madurai,



there is a need for introduction of suburban railway trains in these two cities, connecting the following places:

- (i) Coimbatore-Erode;
- (ii) Coimbatore-Pollachi;
- (iii) Madurai-Virudhunagar; and
- (iv) Madurai-Dindugal.

The sanctioning of these Suburban Railway Projects will ease the congestion that these two cities have so far and it will generate more revenues for the Railways, besides helping the people in those cities.

I request the hon. Railway Minister to consider all these projects and complete them early.

\*SHRI C. SIVASAMI (Tiruppur): Transport Infrastructure plays major role in the development of a nation. Rail transport is very important among them. Hon'ble Railway Minister has announced Tiruppur Railway Station to be developed as "Adarsh Railway Station" and a new train service between Coimbatore and Tuticorin via Tiruppur and Erode. On behalf of the people of my Parliamentary Constituency - Tiruppur, I convey our heartiest gratitude for the same. These announcements are promises made by the Hon'ble Railway Minister and I request that these promises are to be fulfilled in full force and in action.

During the last Railway Budget and Supplementary Demands for Grants for Railways, I have requested for implementation of a number of railway projects/proposals for my Parliamentary Constituency - Tiruppur. However, it is highly disappointing that those projects/proposals have not been included in the present Railway Budget. Therefore, I would once again like to mention them.

Tiruppur is the biggest readymade garment exporting hub in the country. Rail transport contributes very much for the development of readymade garment business of Tiruppur. Tiruppur is the capital of the newly carved out Tiruppur District of the Tamil Nadu. Thousands of people from various States and from various districts of Tamil Nadu visit Tiruppu for business as well as official purposes. Moreover, parcels weighing thousands of tonnes sent from Tiruppur to Chennai daily. Therefore, Tiruppur is to be well connected with the State capital Chennai. However, in the absence of direct train service between Tiruppur and Chennai, the people are facing a lot of difficulties. Therefore, direct train service between Tiruppur and Chennai running daily, should be introduced.

\*Speech was laid on the Table.

New trains between Erode-Mumbai and Erode-New Delhi via Tiruppur, Coimbatore, Palakkad on Konkan Railway route should be introduced.

The EMU train between Salem and Coimbatore should be introduced with six services daily.

There is a train weekly train service between Trivandrum and Guwahati via Tiruppur. The said train should be made to run weekly thrice and one more unreserved/general coach should be added.

The train service between Coimbatore and Tirupathi runs weekly thrice on Tuesdays, Fridays and Sundays. However, it should be made to run six days weekly.

There are only 14 coaches in the train between Coimbatore and Nagakovil (Train No. 16610). Ten more coaches should be added to facilitate the passengers commuting this train from Tiruppur.

There are only 9 coaches in the train between Coimbatore and Mayiladuthurai Shatabdi Express. More coaches should be added. Further, only passengers with prior reservation are able to travel on this train. Coaches should be added in the said train for the benefit of the unreserved passengers also.

The train No. 6343 between Trivandrum and Palakkadu should be extended upto Erode for better train connectivity.

There was a non-AC First Class coach in the Coimbatore-Chennai Cheran Express. However, the said coach facility had been removed. It is requested that the non-AC First Class coach should be provided again in the Cheran Express.

At Tiruppur Railway Station, the facility of direct reception for goods train should be set up. Further, new ticket counters at Tiruppur Railway Station are to be made. Five more ROBs are to be constructed especially at Gate Nos.132 and 133 to ease the traffic congestion there.

Uthukuli in Tiruppur District is famous for its Butter, Ghee and Curd transported to various parts of the country including Kerala. However, the producers of Butter, Ghee and Curd are facing a lot of difficulties with the small SLR Coach attached in Train No. 6107 (Mangalore Express) and 6865 (Tea Garden Express). Therefore the SLR coach should be replaced with bigger VPU coach in the said trains for easy transportation. Further, stoppage of the Tea Garden Express at Uthukuli is to be provided.



The people of Tiruppur are often demand for stoppage of the Trains Kannanur-Yeshwantpur daily express (No. 16528/16527); Trivandrum-Chennai Express (12623/12624); Cochin-Bangalore Express (16315/16316); Nagakovil-Shalimar (12659/12660); Trivandrum-Chennai Express (12698/12697) and Coimbatore-Chennai Duranto Express (12244/1243) at Tiruppur Railway Station. Therefore, I request the Hon'ble Railway Minister kindly consider the demand for stoppage of the said trains at Tiruppur Railway Station in the public interest, immediately.

The request for new projects such as rail connectivity between Erode-Samrajnagar; Erode-Palani and Mettur Dam to Udumalaipet via Andhiyur, Gobichettipalayam, Tiruppur, Palladam are still pending consideration of the Railway Ministry. These new projects are to be taken up for implementation as early as possible.

I welcome the announcement of new Duranto trains between Madurai-Chennai and Chennai-Thiruvananthapuram in the current Budget. Tiruchirappalli is a big city having a number of industrial places with thick population. The starting point from Trichirapalli to various parts of the state and country is always filled with crowd and it gives better revenue to Railways. So, I request the Hon'ble Minister to include Trichirappalli for Duranto train service

Hon'ble Minister had announced in the early budget that 584 stations would be upgraded into Adarsh Station and this year also 236 stations has been included, but only six stations in the state of Tamilnadu has been included in the current budget. So, I request the Hon'ble Minister to include atleast Pudukkottai and Srirangam for upgradation of Adarsh Stations.

Also express trains or super fast trains from Trichy to Kanyakumari, Pudukkottai to Chennai and Trichy to Bangalore are demanded for long time and every year we are expecting with eager about any announcement for these lines. We also expected a new line from Thanjavur to Pudukkottai. However, we are disappointed in the current budget also. Therefore, I request the Hon'ble Minister to announce some more new trains and lines in her reply after the discussion. Likewise the doubling works from Chengalpattu to Villupuram is announced but it should be extended up to Trichirapalli, so that it would be beneficial to a number of passengers besides increase revenue to southern railways.

I wish to reiterate once again that I am pursuing all of my above mentioned requests for the last 2 years. I urge the Government to consider and implement these proposals on war-footing basis. In the Railway Budget 2011-12, the states West Bengal and Kerala have been favoured with a lot of projects and facilities keeping in mind the elections for State Assemblies there. Tamil Nadu also is one of the States where elections are being held. However, it is clearly indicated in the Railway Budget that the Government is not confident of winning in Tamil Nadu and hence neglected the State by not providing any new projects there. Despite the presence of a number of Union Ministers from Tamil Nadu, the state has been neglected in the Railway Budget and the interests of Tamil Nadu have not been taken care of. On behalf of the people of Tamil Nadu, I strongly condemn this kind of step motherly attitude towards the people of Tamil Nadu. Therefore, I urge the Railway Department to treat all the States of the country in equal and function accordingly. With this I conclude.

\*SHRI S. SEMMALAI (Salem): In the Railway Budget, presented by the hon. Minister of Railways, several new projects have been announced. However, most of the schemes announced in the last year's budget remain unimplemented. The hon. Railway Minister's track record for project implementation is rather uninspiring. Keeping in mind the forth coming assembly elections, the hon. Minister of Railways does not envisage any hike in passengers' fare.

I am sorry to say that Tamil Nadu has got nothing much, except some suburban trains including two Duranto expresses. Except this, there is no announcement of any new train.

Many representations from Southern States, especially from Tamil Nadu, have been neglected. Particularly, the Salem Railway Division has been totally neglected. No new trains from Salem Railway Division are announced in this Railway Budget. The people of Salem District are very upset with this Railway Budget. The formation of this Division has been done before three years but so far no improvement or development work took place in this Division. We are demanding more allocation of funds; its expansion; for the operation of new trains from Salem Division for the last two years but we have not received any positive response from the Ministry of Railways hitherto. A daytime train should be run everyday at about 12'00 noon, from Salem to

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\*Speech was laid on the Table.



Chennai, for the convenience of Chennai going people. The passenger trains running at present from Coimbatore to Erode should be extended to Salem. A long felt need of the Salem town's residents, a road over bridge across the Railway line running to Virudhachalam and Anaimeedu in Salem Town to ease the traffic congestion, may be given due consideration and the proposal in this respect should be worked on with the State Government. The underway bridge no. 244, situated at Bodinaickenpatti near Suramangalam Junction, Salem Town may be strengthened into RTC Box. Also a railway gate should be provided in Salem-Karur route at Thammanaickenpatti, since a railway line separates the village.

Salem Rajasthani Association demands a weekly train from Coimbatore to Jodhpur. During post budget session it was announced but so far it is not implemented. The trains from Bangalore to Jodhpur and from Chennai to Jodhpur can be extended up to Coimbatore.

Kanyakumari District Railway Users' Association felt need to a new daily train between Mangalore and Kanyakumari via Ernakulam, Kollayam and Trivandrum. The request may be taken into consideration.

Now a weekly train from Bangalore to Nagarkoil via Madurai is running. That train may be converted as daily train or it may be operated in alternate days.

Linking of Chennai, Egmore and Chennai Central Railway Station proposal is still pending. This long pending proposal may be taken up immediately either by laying new line or flyover.

Salem-Karur new railway line work is in progress. Half of the work has been completed. It was promised that it would be completed this year itself but sufficient fund is not allotted to this Scheme in this year's Railway Budget. I request to allot more funds and try to complete the work as assured.

As my mentor Puratachi Thalaivi J. Jayalalithaa commented, hon. Minister of Railways has predictably presented the Nation's Railway Budget, 2011, keeping the Assembly Elections in West Bengal in mind.

\*SHRI P. KUMAR (Tiruchirappalli): This is the second railway budget of the second term government by the UPA. Basically, Hon'ble Railway Minister has not disturbed the passenger fare is a good news to all passengers

\*Speech was laid on the Table.

especially to the common citizen of the country. I have watched that there is a resemblance in every railway budget presented in this august House. Usually there are number of new projects announced by Hon'ble Minister in every year. But the fulfillment of those projects are really questionable.

There were several projects and new trains and lines announced in the Railway Budget 2010-11 for state of Tamilnadu. But except few, no projects has been realized till today and even now in the current railway Budget, the Hon'ble Minister has token some retrenchment steps in announcing new railway schemes for our state.

Hon'ble Minister announced the introduction of 56 new express trains, 13 passenger train services, nine new Durontos, two double ducker air conditioned services and three new Shatabdi Express trains during 2011-12. Hon'ble Minister has also concentrated announcing an increase in the frequency of five Durondo Express trains and unfortunately Hon'ble Minister has failed to announce news trains of Garib Rath Express which is meant for poor.

If we retrospect the fulfillment of the announcement of new lines for the state of Tamilnadu, made in the earlier budgets, it gives only frustration. For instance, I would like to mention here some earlier announcements which have not been realized till today. In the Railway Budget 2010-11, Hon'ble Minister has announced introduction of new express train between Madurai-Tirupati, Coimbatore-Tirupati three times in a week, Bangalou-Nagarkovil and Coimbatore-Erode passenger have all been announced in the last year budget. But these projects are not materialized in a full-fledged manner. Therefore, I urge the Hon'ble Minister to take steps for the fulfillment of earlier projects at the earliest.

I welcome the announcement of new Duronto trains between Madurai-Chennai and Chennai-Thiruananthapuram in the current Budget. Tiruchirappalli is a big city having a number of industrial places with thick population. The starting point from Trichirappalli to various parts of the state and country is always filled with crowd and it gives better revenue to Railways. So, I request the Hon'ble Minister to include Trichirappalli for Duranto train service.

Hon'ble Minister had announced in the early budget that 584 stations would be upgraded into Adarsh Station and this year also 236 stations has been included, but



only six stations in the state of Tamilnadu has been included in the current budget. So, I request the Hon'ble Minister to include atleast Pudukkottai and Srirangam for upgradation of Adarsh Stations.

Now I come to safety of passengers and level crossing in the country. The number of unmanned level crossing accidents occurring on Indian Railways is a cause of concern. At present, there are total 35,363 numbers of Level Crossings over Indian Railways out of which 17,954 are unmanned where the accidents occur primarily due to inadequate precautions by the road users failing to observe mandatory sign boards, signals and basic traffic safety rules. And such crossings not only pose a threat to human life but also cause huge loss to the railways. In the last five years upto December 2010, railways suffered a loss of Rs.780 crores due to accidents at unmanned level crossings. 35 percent of the total train accidents occur at unmanned level crossings and especially in 2009-10, fatalities in level crossing accidents comprised nearly 74 percent of all fatalities in train accidents in India. Therefore, I request the government to take steps to reduce the number of level crossings by employing adequate number of people.

I understand that Indian Railways carry out social awareness campaigns, on a regular basis, to educate road users. But the social awareness campaigns should be undertaken at cross root level. Further there is a need to educate people at Village Panchayats, Schools, in rural areas and also carry out ambush checks at unmanned level crossings. To enhance the safety and reduce inconvenience to road users, busy level crossings should be replaced by Road Over Bridges (ROB). Road Under Bridges (RUB) and Limited Height Sub-Ways (LHS) gradually.

At this juncture, I would like to reiterate here the long demand which I already mentioned in this august house during the discussion on supplementary demands and grants of Ministry of Railways for the year 2010-11. Sri Rangam in my constituency is geographically bifurcated by Sri Rangam Railway Line. Frequently, there is a heavy vehicular traffic from Singaperumal Koil to Government Boy's Higher Secondary School. So, I urge you once again to take steps for construction of Railway Over Bridge at this line. I also demanded the construction of some ROB's at railway gate, in between Trichi and Pudukkottai near Rasa vayal level crossing and one in Majathidal Railway station at Tiruchirappalli on priority basis. In view of unavoidable necessity for my constituency in Tamilnadu, I had continuously been raising

these demands during the last Railway Budget discussion in 2010 also. However, I could not refrain from urging the government for construction of those necessary ROB's in Tiruchirappalli constituency.

Some other important new lines have not been mentioned in the new Railway Budget. New lines between Thanjavur to Pudukkottai via Gandarvakottai, Jolarpet to Bangalore via Krishnagiri and Trichy to Thanjavur in metergauge had been disbanded and same should be laid with broad gauge line to speed up the train between Trichy and Thanjavur and the handling capacity of growing traffic should be increased in the context of development of permanent infrastructure.

Also Express trains or Super Fast trains from Trichy to Kanyakumari, Pudukkottai to Chennai and Trichy to Bangalore are demanded for long time and every year we are expecting with eager about any announcement for these lines. We also expected a new line from Thanjavur to Pukkottai. However, we are disappointed in the current budget also. Therefore, I request the Hon'ble Minister to announce some more new trains. Likewise the doubling works from Chengalpattu to Villupuram is announced but it should be extended up to Trichirappalli, so that it would be beneficial to a number of passengers besides increase revenue to southern railways.

Also, in para 102 Hon'ble Minister has included some important religious places like Madurai, Rameshwaram under Rail Tourism. Tiruchirappalli is well known tourist place having a number of historical places and temples and hence, it should be included along with other two places in Tamilnadu under Rail Tourism.

In railways, signaling plays a vital role in promoting safety and minimizing impact of human error in train operation and in enhancing line capacity through the modern signaling system. In addition to this, some other safety systems like Train Protection and Warning System, Mobile Train Radio Communication, Train Management System are some other important protective methods followed by Indian Railways. But the present scenario of the safety system in the Indian Railways is not healthy. As per the report of Comptroller Auditor General of India, the Indian Railways has failed to meet targets it had set for itself in its corporate safety plan 2003-2013 and it gives low priority to passenger safety. Actually this report was laid by the CAG in the Parliament in July last year. But till today, the railways have not met its target.



In the ten year plan, railways targeted filling up all safety related posts on priority basis but not a single zone had achieved this target. In fact, the total safety related vacancies had mounted to 85102. Therefore, I would like to urge the government to take necessary steps to give importance for the safety related posts and fill it up soon and ensure the safety maintenance and passenger safety.

Before conclusion, I thank the Hon'ble Minister for including Tiruchirappalli under the proposal of setting up of shelter units for track side dwellers on pilot basis and I once again thank the minister for increasing the frequency of Trichy-Karur train as six days a week and launching of special trains called Janam Bhoomi Gaurav connecting Tiruchirappalli.

In the end, I further urge the government consider the early pending projects in Tamilnadu which I have mentioned above in future.

*[Translation]*

\*SHRI RAKESH SACHAN (Fatehpur): My constituency Fatehpur has been neglected in the Railway Budget. Fatehpur district is situated in the middle of Delhi-Howrah main railway line. However, due to the negligence of railways the 40 lakh people of the area are facing a lot of difficulties.

1. 15-20 thousand commuters travel to Kanpur and Allahabad from Fatehpur and Bindki Road stations for their job and other purposes. Besides, a number of students also travel to these cities for higher education. In view of the difficulties being faced by the people in the morning hours in both directions one intercity express train should be introduced from Kanpur to Fatehpur-Allahabad and similarly from Allahabad to Fatehpur-Kanpur. This facility will help the commuters and railways would be able to earn revenue too.
2. There is only one direct train from Delhi to Fatehpur i.e. North East Express in the morning and after that Lai Quila Express in the night at 6.50 hours. Similarly, limited train service from Fatehpur to Delhi Prayagraj Express at 10.50 hrs. followed by Toofan Express whereas during this period 15 trains pass through Fatehpur. As stoppage of these trains have not been provided

at Fatehpur passengers have to travel to Kanpur to take long distance trains which is time consuming and also causes monetary loss to the passengers as well as the railways. If halt of Mahabodhi, Licchavi, Jharkhand and Swarn Jayanti Express is provided at Fatehpur in both the directions, it would be beneficial for passengers and railways would be able to earn more revenue.

3. The number of ticket counters at Fatehpur railway station should be increased and separate counters for MST should be set up.
4. Number of reservation counters should be increased at Fatehpur railway station and corruption should be checked and more amenities should be provided at the station.
5. Fatehpur railway station should be developed as Model station in view of annual revenue earned by the railways.
6. The height of platform number 4 should be increased and a shade should also be constructed.
7. Stoppage of Swarn Jayanti, Sangam and Jharkhand Express should be provided at Bindki Road station.
8. Stoppage of Jharkhand Express should be provided at Khaga.
9. Railway over bridge should be constructed on main roads of Kunwarpur-Bindki Road, Aung, Khaga and Behrampur railway station.
10. A staircase should be built on under construction over bridges of Fatehpur and Bindki Road stations for reaching the stations directly.
11. Enquiry office should be set up at Fatehpur station and arrangements be made for local enquiry on telephone.
12. Scheduled departure time of Fatehpur-Kanpur passenger train is 7.00 hrs. in the morning and it reaches Kanpur at 10.00 hrs. and remains stationed there during the day time and in the reverse direction starts from Kanpur at 18.00 hrs. in the evening and arrives at Fatehpur at 20.30 hrs. This train is stationed at Fatehpur during the night hours. This train rack should

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\*Speech was laid on the Table.



be put to use between Kanpur and Fatehpur during day time also so that more revenue is generated for the railways.

13. During winter due to foggy conditions Chauri Chaura, Toofan, Lai Quila and Janta Express trains are cancelled for 2 to 3 months and passengers of Fatehpur face huge difficulties. So, these trains should not be cancelled and these trains should be operated for lesser distance upto Kanpur.

I had raised the difficulties of Fatehpur district in respect of train movement during the earlier Railway Budget also and submitted the same to the hon'ble Minister of Railways personally but no progress has been made so far in this regard.

Therefore, it is requested that railways should take prompt action for redressal of these difficulties so that facility should be extended to the people of Fatehpur and more revenue is earned by the railways.

\*SHRI MADHUSUDAN YADAV (Rajnandgaon): Indian railways is the largest network in the world and it is also unique. It connects the entire country and the people get connected emotionally too. The railways is a medium for economic and social progress. So it is natural that the commonman expects something from every rail budget.

I would like to demand our implementation report from the Government on the announcements made over the recent years. It is done in the General Budget. There is no such provision in the rail budget. The people do not have any trust on such budgetary announcements the announcements made during last few years have never been implemented. During the last railway budget the Government announced to construct nearly 450 health centres, 50 international level stations and open several railway factories but not even a single project has been started as yet and several announcements have been made in the present budget which are not likely to be implemented by UPA Government.

Hon'ble Minister has described this budget as a budget for the poor and announced to issued two lakh 'izzat' passes. But this is quite impossible to presume that only two lakh labourers are there in unorganized sector of this country having population of over 100 crores. If the Government issues 50 lakh passes all over

the country. Only then this budget will be considered as a budget for the poor.

The government has announced a list of 190 social welfare projects but these have been proposed to be included in the 12th five year plan which would come into existence from the year 2013 and about four lakh crore rupees would be required for completing these projects.

Keeping in view the present financial condition of Indian railways these announcements seem to be white lies.

There are serious lapses in the budget as announcements have been made to start those works which are already complete. Raipur is already a model station in Chhattisgarh and announcement has been made to make it a model station. Raipur is the capital of Chhattisgarh, so it should be a world class station.

Similarly Jagdalpur-Dantewada and Jhansi-Kanpur rail lines have been completed and doubling of Kota-Bina rail line is going on but inclusion of these projects in the budget shows the seriousness of the government towards this budget. I would like to demand from the hon. Minister that the survey of Rajnandgaon-Jabalpur rail project has been completed and it should also be included in the list of socially inevitable projects.

I come from Chhattisgarh and Vilaspur rail zone in Chhattisgarh contributes 12 percent of the total income of Indian railways but Chhattisgarh has been continuously neglected for the last few years. There are some demands which are likely to be profitable for the railways. Dongargadh is a pilgrim place of Maan Bamleshwari and it is the last station in Chhattisgarh. This station had a low shed for old steam engine and the land of the said shed is lying vacant. Keeping this in view provision should be made in the budget for developing terminal facilities here.

Chhattisgarh should be given a Rajya Rani express and the stoppage of train No. 12812 at Rajnandgaon station and train No. 18474 at Dongargarh station should be provided.

\*SHRI BHOOPENDRA SINGH (Sagar): Sagar Lok Sabha constituency is the Zonal headquarters of Bundelkhand region. Bina-Katni section is under Bundelkhand. Bundelkhand has been neglected in the

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\*Speech was laid on the Table.

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\*Speech was laid on the Table.



railway budgets presented over the last few years. The people of Bundelkhand have been agitating for the last few years due to the said neglect of their region. Damoh-Bhopal intercity and Jabalpur-Indore express via Sagar have been sanctioned in this budget and the survey of Sagar-Chhindwada rail line has also been proposed. I would like to thank the Hon'ble Minister on behalf of the people of Bundelkhand.

I would like to give some suggestions for development of Bundelkhand and I hope that the Hon'ble Minister would approve those suggestions.

- (1) Sagar is a zonal headquarters but there is no train available for southern India from Sagar. So, I would like to request that one train should be started for that area.
- (2) Gondwana Express, which is a link Express should be plied as full track train and stoppage should be provided at suburban station Makronia of Sagar.
- (3) Jabalpur-Jammu-Tawi Express which is now being run on weekly basis should be converted into daily trains.
- (4) Howrah-Indore (Kshipra Express) should be run daily.
- (5) Makronia should be declared as suburban station.
- (6) Shatabdi Express should be provided stoppage at Beena Junction since rapid industrial development is taking place in Beena. A refinery at the cost of Rs. 30 thousand crore has been set up by B.O.R.L. in Beena and another J.P. Thermal Power Plant at the cost of Rs. 10 thousand crore is ready. This would facilitate easy movement of the officers and employees of Government of India and the industrialists.
- (7) Sagar is a backward area. Railway earns highest revenue from the transportation of coal from Beena- Katni section. So, a railway workshop should be set up in Sagar.
- (8) At Mandi-Bamora railway station stoppage of Jhelum Express and Gwalior-Bhopal Intercity should be provided.
- (9) Stoppage should be provided to Kshipra and Kamayani Express at Jaruakheda station

between Beena-Sagar and one foot over-bridge and platform should be constructed at Jaruakheda station.

- (10) The Railway godown located at Sagar station in the heart of the city is the prime cause for the accidents, which are taking place every day, so it should be shifted to Ratona.

\*SHRI RAM SINGH KASWAN (Churu): It is a popular budget, in which no announcements have been made in regard to increase in passenger fare and goods freight despite the fiscal deficit. Announcement has been made to lay new railway lines and introduce new trains. However, this is also a harsh reality that it is being done at the cost of the financial health of Railways since no system can be run for a long time by suffering losses. Its ie- far reaching consequences will be on the new projects of Railways. The hon. Minister has not clarified as to how the Government plans will boost its revenues? Assurance in regard to construction of High Speed Railways Track in the White Paper Vision 2020, was given. However, it is still a dream. The hon. Minister of Railways has made announcement to construct corridor to run high-speed trains at a speed of 200-250 kilometres per hour between Delhi-Mumbai by next year. High Speed Railway Track has been in use in several countries including China, Japan, South Korea and Taiwan for the last several years. There the speed of trains is between 250 to 400 k.m. per hour. India has to achieve greater milestones in comparison to development of railways in these countries.

The hon. Minister of Railways has announced the gauge conversion of Ratangarh-Sardarshahar, Sri Ganganagar-Hanumangarh and Sikar-Churu sections. The work should be commenced at the earliest. The railway route from Sri Ganganagar to Jaipur is closed for the last two years. Survey on Noakha-Sikar, Sardarshahar-Hanumangarh, Bhiwani-Loharu-Pilani-Churu new railway lines announced during the last budget has been completed. The construction work is proposed to be started in the 12th Plan. The demand to introduce new trains on the said three routes is being made for the last several years. These are extremely important projects and a large area is deprived of railway facilities. Its construction should be completed at the earliest. Besides Survey of Churu-Taranagar-Nohar, Suratgarh-Sardarshahar-Taranagar-Sadulpur section has been completed. However, it has not been included in the budget. It is requested that it should be included at the earliest.

\*Speech was laid on the Table.



People had lots of expectations from Churu-Taranagar-Nauhar rail lines, but the general public from this region were disappointed as the region was not mentioned in the rail budget. The then hon'ble Minister of railways, Shri Lalu Prasad Yadav announced railways that a survey will be carried out on Churu-Taranagar-Nauhar rail line in the rail budget for the year 2009-2010, survey work has also been completed. But the hon'ble Minister of railways had included only the same new rail projects announced in the last budget. Development is a never ending process, it does not matter which party is in power, which Minister or Government starts the scheme. It is the responsibility of the present hon'ble Minister that this process of development should be taken ahead, but I regret to say that the construction work of the said rail line has not been included. During the last budget, the Government had announced to conduct a new survey on Alwar-Sadulpur via Rawari bypass but in the present budget it has not been mentioned at all it should also be included in the budget.

Prior to guage conversion, the Jodhpur-Delhi Jodhpur Mail was regarded as the best train of Northern Railway, but since 1993 this train has been discontinued the work of guage conversion has been completed long ago. In this budget, it has been announced to run the Jodhpur-Delhi Express twice a week via Degana, Ratangarh, if is extremely necessary that this train is run regularly, for this region, it should be run on daily basis weekly trains Bandra Terminal-Jammutawi Express, Vivek Express via Marwar-Degana-Ratangarh-Jakhal-Ludhiana and Hawrah-Jaisalmer via Raibareli, Ratangarh, Lalgah have been announced, these trains are very important for this region. We are thankful to the hon'ble minister of railways, but these trains have been run on weekly basis only, the frequency these trains should be enhanced. The present Ratangarh-Delhi-Kathgodam train should be run on regular basis. At present this train is being run temporarily up to Ratangarh. The Jodhpur-Hisar Passenger should be given stoppage respectively at Loha, Makdinath Nagar halt stations. At present, the Rewari-Degana passenger train being run should be given stoppage at Kandhran halt station and additional trains should be introduced for this region as there is heavy rush of passengers there.

The hon'ble Minister of railways has paid special attention to Railway protection and safety. It has been announced to make all present unmanned railway

crossings without choudidars manned railway crossings but what will happen to those roads where these are no manned/unmanned crossings? As per the existing policy of railways the railway department is responsible for constriction of crossings upto 10 years after laying new railway lines, after that the State Government concerned or other institutions will bear the expenditure incurred, but a manned crossing costs around one and half crore rupees, State Governments are not ready to bear this.

These are about 450 km of railway lines only located in my parliamentary constituency. There are forty-four five manned/unmanned railway crossings which are located on both sides of the cities, there is no railway crossing in rural areas upto a distance of 30-40 km. it is not only a far off dream for rural people to move from a village to another, but they even cannot take camel carts, tractors etc. to their Farms. Hundreds years old roads are going to be closed down. The railways should now change its policy. The Railways should bear the entire expenses needed in construction of railway crossings, then only this problem can be solved. Several rural people from my parliamentary constituency have been sitting on demonstration for several months in demand for these railway crossings near the railway lines. The district administration made lots of efforts, I myself have raised this issue time and again, but no result was achieved. This is a big problem of rural areas, the Government should find its solution. One ROB is very much needed to be constructed at manned railway crossing C 142 located in the east of Sadulpur railway station in my home tehsil Rajgarh. It is the busiest route of Sadulpur-Pilani Jaipur. When the railway crossing is closed, there is a long queue of vehicles in the town. Most of the time, this railway crossing remain closed, an overbridge should be constructed there.

Sujargarh, Sardarshahar, Nawhar, Bhadra stations should be declared as model railway stations, computerised reservation facility should be provided of Nauhar railway stations. A survey on the new railway line between Sardarshahar and Sirsa in Haryana should be conducted.

All the above demands are related to overall public interest. I believe that the social commitment with which the hon'ble Minister of railways has assured to provide a world class rail service will definitely consider these proposals sympathetically in that context.



[English]

\*SHRI P.C. GADDIGOUDAR (Bagalkot): At the outset I would like to take this opportunity to congratulate the Hon'ble Minister for Railways for not hiking the passenger fares, and the freight rates. On behalf of the people of Karnataka as well as from my constituency *i.e.* Bagalkot.

I once again congratulate for giving New line Almatti-Kappal and Almatti-Yadagir in 12th Plan, and also allocating Rs. 20 crores for Bagalkot-Kudachi new line construction. I am also thankful for giving Chennai-Shiradi Express, Yashavantpur-Ahmedabad express, Hubli-Bijapur-Sholapur passenger train and sholapur-Godag intercity extended up to Hubli. I would like to bring to your kind attention some other long standing demands of my constituency which have not been considered in this Budget 2011.

Bagalkot district has huge deposits of natural ores like limestone, dolomite, granite, iron ore etc. 12-14 Sugar factories, several cement units, granite processing units are located. At Kudagi near Bagalkot a 4000 MW thermal power plant is coming up shortly. This constituency consists of historical places like Badami, Aihole, Pattadakul, Banashankari-temple and Kudalasangam. Bagalkot is also the central place for carrying and the forwarding of major agricultural and horticultural products like Maize, Bajara, Pomegranate and others fruits. Therefore I request you to upgrade the goods handling facility at Bagalkot and it has to be made as major train checking points and major wagon repair points with adequate allied infrastructure.

South-Western Railway is New Zone and Cater to needs of Staff and Personnel. I request for establishing Zonal Training Centre at Bagalkote. I also request for health unit is to be located at Bagalkot to cater to the Medical needs of Railway employees working stationed in between Bijapur and Gadag Stations.

The Gadag Sholapur line is now very congested, because of frequent movement of goods trains are taking long time to cover short distance also, power plant is coming-up at Kudagi and understood lot of goods trains carrying coal will move in this area. Hence work regarding doubling of line is to be taken up on priority.

Badami Station is gateway to the world heritage sites catering to the travellers from world-wide visiting the historical and archeological and holy places like

\*Speech was laid on the Table.

Badami, Aihole, Pattadakal, Mahakut, Banashankari Temple, Kudalasangam etc. In this regard, present station building is lacking many facilities like retiring room, refreshment room, waiting room etc. I request the Yatri Niwas is to be constructed at Badami for the convenience of the tourists. The Badami Station is to be upgraded to world class level.

As huge number of foreign tourists visits world heritage sites, one more important Railway Station *i.e.* Hole-Alur Station on Bijapur-Gadag line, which facilitate the passengers of around 60 villages around this place. The people of these villages are working at far off places in factories and in defence sector all over India. But people have to go up to Gadag or Bagalkot Stations which are far away for making reservations. Hence P.R.S. facility should be introduced immediately for benefit of the people specially defence personnel.

As this station caters to thousands of passengers daily, upgradation of Railway station with computerized reservations facility is the need of hour. And the Mallapur Railway station is also very important, at present there is no facility for the passengers. Therefore construction of waiting room, reservation counter and drinking water facilities are required at Mallapur Railway Station.

Considering all the facts, I would request you to consider the long standing demands of my Constituency, Bagalkot.

The amount allotted for Bagalkot-Kudachi New line construction is Rs. 20.00 crores. I request you to give another 30 crores in Supplementary Budget.

The people of my constituency are poor people and daily workers travelling to various places for work, business, education etc., they are mostly depending on train services because of convenience and cheap fare. But there are no convenient passenger trains in the morning for the public. So I request to introduce following trains for benefit of daily travellers.

- (a) Passenger train from Hubli-Bijapur in the morning especially around 7.30 am and back.
- (b) There are many pilgrims from Bagalkot/Bijapur districts going to Pandarpur for taking the blessing of Lord Pandurang (Vittoba). Hence one passenger train from Bagalkot to Pandarpur may be started in the morning. There are many business people and also students going



towards Coimbatore, Tirupati, Cochin and also pilgrims going to Sabarimalai, Guruvayur and Kannyakumari. Hence one train from Sholapur or Bijapur to Kannyakumari via Bagalkot, Hospet, Bellary, Dharmavaram, Coimbatore may be started.

- (c) Durando Express to be started Ex Bangalore city via Bellary, Hospet, Gadag, Bagalkote, Bijapur, Sholapur to New Delhi or on an alternative route of Bangalore city, Tumkur, Arsikere, Chickajur, Rayadurga, Bellary, Hospet, Gadag, Bagalkote, Bijapur, Sholapur to New Delhi.
- (d) Hubli-Mumbai via Gadag, Badami, Bagalkot, Bijapur, Sholapur.
- (e) Hubli-New Delhi via Gadag, Badami, Bagalkot, Bijapur, Sholapur.

**Rerouting of trains:**

- 1. Basava Express running between Yashvanthpur-Bangalokot (No. 17307/17308) may be extended upto Hubli
- 2. Train No. 2429 Rajdhani Express is to routed via Hospet, Gadag, Bagalkote, Bijapur twice a week.
- 3. At present Train No.2649 Samparka Kranti Express is running via Hubli for twice a week and via Secunderabad five days a week. Now I request your good self to route this train via Gadag-Bagalkote-Bijapur for atleast thrice a week.
- 4. Golden Chariot train is to be extended upto Bijapur since it is an important historical place.
- 5. Train No. 12781 from Mysore to Nizamuddin is to be routed via Gadag, Badami, Bagalkote, Bijapur, Sholapur.....once a week.
- 6. Train Nos. 65130 from Hyderabad to Bijapur to be extended upto Bagalkote.
- 7. Train Nos. 51029 from Mumbai to Bijapur via Pune to be extended upto Bagalkot.

Therefore, I urge the Hon'ble Minister for Railways to kindly include the above requests, long standing demands of people of Bagalkot constituency in the Supplementary Budget, 2011.

*[Translation]*

\*SHRI PREMDAS (Etawah): Two large stations are situated in my Lok Sabha constituency in Etawah. One is Etawah and the other is Phaphund. These stations are frequented by a large number of passengers. But very few trains have stoppage at these stations. Hence you are requested to:

- 1. Give halt to the Kanpur-Delhi Shatabdi at Etawah
- 2. Jan Sadharan Express should also be given a halt at Etawah
- 3. Delhi-Howrah train should also be given stoppage there
- 4. Jodhpur-Howrah train should be given stoppage at Phaphund
- 5. Kalka Express train should be given a stoppage and two bogeys apiece should be attached with all the express trains. Action should be taken for construction of a foot overbridge from Baba Syed to Pachawali Chauraha at Etawah station.

\*SHRI HARSHVARDHAN (Maharajganj, U.P): This year the rail budget presented by the hon. Minister has provided relief to the common man by way of no increase in passenger fares and freight charges which is a commendable step towards controlling inflation.

I would like to draw the attention of the hon. Minister towards 2-3 points. The work of construction of new rail lines in Uttar Pradesh and particularly Eastern Uttar Pradesh has been utterly neglected. The share of Uttar Pradesh and Eastern Uttar Pradesh in the expenditure incurred under the head of construction of new rail lines during the last 12-13 years has been nominal. The birth place of Lord Buddha and his place of attaining Nirvana, Kushinagar, as well as the site of his first sermon lies in Eastern Uttar Pradesh. It is beyond comprehension how any planned effort to develop these places by laying rail links and thereby promoting tourism has not been made from the time of independence till date.

In my considered view, linking of these important Buddhist pilgrimages with rail routes in a planned manner would not only have enabled the Railways to increase its revenue but also resulted in promotion of tourism by

\*Speech was laid on the Table.



making these places tourist friendly for the crores of Buddhists of South East Asia which would have given a fillip to the development of these areas.

Hon. Minister, I would also like to know the basis and the norms under which the Railway Board includes projects for construction of new rail lines in the budget every year. As far as I know, it must be a rare thing for a new rail line project to for being included in the rail budget on the basis of 14 percent rate of return during the last twenty years. Projects have been sanctioned keeping in view the development of economic, social and agricultural sectors in the areas where construction of new rail lines is proposed. This is the reason as to why projects with a low 7.76 percent rate of returns have also been included for construction of new rail lines.

I corresponded with the Prime Minister, Chairman of the Railway Board, and the Planning Commission for the construction of rail line from Ghugli to Anandnagar via Maharajganj after becoming a Member of Parliament. The hon. Minister has included the said rail line in the survey list of this year. I have given this information through letters and now I would like to again tell the hon. Minister that the survey for the said rail line has been conducted in 1998 regarding which a letter was sent by North Eastern Railways to the Railway Board. As per the recommendation made thereby there are four reasons for showing the rate of return for this rail line to be 3.77 percent. This recommendation itself makes it clear that the said project would benefit the railways since it would create an additional rail route between Muzaffarpur and Gonda. Secondly, the said rail route would link the headquarters of Maharajganj district to the divisional headquarters. Third, it will help in developing industry, especially agro-based industries in the region and fourth it would also provide opportunities to the developmentally backward region adjacent to Nepal.

I would like to draw the attention of the hon. Minister towards the confirmed information that none of the new rail line projects started during the last 15 years have been as strongly recommended as the Ghugli-Maharajganj-Anand Nagar rail line by the rail zone concerned. It has been stated in the reply to my Unstarred Question No - 4468 dated 27.04.2010 that during the period from the year 2000-01 to 2009-10 the rate of return of only 13 projects out of 62 new rail line projects is more than 4 percent whereas the rate of return of this rail line was 3.77 percent in the year 1998 which must be above 4 percent now.

I would like to apprise hon'ble Minister that Maharajganj is the only district among the districts on the Uttar Pradesh-Nepal border which is yet to be connected by the rail line. It is in the strategic and security interest of the country that Maharajganj district should be linked by the railways.

Being a member of ruling party I have my own limitations but I am accountable and responsible to the people of the Parliamentary constituency which I represent in this House. I will have to tell the voters of my constituency about the conditions on account of which the said rail route has not been included in the list of new rail lines proposed to be laid. In such situation I would like you to include in your answer the announcement regarding immediate inclusion of this important project of eastern Uttar Pradesh, which has a population of about 6.5 crore and even than it has got less than 0.5 percent of total rail budget, in the list of new rail lines proposed to be laid so as to address the regional disparity. I would like to remind you that including the projects having negative and one percent positive rate of return in the said list and excluding Ghughli-Maharajganj Anand Nagar rail line is an injustice with my constituency.

For years the work for gauge conversion between Genda-Anandnagar stations in the north-east railways has been going on and it needs to be completed without any further delay. The funds provided for the said gauge conversion is insufficient. I would like to request the Hon'ble Minister to raise the amount of the said allocation immediately so that this rail route connecting Gonda, Barrauipur, Shravasti, Siddharthnagar and Maharajganj in eastern Uttar Pradesh, lying on the vicinity of Nepal is completed soon.

Hon'ble Minister has always been fighting against corruption. It is an irony that the north-east railways of the department under her control has plunged into the quagmire of corruption. I would like to refer some cases for example. When I sought information about appointment of the Group 'D' employees by General Manager during the years 2006-07 and 2007-08, the Chief Information officer of NE Railways informed me that there has been no recruitment of this group of employees by the General Manager. When I appealed to the concerned appellate authority in the N.E. railways, he also reiterated and confirmed the above said information. In the meanwhile in reply to one of my queries the chief Medical officers of NE Railways informed me that 1644 persons undument test for medical fitness



for recruitment in various divisions of NE Railways during the year 2006-07 and 2007-08.

When I appealed to the Central Information Commissioner with regard to the information given by Appellate officer dealing with the Right to Information Act in NE Railways, I was informed again by the NE Railways that 151 persons were recruited as Group 'D' employees by the General Manager during that period.

I wrote several letters in this regard. Around ten days ago I received a reply from the hon. Minister of State, Shri Muniyappa in respect of letters of August and November, 2009 after a gap of around 1½ years wherein nothing has been said in respect of officers giving false information and with due regards I would like to submit that whatever information has been provided is far from truth. I have written a letter to the hon'ble Minister of State and I am sure its reply will reveal the truth.

The hon'ble Minister must be aware that an unemployed person can go to any extent to get employment. The helplessness of any unemployed person compels the person to offer bribe for employment. I do not wish to go into details but would like to submit that how come the General Manager appointed a large number of people during the year 2006-07 and 2007-08 without the demand for these posts from HOD and it was done with good intention then the reasons as to why I was misled by giving false information.

There is Elgin Bridge on Ghaghra River on Lucknow-Gorakhpur route in North Eastern Railway. Iron sleepers of this bridge were replaced in the year 2004-05 or 2005-06. The life of iron sleepers is around 20-25 years but these sleepers were replaced within the period of 5-6 years causing loss of crores of rupees to public exchequer. I am submitting it with heavy heart that I have submitted a letter to the Chairman, Railway Board in June, 2010 in this regard but I have not received reply so far. Such an act seems to be an exercise to cover up the corrupt practice and while strongly condemning the act I expect that an indepth inquiry should be conducted into the matter and guilty be punished.

The practice of subletting the railway contract after taking contract by mafia using their influences has been continuing for years in North Eastern Railway. This is the major reason for replacing the iron sleeper of Elgin Bridge within 5-6 years instead of 25 years and collapse of Doningarh Railway Station immediately after construction. It is a matter of great concern that Railway

machinery has been playing an active role to shield corrupt and guilty persons.

I urge upon the Government to constitute a vigilance team to identify the contractors or firms indulging in subletting of railway contracts after obtaining contract. Quality of such contracts should be inquired into and concerned contractors and firms should be black listed while putting a check on such practice.

I would like to submit in respect of passenger amenities that condition of railway catering service is deplorable. Such standard food and water is served to the passengers in train and cleanliness is not maintained.

Passengers particularly women are facing great inconvenience while boarding or deboarding due to non raising of the height of platforms after gauge conversion.

The various railway stations of the country have been named after British rulers. In my view to name railway stations after the British rulers even after 63 years of independence is against the national pride as well as reflects slave mindset.

I have made correspondence with the Railway Board in this regard in the past also and I have been apprised that change in the name of railway station comes under the jurisdiction of the Ministry of Home Affairs. From this point of view I raised the matter under rule 377 in the Lok Sabha on 18.8.2010. it is clear from the reply submitted by the hon. Minister of State in the Ministry of Home Affairs in this regard that the Ministry of Railways forwards the recommendations received from the State Governments in respect of changing the name of railway stations to the Ministry of Home Affairs for further action.

In the light of these facts, I request you that the details of the railway stations which are still after the names of Britishers should be gathered immediately from all the members of Parliament and the general managers of different zones of Indian Railways and an instruction for making correspondence with the State governments concerned regarding the recommendation for change in the name of these railway stations may please be issued.

In this regard, in my parliamentary constituency Maharajganj (U.P.) under North eastern railway Pappaganj, Campierganj and Bridgemanganj railway stations which are named after Mr. Peppe, Mr. Campier and Mr.



Bridgeman respectively should be changed and renamed respectively after late Shri Dwarka Pandey, a freedom fighter who served jail term in Andaman & Nicobar; late Shri Veer Bahadur Singh, the former Chief Minister of UP and late Shri Shibban Lal Saxena, a freedom fighter and one of the members of the Constituent Assembly comprising of five members who received special thanks from Dr. Ambedkarji in his concluding speech in the Constituent Assembly.

I believe that only an energetic and always struggling personality like you can do away with this extremely shameful chapter by taking effective actions for changing the names of these railway stations which symbolize the mindset of slavery as these railway stations are still named after the Britishers.

In the end, I request the hon'ble Minister of Railways to include the project for laying of Ghughli-Maharajganj-Anandnagar new rail line, raise funds gauge conversion of Gonda-Anandnagar line, improve passenger amenities and effectively check corruption prevalent in railways so that railways, being the biggest enterprise of the country, may play a leading role in serving crores of people of the country in a more effective way.

\*SHRI GORAKHNATH PANDEY (Bhadohi): In connection with the Rail Budget for the year 2011-12 I would like to draw the attention of the hon'ble Minister of Railways towards eastern UP, which is the largest area of a state of the country in terms of population. The hon'ble Minister of Railways has made several announcements but has neglected the state of Uttar Pradesh. I represent Lok Sabha constituency Bhadohi in eastern UP. There is a frequent movement of people between Bhadohi and nearby districts of Mirzapur, Varanasi, Jaunpur, Allahabad, Kaushambi and between Sonbhadra and Bhadohi and between Bhadohi and Delhi including other states of the country. Many a time, a demand was raised that Shivganga Express should have stoppage at Gyanpur Road station, the headquarters of Bhadohi district. Despite your verbal assurances regarding at least two minutes stoppage is required at Gyanpur Road Station for both up and down Shivganga Express, no action has been taken till date. The Ministry of Railways may kindly be instructed in this regard. Besides, the overbridge proposed by the state government at the railway track in Bhadohi city may kindly be sanctioned. There is also need to renovate and improve Gyanpur Road Bhadohi, Dandiya, Madhosingh railway stations.

\*Speech was laid on the Table.

In the past, a demand for doubling the railway line from Allahabad to Varanasi was raised time and again. Doubling of this railway line may kindly be undertaken. Action should be taken to erect gates at the unmanned railway crossings so as to avert accidents at these crossings. During the peak season, special trains should be introduced from Allahabad and Varanasi in Uttar Pradesh to Mumbai, Kolkata and other cities.

A special attention is needed to be given towards sanitation in trains. Sometimes there is no water in lavatories. Rats, cockroaches are found in trains. Catering services also need to be improved. An immediate action is required to be taken for rectifying the degraded condition in trains. A policy should be formulated to take strong action to ensure timely running of trains and to resolve the problem of safety and incidents of loot, murder and rape. Indian Railways is the life line of the country. This department is directly connected with the public. An immediate action is required to be taken, to overcome the problem of the general public, the problem of reservation and incidents of rising crimes. Eastern UP is the most densely populated area among the most densely populated states. I demand that the number of trains from Allahabad and Varanasi to various states should be increased. No action plan has been made to provide special facilities to the poor. This aspect should also be taken into account. India is a country of villages. Exports are carried out from Bhadohi and the nearby districts. It is requested that action should be taken after considering the following demands:-

1. Allahabad-Varanasi railway lines should be doubled.
2. The proposed overbridge in Bhadohi city has been sanctioned by the State Government, immediate action should be taken in this regard.
3. Two minute stoppage should be provided for both up and down Shiv Ganga Express at Gyanpur road stations headquarters of Bhadohi which runs between Varanasi and New Delhi.
4. Gates should be installed at unmanned railway crossings in order to check the accidents taking place there.
5. Trains for Delhi, Mumbai, Kolkata should be given a stoppage at Handia Station.



\*PROF. RAMSHANKAR (Agra):

1. Agra enjoys a lot of importance as a historical city as well as tourist center, however, no importance has been given to it in the new railway budget. There is no daily train in the morning from Agra to Delhi to facilitate the foreign and domestic tourists coming to Delhi. Some new Super-fast trains, the like of Shatabdi or Taj should be introduced from Agra to Delhi in the morning which could return to Agra from Delhi in the evening.
2. Almost 70 per cent work has been completed on a new railway line from Agra cantonment area to Eawah which was sanctioned 10 years back, however the Agra-Etawah line has not become functional. It is my demand that this line should be made functional at the earliest.
3. Agra has a large number of tourist's footfall from across the country and abroad. But, they face a lot of inconvenience due to absence of stoppage of several super-fast trains and Rajdhani Express. It is my demand that stoppage should be provided for super fast and Rajdhani trains in Agra. Stoppage of Lucknow-Delhi Shatabdi at Tundla Junction should be provided to facilitate the arrival of tourists and public in Agra.
4. Few shatabdi train introduced from Jaipur to Agra should be started from Agra in the morning which may return to Agra from Jaipur in the evening.
5. There is a long standing demand of public including tourists to introduce a local train of 6 coaches in Agra so that the tourists can visit monuments including Red Fort, Taj Mahal, Sikandra, Aitamdaula etc.
6. In the past, there was the facility of two trains including Kathgodam Express from Agra to Bareilly. The public including traders and tourists face a lot of inconvenience owing to absence of any train facility between Agra and Bareilly. I demand that train service on regular basis should be introduced between Agra and Bareilly.

7. Tundla-Jalesar-Eta passenger train running originates from Tundla at 6 a.m. and it has negligible presence of passengers. It is our demand that this train should originate from Agra so that the tourists and the people of Agra could visit the world famous Patna Bird Sanctuary and return to Eta on time.
8. The tourists going from Agra to Kolkata as well as the common man faces many problems due to non-stoppage of Rajdhani Express trains at Tundla junction. It is our demand that Kolkata bound Rajdhani train should be given a halt at Tundla junction to facilitate the people of Agra and tourists going to Kolkata and save them from inconvenience.

\*SHRI KAMLESH PASWAN (Bansgaon): It is a matter of pride that Indian Railways has proved its superiority in the whole world. The railways, which is scaling new heights daily, is being strengthened. On last 25th February hon'ble Minister of Railways presented the Rail Budget, in which Uttar Pradesh has been totally neglected. Uttar Pradesh, especially Eastern Uttar Pradesh is a backward region where infrastructural development is urgently required. In fact development reaches rural areas through railways and roadways. I think that these means of communications work like arteries in a body, then why conspiracy is being hatched to keep Eastern Uttar Pradesh deprived of development.

It may be mentioned that my constituency Bansgaon is connected with Gorakhpur, the headquarters of North Eastern Railway. The survey in regard to construction of important railway line from Sehjanwa to Dohri Ghat, in this neglected area so far as development of railway is concerned, has already been completed way back in 1992. The cost of the project is just Rs. 66 crore and 95 lakh, but his project is yet to be accorded approval. This is an important rail project of Eastern Uttar Pradesh which will connect major Budh pilgrim places like Samath, Kushinagar and Kapilavastu after completion and provide relief to the people at large. I demand that this rail project be completed.

Another important rail project of Eastern Uttar Pradesh from Barhaj Bazar to Faizabad via Dohri Ghat new rail line's survey has been completed in 2005. The project cost is only Rs. 781 crore and 78 lakh and it is still to be accorded approval. Unfortunately this important rail project of Uttar Pradesh which is only 194 k.m. in length

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\*Speech was laid on the Table.

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\*Speech was laid on the Table.



will connect Assam, West Bengal, Bihar and Delhi and reduce the distance to Delhi as well as the pressure on other routes of railways, has been neglected by the hon'ble Minister of Railways. Only West Bengal, Raebareilly and Amethi are important for the hon'ble Minister.

Again I, through this House, would like to request that alongwith according financial approval to the above rail projects. Chauri Charua a railway station famous in freedom struggle movement located in Eastern Uttar Pradesh be developed as model station. Apart from this, an automatic gate lock system be installed at Western gate no. 147/B at Chauri Chaura railway station.

Further neglecting Eastern Uttar Pradesh the hon'ble Minister of Railways has not provided any Shatabdi Express or Duranto Express at New Delhi and Howrah from Gorakhpur Railway station. Several passenger trains have been extended but not a single train of Eastern Uttar Pradesh has been extended. Trains running on Bahraj Bazar-Bhatni rail section are incurring losses and its main reason is that they run for a shorter distance. Express trains should be started from Behraj Bazar railway station to Howrah and Mumbai to make this rail section profitable and Bahraj Bazar railway station should be converted from category 'F' to category 'D'.

In keeping revenue and interests of the people in mind, train No. 445 and 464 be extended from Bahraj Bazar to Varanasi and train No. 442 up to Chhapra and train No. 424 up to Gorakhpur and again trains of these routes should be extended up to Bahraj Bazar. Further a parcel coach should be added in the trains running on this rail section.

Passenger Reservation System (PRS) was sanctioned to Barhaz Bazar railway station about six months ago but the said system has not been set up there so far. It is very essential for making this rail section profitable. Railway enquiry wireless system should be restarted at Barhaz Bazar railway station.

The godown set up during the period of British rule at Barhaz Bazar has been closed since the year 1992. It should be reconstructed and a rake point should also be constructed for the benefit of businessmen as well as the railways. The road connecting Barhar Bazar railway station with the main road is in dilapidated condition, so this road should be constructed and the non-functional street lights along this road should be made functional.

The platforms, tin sheds, chairs electric/solar lights, toilets, urinals and restroom for passengers are in very poor condition at Sisai Gulabrai, Satroo, Devraha Baba halt and Barhaz Bazar railway stations. So all these facilities alongwith drinking water facility should be provided at the above said halts and railway station. I have talked to hon. Minister of Railways and the officers of railways several times in this regard but no action was taken thereon.

Stoppage of Inter-city Express at Ahilyapur railway station should be provided as earlier and unreserved tickets for long distance should be provided at this station. The level crossing was already approved at this station which has not been constructed till date. So this level crossing should be constructed.

I also request for providing stoppages of Godan Express and Durg Express at Salempur junction, stoppage of Garib Rath Express and Sampark Kranti Express at Deoria station and stoppage of Kashi Express, Godan Express and Purvanchal Express at Chauri-Chaura station in public interest.

So, in public interest I request you to get all these important projects completed immediately.

\*SHRI RAJENDRA AGRAWAL (Meerut): After a very long gap the people of Meerut have got something from the railways, Hon'ble Minister of Railways has announced introduction of Meerut-Lucknow Intercity under 'Rajyarani Express' scheme. I would like to thank hon'ble Minister of Railways on behalf of the people of the region and hope that this train would be introduced shortly.

Meerut in Uttar Pradesh is the most important city adjoining National Capital territory of Delhi and is a centre of economic hub of western Uttar Pradesh. Meerut is one of the top ten income tax paying metropolitan cities in the country but it has been neglected by the railways in relation to basic infrastructure for a long time. It is essential to connect Meerut effectively with the major rail routes for comprehensive development of western Uttar Pradesh.

Finally the doubling of rail line from Delhi to Meerut has been completed though at a very slow pace but doubling of rail line from Meerut to Saharanpur (Tapri Junction) is yet to be completed. The number of trains and their speed can be increased on this route if the doubling of this rail route takes place and Delhi-

\*Speech was laid on the Table.



Saharanpur rail route is electrified. It takes two to two and half hours to cover only 80 kilometre of distance between Delhi and Meerut for want of high speed trains which is a reason for failure of national capital region planning.

Similarly, the electrification of rail line from Delhi to Muradabad is the need of the hour so that the daily passengers of other major cities of NCR, namely Pilkhuwa, Hapur, Garhmukteshwar etc. have to spend a lesser time for reaching Delhi.

The hon. Railway Minister has mentioned the Eastern Corridor amongst the dedicated freight corridors in his speech. This corridor will run upto Khurja. I request that, in order to link Meerut and Hapur to this corridor extending upto Khurja, doubling of the rail line from Meerut to Khurja must be done and an additional 'rail line corridor' should be laid so that transportation of products related to sports, handlooms from Meerut and nearby areas to Khurja and beyond is facilitated. Construction of a container depot in Meerut for providing direct export facility from this area is also imperative.

As the hon. Railway Minister has said, survey for three rail lines in Meerut and nearby areas has been completed and work is to be started on these lines during the next scheme. These lines are — Hastinapur to Meerut, Panipat to Meerut and Daurala-Bijnore via Hastinapur. Development of the entire western Uttar Pradesh region as well as railway revenue would get a boost on completion of these lines. Through you, I request that work on these lines be started on an early basis.

I request the hon. Railway Minister to run the under mentioned trains with a view to facilitating the passengers and ensuring a rise in revenue:

- A Meerut-Vrindavan train via Hapur-Bulandshahr-Khurja;
- A local train between Meerut and Delhi;
- A new train from Meerut to Howrah via Allahabad;
- A pooja special train had been started from Kathgodam to Delhi via Hapur which has now been discontinued. It should be restarted;
- A bi-weekly train had been started between Allahabad and Udhampur via Khurja which proved to be very convenient for the passengers. It should be started again;

- Additional coaches should be attached to Train No. 54472 from Saharanpur to Delhi via Meerut and Train No. 54540 from Ambala to New Delhi as these trains bear a heavy load of passengers who resort to travelling on the roof of the trains.

The then Rail Minister, Shri Nitish Kumarji had inaugurated the double laned rail bridge over the River Ganga at Brijghat on the Delhi-Moradabad rail division on 12 February 2004. At that time Shri Nitish Kumarji had announced a new shuttle train from Delhi to the holy city of Brijghat. The people of the area are still waiting for the said shuttle train. It should be started soon.

The Railway Minister had announced 16 prospective pilgrimage routes during the previous budget. I have full faith that the hon. Minister will definitely implement this scheme. Last year I had requested that Meerut also be included in the below mentioned proposed routes keeping in view its historical and religious importance. I would like to reiterate this request. The proposed routes and their numbers are as follows:

- Howrah-Gaya-Agra-Mathura-Vrindavan-New Delhi-Varanasi-Howrah;
- Howrah-Varanasi-Jammu Tawi-Amritsar-Haridwar-Mathura-Vrindavan-Allahabad-Howrah; and
- Pune-Jaipur-Nathdwara-Tanakpur-Jaipur-Mathura-Agra-Haridwar-Amritsar-JammuTawi-Pune.

Expansion of facilities at various stations in the region keeping the density of the passengers in view is the need of the hour. In this regard, it is my request that:

- A ticket window and reservation centre should be opened on the populated side in Kankarkheda at Meerut Cantt station.
- A ticket window and reservation centre should be opened near the Awas 833 Vikas colony at Hapur junction railway station. It was opened earlier but shut down after a few days. Besides, an additional counter should be opened on a permanent basis at the reservation window.

Railway track of platform no. 1 at Meerut city Railway Station is in a dilapidated condition due to which major trains stop at platform no. 2 or 3 causing great inconvenience to passengers including seriously ill patients as they have to climb overbridge.



There is an urgent need to construct railway under bridge opposite Paanchi village located between telephone pole no. 72-1 and 72/2 on Meerut-Khurja railway line. In order to do farming related work on their field the farmers from adjoining villages cross railway line with their cattle and often meet with an accident.

There is an urgent need to construct foot over bridge at Meerut Cantt Railway Station for the population of around tow lakh people of Kankarkheda. Such proposal has been submitted earlier also but no action has been taken in this regard.

Nauchandi Express should not be cancelled in case the train runs late. As an alternative it should be run from Meerut to Lucknow. It should not be run from Meerut to Saharanpur and Lucknow to Allahabad. Stoppage of Nauchandi Express should be provided at Kharkhoda one more AC III coach should be added. Stoppage of Sangam Express should be provided at Kharkhoda an additional bogie of general compartment should be added in this train.

The hon'ble Minister had announced to develop Meerut city Railway Station as a Model Station and setting up of OPD and Diagnostic Centre at Meerut City, Meerut cantt and Hapur stations during the Railway Budget of previous year. As the hon'ble Minister has assured in her budget speech I believe that said announcements will be implemented at the earliest.

I am confident that the hon'ble Minister of Railways will definitely pay attention to requests made through you and ensure due share of Meerut-Hapur region so that proper and comprehensive development of the region can be made.

\*SHRI GAJANAN D. BABAR (Maval): I seek your permission to putforth some demands in respect of my parliamentary constituency, Maval under the Railway budgetary demands and hope that hon'ble Minister of Railways will give a serious consideration to it and approve those demands.

Maval parliamentary constituency is a new constituency and it lacks various railway amenities. There are various small and major industries in Maval parliamentary constituency and there is need to provide various amenities by the railway in order to promote these industries and tourism sector in that area. The

demands of my parliamentary constituency in respect of railway are as follows:-

1. Introduction of a new train between Konkan, Ratnagiri, Chiplun, Karjat and Panvel.
2. A 24 coach train (Udaipur Express) should be run on-daily basis from Vasco-de-Gama upto Panvel via Basai, Virat so that railway would be able to generate higher revenue as well as tourism sector in Goa, Maharashtra, Gujarat and Madhya Pradesh gets a boost.
3. The demand for a new railway station at Guravali located between Titwala and Khadavali has been made since 1963 and correspondence has been made with the concerned department in this regard. Guravali is highly populated area, therefore is requested to provide the facility of a railway station here.
4. Construction of MIDS is going on between Talegaon and Lonavala due to which around six thousand labourers travel between these areas. I urge that a passenger train between Talegaon and Lonavala should be introduced during the day and night time.
5. Train No. 1618 should be extended between Kajrat and Panvel.
6. EMU trains with 13 coaches should be introduced between CST and Panvel and on Harbour line trains should be run at an interval of every five minutes. EMU's with 12 coaches should be introduced on Panvel-Borivali Harbour line at an interval of every 30 minutes and between this destination and Bahnu at an interval of every 60 minutes.
7. A provision should be made for stoppage of Dehradun Express 2287/2288, Amritsar Express 2483/2489, Chandigarh Express 2659/2654 and Goa Samprak Kranti Express 2449/2450, Ratlam so that the local people may benefit from the facility of these trains.
8. The facility of a new third track between Pune and Lonawala should be provided which will reduce the heavy traffic on the National Highway and local public will also be benefitted from this facility.

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\*Speech was laid on the Table.



9. Azad Hind Express is the only train from Pune to Kolkata and Darjeeling, Sikkim, Jharkhand and Odisha. There is a heavy rush throughout the year in this train. Therefore, it is required to introduce Rajdhani or Duronto Non Stop or Garib Rath train from Pune to Kolkata.
10. There is a heavy rush of passengers and tourists throughout the year towards the destination of Rajasthan and Gujarat. A train from Pune to Jodhpur runs only a day in a week. It is required to run this train 3 days in a week from Pune to various destinations in Rajasthan, once a week for Rajasthan and for Jodhpur for 2 days and Ajmer for 3 days.
11. Pune-Jodhpur Holiday Special has been running for one year and now will continue till March. Looking at the heavy rush in this train, it is required to be run on regular basis.
12. It is compulsory for passengers to have identity proofs like PAN Card, Driving License, Passport, etc. while travelling with on online e-ticket. However, it is impossible for the students from schools and colleges to have these identity proofs as they are under 18 years. So, it is required to allow the students to travel with school, collage identity cards while using online e-tickets.
13. In the year 1995, the former hon. Minister of State in the Ministry of Railways, Shri Suresh Kalmadi Ji had issued an order to conduct a survey of Pune-Nasik railway line. This line should be started as early as possible. The existing train running between Pune and Nasik is not passenger friendly. Passengers have to face difficulties. The time schedule and existing route of the train between Pune and Nasik should be changed until this line is started. The train running between Pune and Nasik via Panvel takes much time which in turn causes inconvenience. This train should be run between Pune and Manmad via Kalyan Station and Nasik. It will be convenient for the passengers to leave in the morning from Nasik and at night from Pune.
14. The demand for Kalyan-Ale-Phata-Nagar-Beed-Parali has been raised for the last 25 years. A survey of this route has not been conducted till date. This route is very essential for Maharashtra.
15. Passengers have to pay more fares as Ekse are separate trains for journey to Mumbai-Pune-Solapur. It will be more convenient for passengers if a single ticket is issued from Mumbai to Solapur. A direct train with the name Indrayani Express should be introduced from Mumbai to Solapur via Pune.
16. The Indian Railway charges extra for the reservation of a railway ticket of a place other than the boarding station. That charge should be done away with.
17. The tatkal quota was increased to 30/40 percent of the total number of sleeper berths. To ensure easy availability of reservation in general quota, the tatkal quota should be reduced to 10 percent only.
18. Under Tatkal Reservation System senior citizens, children, handicapped, dumb deaf, blind, cancer patients do not get the concession which is provided in normal reservation. The refund of the amount should be given in the same way except the tatkal charge as it is in the case of reservation under General Quota.
19. Passengers have to face lots of difficulties in getting the refund of Rail Reservation Ticket tax TDR and Rail Refund Receipt. But 90 percent of passengers do not get the refund of the amount even after applying for refund. It is required to improve the refund policy of the railways so that passengers do not have to bear the Financial loss.
20. The food items served by the pantry during journey are of poor quality. They are even expensive. Assurance is given for providing quality food. The quality of food items served should be good and the price of food items should be clearly displayed in every coach for the information of the passengers so that they do not get cheated. There would be a check on the tendency to fleece the passengers.
21. Permission should be given to the passenger to travel from any station in case he has changed his boarding station from the place of his reservation since he has paid the fare from the station of his journey to the boarding station.
22. The hon. Minister is requested to provide for restrooms at all stations in view of the difficulties



- faced by passengers and maximum coaches reserved for women should be attached separately to every local train in Maharashtra so that the difficulties faced by women could be obviated.
23. An additional foot overbridge should be constructed at Pune Railway Station owing to excessive traffic and resultant fear of accidents on foot overbridge.
  24. Smart card service should be offered to passengers even in Pune on the lines of one in Mumbai to facilitate their journey.
  25. There is a need to set up centralized announcement centre to facilitate the journey of train passengers.
  26. There is a need to provide for safe and hygienic toilets at every station in view of the interests of the passengers.
  27. There is a need to pay special attention to sanitation and maintenance at every station and repair the sheds at every station of Pune. So, full attention needs to be paid to it.
  28. There is urgent need to repair every platform at all stations and all the roads under the Railways. So, the hon. Minister is requested to issue guidelines for proper action by paying attention to it.

[English]

\*SHRI ANTO ANTONY (Pathanamathitta): I congratulate the Government in its decision to initiate new projects on the Public Private Partnership model. It is very essential to fulfill the infrastructural development of Indian Railways without incurring any financial burden. I take this opportunity to request the Government to kindly grant approval for transforming Tiruvalla Railway Station into the World Class Standard. The project is designed as per the PPP norms and under the consideration of the Government. The proposal will be a gift to the Sabarimala Shrine, the National Pilgrim Centre visited by 3 crore devotees across the country.

Hon'ble Minister in her budget speech mentioned various measures to achieve World Standard. I take this opportunity to request the Government to introduce fastest

trains in the country. Bullet trains have already become the symbol of effectiveness in the mobility of people. Even though India has the largest railway networks in the World, effectiveness in mobility remains very weaker. At Present, it is very difficult for employers to reach work places beyond 50 kilometers from their homes and vice versa daily. This is the major factor behind the urbanization trend in the country. Introduction of fastest trains will also be helpful to reduce the present pace of migration to cities.

I take this opportunity to congratulate the Government in its decisions to introduce a comprehensive bill to empower Railway Protection Force (RPF) to deal with passenger related offenses and to set up an All India Security Help Line (ASHL) on a single number. Moreover, the Government has also declared to recruit 16,000 ex-servicemen into the Railways. These initiatives will definitely fortify the security mechanism in compartments including ladies coaches. Recent incidents show that anti-social elements are fearlessly roaming through the compartments including ladies coaches. Recently an innocent girl was brutally murdered by a criminal in Kerala. The girl was travelling in the ladies compartment of the Ernakulam-Shornur Passenger Train. I take this opportunity to request the Government to grant Rs. 10 lakh as an immediate relief fund to the victim's family and grant her brother government job.

I congratulate the Government in declaring surveys for new routes. Completion of Erumeli-Punalur-Trivendrum Line will open new avenues of transit facilities in the State of Kerala.

Finally, I request the Government to take urgent steps to realize Palakkad Coach Factory and wagon unit at Cherthala.

\*SHRI M.K. RAGHAVAN (Kozhikode): We should be happy to appreciate that the current budget has catered to all regions of the country right from J&K to north east to south and to the west. In fact this budget has targeted more on consolidation than venturing into new spheres. It proposes the highest ever plan outlay of Rs. 57,630 Cr. A major positive view is the allocation of funds for capacity-building. The Hon'ble Minister has allocated Rs. 9,583 Cr. for 1300 Kms of new line; Rs. 5,406 for doubling of 867 Kms and Rs. 2470 Cr. for gauge conversion.

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\*Speech was laid on the Table.

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\*Speech was laid on the Table.



We have always been complaining of the bad conditions of the coaches; demand for high capacity locomotives and better wagons. Our Didi has earmarked Rs. 13,820 Cr for purchases of these. The anti-collision devices, fog safe devices through GPS and elimination of unmanned level crossings are essential and are going to become a reality.

It is for the first time in the recent times the Railways have reduced some charges which has been announced on the booking of e-tickets.

The Go-India scheme, the introduction of the non-lapsable fund scheme and others clearly indicates the social visibility. The reduction of age for senior women citizens and also reduction of fare by 40% to senior citizens also falls under this category. The construction of houses for those living beside the railway tracks is a first towards social responsibility.

The establishment of World Class stations including Calicut is still lingering. Each region of the country differs and I suggest that we should explore the possibilities of local architecture consortium instead of looking for international bidders.

The recent attack on a lady passenger in Kerala and her death in a running train shows the status of safety to travelling public. Adequate safety measure should be catered. Similarly, I wish to highlight the sad state of affairs of the conveniences in running trains especially non availability of water and un-kept and stinking toilets apart from the running of rats and cockroaches even in AC coaches.

Railway has bagged 25 medals in the recently concluded Commonwealth games which is a pride to the institution. But Kerala is a big contributor of sports personalities and Railway should consider establishing a sport academy in the state.

Coming to Kerala: While, the entire state of Kerala is looking for the Coach Factory at Palakkad to become a reality and the establishment of a Zonal Headquarters a necessity for the future development of railway in the state, the Malabar region is vying for the completion of the remaining portion of the Shornur-Mangalore doubling and efforts for the electrification of 307 Kms of Shornur-Mangalore section immediately for which the expected cost is only Rs. 250 Cr. The tri-junction facility at Shornur Jn would definitely ease the travel difficulties of the Malabar region to large extent.

Similarly with the proposal for increasing tracks between Ernakulam and Shornur from two to four, the actual benefit will be experienced only if the same is extended beyond Konkan through the Shornur-Mangalore section. The Sabarimala temple and Guruvayur temple are visited by lakhs from across the country and abroad. They could be categorised as National Pilgrim centres like Tirupathi, etc. There is a long pending demand for the Sabari rail link and the Thirunnavaya-Guruvayur link. I suggest a Task Force should be constituted to undertake these two projects on a war footing.

The Hon'ble Minister has announced the establishment of 20 new Road Medical Vans. I suggest that one such van should be placed at Calicut.

The arrival of LNG terminal at Kochi will have abundance of gas available in Kerala. A gas based power plant in Kerala should be considered on the similar lines of the proposed plant at Thakurli in Maharashtra. We should consider having a toll free Medical help line along-with the proposed helpline and also with the increased theft in trains, baggage insurance should be introduced.

Last but not the least I cannot wind up without mentioning the two important requirements for Railway at Kozhikode (Calicut), my constituency:

**Pit line at West Hill (Calicut):** There is a consistent demand for a Pit line at Calicut. Sufficient land is available at West Hill (suburb of Calicut) railway station for this. Lack of this has crippled the railways for starting train services from Calicut. With this new trains can be originated from here. Already the Trivandrum bound Jan Shatabdi is originating from this station.

**Extension of 16517 Yashwantpur-Kannur Exp. to Calicut:** A huge segment of people from the Malabar region are well connected to Bangalore and Mysore for education and jobs, even before Bangalore became an IT Centre. Now, they are required to take a detour through Salem if travelling by train. And hence most of them used the Wyand road. With the closure of the NH 212 for night traffic, the travel between Kerala and Karnataka has become nightmare. The extension of Train No 16517 (Yashwantpur-Kannur Express) up to Calicut has, therefore, become essential so as to meet the demand of the travelling public between the two states for which I have been persistently requesting for. This train is presently terminating at Kannur and the extension will help for better connectivity to Bangalore. The train which



arrives at Kannur at 1145 Hrs departs only at 1640 Hrs having about 5 hours while the travelling time between Kannur and Calicut is around 1½ hours only.

**Staff Quarters,** The condition of the entire accommodation available for staff at Calicut is beyond human dwelling. There is urgency for construction of staff quarters immediately which should be taken up on war footing.

While concluding, I once again wish to emphasize that I support the Railway Budget, 2011.

*[Translation]*

\*SHRI GORAKH PRASAD JAISWAL (Deoria): There is great resentment in people of my Parliamentary Constituency about the Rail Budget presented by the hon. Minister of Railways for the year 2011. I wrote letters for the development of my Constituency and railway facilities for the people of my Constituency several times and even raised Parliamentary questions, however, no one has welcomed this budget in my Constituency, this budget has been prepared eyeing the elections in West Bengal and a major portion of the Rail Budget would be allocated to that state. This budget would affect the development of the country and the country would be deprived of balanced growth. Therefore, I oppose this budget.

Railway fares and freight have not been increased and some concessions have also been granted on humanitarian grounds, otherwise, the remaining portion of the budget is discriminatory. Railway contributes to the development of backward areas on the basis of its social responsibilities which is missing in this budget. 56 trains have been introduced in the country out of which 17 trains would either ply from or pass through West Bengal. The Members from the opposition for the first time even went upto the Chair of the hon. Speaker to express their reservation about the Rail Budget. Several schemes are biting dust in the country and their cost is escalating, however, the hon. Minister of Railways by paying little attention to the schemes and announcing several new schemes for West Bengal has made it quite evident that she is not a good Railway Minister.

Last year, Deoria station under my Parliamentary Constituency was declared as a model station, however, no work has been executed in this regard so far. I propose that facilities of a model station should be

\*Speech was laid on the Table.

provided in Deoria. A train from Delhi to Gorakhpur via Deoria is a long pending demand of the people but no consideration has been given to it yet. Demand for extension of Bhatni-Salempur-Barhaj rail line upto Faizabad has been made due to the lack of roads along this route. This demand has been ignored. Hence the work of extension of the rail line from Delhi to Gorakhpur via Deoria-Bhatni-Salempur-Barhaj upto Faizabad may be included in this budget itself.

The new train services in my constituency from Barhaj to Chhapra, Barhaj to Mauduadih in Varanasi and Barhaj to Lucknow bear a heavy load of passengers and the demand of the people has not been met. This demand should be met in public interest so that people would get happiness from this budget. A large number of people living near Deoria station travel between Delhi and Bihar but although the Bihar Sampark Kranti Express stops at a number of small stations in Bihar, it has not been given stoppage at Deoria till now. Deoria has been kept deprived of this facility. Hence, steps for providing stoppage to Bihar Sampark Kranti should be taken at once. The region between Deoria and Padrauna is extremely backward and should be provided rail link in public interest, The work of doubling and electrification between Barabanki and Barauni has been sanctioned but is progressing at a slow pace due to lack of funds because of which this project would not be completed in time.

A large tract of fail land is lying vacant and unused in Barhaj under my parliamentary constituency. This area is important from the point of view of trade and if rake points/yards for loading freight are established there it may prove to be a rich source of additional revenue for the railways. There is a great need for a new rail line between Deoria and Barhaj via Barhaganj as this area lacks roads and is an extremely backward area.

There is no provision for development of rail facility in my constituency Deoria in this budget hence I unreservedly oppose it.

I would be extremely grateful if instructions are given for inclusion of the following work in Deoria and Kushinagar districts under my parliamentary constituency Deoria on priority basis in the budget for 2011-12 in public interest:

1. Sanction has been accorded for upgradation of Deoria Sadar station to a model station but passengers are deprived of the amenities of a



- model station. Instructions should be given to enable this station to be furnished with all amenities of a model station.
2. A new Rajdhani train service should be started between Gorakhpur and New Delhi via Deoria.
  3. Bhatni, Salempur, Barhaj rail line should be extended upto Faizabad.
  4. Train services should be started from Barhaj to Chhapra, Barhaj to Mauduadih/Varanasi and Barhaj to Lucknow.
  5. Bihar Sampark Kranti Express should be given stoppage at Deoria Sadar station.
  6. Padrauna/Kushinagar should be provided rail link to Deoria.
  7. Funds should be made available for completion of doubling and electrification of the rail line from Barabanki to Barauni within this budget period itself.
  8. Yards/rakes for loading and unloading freight should be set up in Barhaj.

[English]

\*SHRI CHARLES DIAS (Nominated): First of all I congratulate the Hon'ble Minister for presenting a Budget without increase in Railway fares and providing provisions for improvement of the Safety Systems.

Improvement of facilities for passengers at Railway Stations is another step the Hon'ble Minister has taken and announcement of more Adarsh Stations is a welcome move. But, I would like to invite the attention of the Hon'ble Minister to the announcement she has made to improve the stations, mentioned in the Railway Budget for 2010-11.

At many of the Stations mentioned in the Railway Budget for 2010-11, works have not yet started. So also, the Hon'ble Minister had announced to improve some stations to world standards. One such station is Emakulum. This is the biggest Railway Station in Kerala and facilities for passengers are less. No fund allocation has been made to renew this Station to world standards and no improvement works are taking place at the Station.

In the Railway Budget for 2010-11, a Hospital also has been announced at Emakulum. To this project also

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\*Speech was laid on the Table.

no fund allocation is made. Emakulum being the central place of the State of Kerala, a full-fledged hospital is necessary here. I would request the Hon'ble Minister to look into this matter and take concrete steps to implement this project.

Urgent necessary steps have to be taken to implement the Rail Coach Factory at Palakkad and to implement the Rail Component Factory at Alappuzha in collaboration with Auto Cast and SILK, Kerala.

Cochin being an important tourist centre, in the project of 'Rail Tourism', Emakulum Railway Junction (Cochin) may be included.

I would also urge the Hon'ble Minister that, if the Railway is serious on the Thalasserry - Mysore Railway Line, necessary steps have to be taken in this regard, instead of conducting repeated surveys.

A long pending demand of Keralites to start another daily train to Bangalore is yet to materialize. Bangalore being the biggest IT hub and educational centre, heavy flow of passengers is there every day to this place. Now, tourist buses are operating between Bangalore and major towns of Kerala, which are quite expensive. I would request the Hon'ble Minister to take steps to introduce another daily train to Bangalore, in view of the heavy rush of passengers.

\*SHRI A. GANESHAMURTHI (Erode): I appreciate the endeavour of the Railway Minister not to hike the passenger fares and the freight rates. While extending senior citizen concession to women, reduction in age has been considered and this is a welcome move to take the benefits of the concession to the needy, aged and the sick.

At this juncture I would like to point out that there is no announcement about any new mega projects. It is also paining to note that many of the schemes and projects announced in the earlier years are yet to be commenced and given shape.

In the last Budget, it was announced that Multi Functional Complex would be raised in about 93 Railway Stations including Erode Railway Station. I would like to point out that even basic work has not commenced in this regard in Erode Railway Station. Similarly, the announcement regarding the construction of Over Bridge LC-124 in Sastri Nagar area of Erode has not been given shape.

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\*Speech was laid on the Table.



I would also point out that no fund allocation has been made for Erode-Palani new Railway Line project. Similarly, even the basic work required to commence Sathyamangalam-Erode new railway line has not started.

Erode-Palani broad gauge railway line is to be laid after the acquisition of required land from farmers who are carrying out cultivation activities there. Care must be taken to ensure that such acquisition do not hamper farming activities in the adjacent cultivable lands also which will result in a heavy loss to farmers and agricultural production of the country. It has to be pointed out that a stretch of land of about 155 acres is to be acquired in Nagarasu Nallur village in Sengodampalayam Panchayat in Kangeyam Taluk in Tiruppur District of Tamil Nadu. In this land, there are about 4,300 coconut trees. This land in question has 15 borewells erected spending lakhs of rupees. This fertile land has also got 17 deeply dug huge traditional wells which have come about due to much of human labour worth thousands of lakhs of rupees. Taking over this stretch of farm land under cultivation will affect a vast network of pipe lines for irrigation underneath the ground affecting a vast stretch of adjacent lands also in a big way. Such acquisition must be reconsidered. The local public would like the Railways to rescind the move and acquire land 1,200 metres away from the proposed area. That stretch is already a dry land found suitable in the earlier survey for this new railway line between Erode and Palani. Hence I urge upon the hon. Minister to help save the villagers so that their livelihood is not affected in a big way.

While acquiring land, all the farmers in other areas must get compensation equivalent to the open market value of the land. In several States other than Tamil Nadu, the respective State Governments have enacted law to protect the interests of farmers in this regard. But there is no such enactment in Tamil Nadu leaving people and high and dry. As such, the Government of Tamil Nadu is in the process of acquiring land. Hence the compensation may not be available on a par with the market value offered in other States. Therefore, I urge upon the Railway Ministry to take it up with the State Government. Only then, this project can be completed with the total cooperation of the local people living on the path of this new railway line between Erode and Palani.

Duranto Express is run between Coimbatore and Chennai from last month after 11 month of its being announced in the last Budget. For operational reasons, this non-stop train stops at Erode Station for 10 minutes.

This can be converted into an opportunity to enable traveling public to use this as a stoppage. This would greatly benefit the railway passengers while increasing the revenues to the Railways.

The Izzat Scheme announced last year is meant for common people who are to commute by trains everyday. Certain railway officials in stations like Kodumudi do not honour the recommendation letters given by the Members of Parliament for extending such facility to such common people. I urge upon the Railway Minister to impress upon all the railway officials to see that the Izzat Scheme really benefits all the needy people.

There was an announcement in the last Budget that the Erode Railway Hospital would be provided with an Out Patient Department and a Diagnostic Centre. I would like to remind the Minister that it is yet to be implemented.

Kovai-Sengottai Passenger Train was announced two years back, but it is not in operation still. Similarly, Madurai-Erode-Pune-Ujjain-Nasik-Hyderabad-Chennai-Madurai Circular Tourist Train announced last year has not been operated as yet. I request the Minister to take suitable measures to operate these trains immediately.

Erode Railway Station needs an additional platform. Adequate funds must be released for providing lift facilities for the passengers as the survey work has been sent for approval already. Similarly, the Railways can go in for providing escalator facilities to give modern amenities to passengers.

There is a stretch of about 10 acres of railway land lying unutilized near Erode Railway Station. I urge upon the hon. Railway Minister to take steps to start a Kendriya Vidyalaya there.

Kodumudi is a pilgrimage centre famous for enshrining all the three Gods Siva, Vishnu and Brahma in the same place of worship. This attracts thousands of pilgrims from Karnataka towards Kodumudi. Hence the Railways must consider giving a stoppage for all the Express Trains passing through Kodumudi to benefit the pilgrims.

While summing up, I would like to refer to the long-pending demands and requests I have been placing before the hon. Railway Minister all these years. At least this year, you may kindly consider implementing them.

The new MEMU announced in last year's Budget to be run between Katpadi and Salem must be extended upto Erode.



Chennai-Salem (1063/1064) Train must be extended upto Erode.

The Passenger Trains (879/880 and 883/884) running between Tiruchirappalli and Karur must be extended upto Erode.

The Amirtha Express (6344/6345) running between Thiruvananthapuram and Palakkad must be extended up to Erode.

Level Crossing 121 and 122 situated in the much crowded area of Erode Town are causing great inconvenience to both the vehicular traffic and the traveling public. Hence railway over bridges may be constructed to ease the congestion at these places.

In Kodumudi Railway Station, the extension of platform has resulted in the closure of the already functioning level crossing there. School children and the public are greatly affected apart from the worshippers going to the Kodumudi Temple, the patients visiting the hospital there and the public approaching the Panchayat Union Office. Hence I urge upon the Railway Minister to go in for a Foot Over Bridge there to help benefit the public.

With these words, I conclude.

*[Translation]*

\*SHRI JAGDISH RANA (Saharanpur): I would like to inform you that the Meerut-Muzaffamagar and Saharanpur railway stations lying on the Delhi-Saharanpur rail section and falling within 100 km radius of Delhi contribute more than 200 crore rupees as revenue from transportation of oil for companies from oil depots and fertilizers and seeds for the farmers and coal, cement etc. Despite this fact the railways are neglecting this division. It would be appropriate to inform you that about 15 to 20 years earlier this division used to handle only 4 to 5 trains, it now handles more than 60 trains. Due to these reasons I hope that the following work would be undertaken for the development of this division.

Doubling of rail line from Saharanpur to Meerut should be started at the earliest. Survey in this regard has already been completed in the year 2005.

Construction of halt station at Nihalkhedi village between Dhalauli and Jadauda Jat village should be set

up at the earliest. If the halt is constructed at Nihalkhedi village, the rail revenue will increase and the facility of rail will be available to a large section of the people.

Saharanpur station should be developed as a state-of-the-art station. Most of the tourists, workers, labourers, very important persons avail train facility for Dehradun, Deoband, Haridwar from here.

The V.I.P. lounge at Saharanpur station is in dilapidated condition. The furniture, electric equipments, sanitary facilities of the V.I.P. lounge which is in dilapidated condition should be replaced and modernized and effective steps should be taken to keep the station complex of Saharanpur railway station clean.

The stoppage of Shatabdi (Delhi Dehradun) should be ensured at Deoband station, which is also a tourist place.

A first class (EC) AC coach should be added in the Janshatabdi (New Delhi-Dehradun) train so that the security of Members of Parliament and the persons engaged in commercial activities and tourists be strengthened.

\*SHRIMATI USHA VERMA (Hardoi): There is no doubt that the Rail Budget 2011-12 presented by hon'ble Minister of Railways is a good effort to expedite the progress and development of the country. Several new trains have also been proposed for Uttar Pradesh in addition to several states in the country. But my Constituency Hardoi is one of the biggest districts of Uttar Pradesh and it is also important from political point of view as it is the home district of 5 Members of Parliament, 9 Members of Legislative Assembly and 4 Members of Legislative Council. As Hardoi district does not figure in the Rail Budget in any matter, the people of this area and I am also disappointed because I have raised several major problems of the Hardoi district in the last budget and also appraised hon'ble Minister of Railways in this regard through letters but no problem has been addressed so far.

Hon'ble Minister, please make amendment in the Rail Budget with regard to the following problems point-wise:

- (1) Train No. 14115 and 14116 Allahabad-Haridwar Express which runs thrice in a week may please be converted into a daily train.



- (2) Two minute stoppage of Train No. 14649/14673 and 14650/14674 Shahid Express at Hardoi station may please be allowed.
- (3) The stoppage of train number 15716/15715 Garib Nawaj Express and 12391/12392 Shramjeevi Express also may be provided at Hardoi Station.
- (4) Nainital is the only and nearest hill station for Hardoi in Uttar Pradesh. A large number of students of Hardoi study in various educational institutes in Nainital but the people have to face much inconvenience on account of no stoppage of one and only train no. 13019/13020 'Bagh Express' going to Kathgodam from Howrah via Hardoi at Hardoi station. A large number of people will be benefitted if a two minutes stoppage of this train is provided at Hardoi station.
- (5) Varanasi-Jammu-Tawi Express 12337/12338 may also be provided a stoppage of 2 minutes at Hardoi station.
- (6) EMU train from Lucknow to Hardoi and Hardoi to Shahjahanpur may be introduced immediately for the benefit of patients, students and businessmen going to Lucknow daily.

Apart from the above reservation and U.T.S facilities should be improved at Hardoi station and the number of reservation counters should be increased. Siding repair works of godown should be undertaken which will increase the income of the railways. There is always traffic jam on railway crossing near Anjhi railway station on Hardoi-Shahjahanpur road in Shahbad tehsil. The farmers face a lot of inconvenience during the crushing season as Loni sugar mill is situated nearby. A bridge may be constructed at the said level crossing by the railways.

\*SHRIMATI SUSHILA SAROJ (Mohanlalganj): The Rail Budget has been presented to suit the present political scenario and the image of the hon'ble Minister. Rarely would a common man have any problem from this Rail Budget because in this Rail Budget, facilities have been enhanced at various levels for the common man and even in this period of recession, the common man's pocket has not been burdened. Keeping in view facilities and concessions as well as attractive announcements made in this Rail Budget, it would be declared a

revolutionary and visionary budget. But from the economic point of view, several things have been left-out in this Rail Budget. Passenger amenities must be enhanced. These things cannot be ignored. Despite announcing so many facilities, no concrete measures have been announced to maintain cleanliness in passenger trains and on platforms. Similarly, no remedial measures have been suggested to check delay in arrival and departure of trains.

The Hon'ble Minister has not paid any attention to Lucknow, the capital of Uttar Pradesh. Lucknow had got several trains in the previous budget but this time, not a single train has been provided for Lucknow. People of Lucknow, who expected several trains including a Duronto train for Mumbai were disappointed. The announcements made by the hon'ble Minister of Railways in the previous budget regarding setting up a medical college and nursing college in Lucknow have not been materialized so far and in addition to this, a false promise for setting up an OPD and a diagnostic centre has been made in this budget.

An announcement was made to appoint a gatekeeper at unmanned railway crossing in Gosaingaon in my Parliamentary Constituency but this announcement has not materialized so far. The announcement for gauge conversion of the narrow gauge line to broad gauge line from Lucknow to Sitapur was made in 2004-2005 and survey for the same has also been conducted. It is the demand of the public which should be fulfilled.

I would like to draw the attention of the hon. Minister towards the Lucknow-Kanpur rail line on Wani Mohan Marg which crosses the road near Harauni railway station. The said road is being converted into a double laned highway since it links cities such as Bangarmau, Kannauj, Delhi, Rae Bareli, Pratapgarh, Allahabad, Varanasi, Patna, Calcutta, Bahraich, Basti, Gonda and Nepalganj. This road bears a heavy traffic of trucks and a large number of trains pass over the rail track as well due to which the level crossing remains closed most of the time. The public has raised a strong demand for construction of an overbridge to overcome the problems caused as a result thereof. I hope that this matter would be given immediate consideration and action would be taken to start construction.

I would like to request the hon. Minister to provide for manning of the unmanned canal crossing 236A under my legislative assembly constituency, Malihabad and make crossing No. 237 an unmanned crossing.

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\*Speech was laid on the Table.



The unmanned canal crossing at the canal gate in Delawar Nagar along the Nazar Nagar-Saspan Marg (Main Road) has been kept closed by the rail department for the last one year for construction of an 18-20 km long stretch of main road between Nazar Nagar and Saspan Marg. People of dozens of villages use this crossing every day and its closure is affecting the movement of hundreds of vehicles and school buses as well as 8000 to 10000 people. Level crossing No. 237 is situated at a distance of 250 metres to the west of this level crossing. The traffic at this crossing is negligible but two gatemen are posted here which is totally unjustified since there is no road but only farming level on the upside of this crossing and Delawar village is situated on its downside. All the people use crossing No. 236A. Hence provision should be made for manning of canal crossing 236A and unmanning of crossing No. 237 keeping in view the problems being faced by the local populace of Malihabad and the mall block. This would place no additional burden on the railways and would in fact make the life of the people of the surrounding villages easier and safer.

\*SHRI VIRENDRA KUMAR (Tikamgarh): The people of the entire country have a lot of expectations from the rail budget. The educational, industrial and economic development of the area depends on the availability of rail facilities. The Tikamgarh, Chhattarpur and Panna districts in the Madhya Pradesh-Bundelkhand region had to face deep disappointment. The people of these districts are deprived of rail facilities even after the long period of sixty years after independence. Hence, the lack of rail lines is becoming a hindrance in the way of establishment of industries. This region is lagging behind even in respect of employment opportunities. The work on the only rail line proposed to be constructed across these districts, the Lalitpur-Singrauli rail line is progressing at a slow pace. An amount of 58 crore and 100 crore rupees respectively has been allocated for this work during the last two years by the Railway Board. This year the railway budget was even more disappointing. Merely 34 crore rupees have been allocated by the Railway Board for this backward and neglected area. On the one hand the Union Government is making tall claims about the development of Bundelkhand and on the other hand, a token amount of 34 crore rupees is being provided for a place which has no rail line. In such a situation, train service even from Lalitpur to Khajuraho would not be able to run for 4-5 years. The people were hoping that a higher amount of provision would be made in the rail budget for rail line from

Lalitpur to Singrauli but it seemed that the rail budget had been formulated only for metropolises and other large places. Announcements are being made for survey for new rail lines but there is utter callousness in completion of works of rail lines sanctioned earlier.

This should be looked into afresh and the work of laying the Lalitpur-Tikamgarh-Chhattarpur-Khajuraho railway line should be completed in the first phase on priority basis by allocating more funds and trains should be introduced on this railway line by the next year.

There is no stoppage of Tulsi Express and Uttar Pradesh Sampark Kranti Express at Niwadi station of Tikamgarh Parliamentary Constituency. The demand for the stoppage of those trains has been pending, for a long time. Hence, stoppage should be provided there at the earliest and after getting the Platform No. 2 constructed, shed should also be constructed on both the platforms No. 1 and 2 for the convenience of the passengers. Similarly, there is stoppage of all the trains at Harpalpur Railway Station but Maharaja Express going to Khajuraho does not have any stoppage at the said station. So, it should also be provided stoppage there. Orchha is an important place from the religious and tourism point of view. But Orchha station is very small. All Express trains should be provided stoppage at Orchha station by extending the length of its platform. It is also significant that foreign tourists from various countries also visit Orchha everyday in a very large number. However, there is a severe lack of railway facilities. Computerized railway reservation centre should also be opened in Orchha at the earliest so that the tourists coming from various countries do not feel inconvenience.

The railway crossings at Harpalpur, Niwadi and Orchha railway stations are located on the National Highways on both the sides. Therefore, long queues of a large number of vehicles exist at the time of closing of doors at these crossings. Thus, railway overbridges should be constructed on the railway crossings at these three places at the earliest. The height of railway track at several places from Tikamgarh to Chhattarpur along Lalitpur-Singrauli railway line is causing a lot of problems to the farmers in crossing the track. Thus, railway underbridges should be constructed at several places for the convenience of villagers and farmers and a railway station should be set up near the Dhadari village situated near Chhattarpur because the construction of station there, will prove quite convenient for the Chhattarpur city as well as almost 25-30 villages located around it, otherwise, the people will be compelled to travel from Chandrapura

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\*Speech was laid on the Table.



which is 20 kilometres away. It takes more time to reach the railway station due to Chhattarpur city being located in between and there will be likelihood of missing the train several times due to delay in reaching the station.

Merely 10,677 kilometre new railway lines have been added by the railways after independence which is quite less in view of the geographical area of the country. Even today, the railway line could not be laid at several places in various states of the country, which are awaiting the arrival of trains for a long time. The load of approximately 200 new trains have been put on the old existing network without laying new railway lines so far. The schemes announced last year have not been completed. Railways has fixed a target of laying 1000 kilometre new railway line for the year 2011-12 but this target is likely to fall short by 30%.

It still appears like a dream to the people to have the railway stations getting converted into world class railway stations despite the announcement in this regard for the last few years. Simultaneously, attention is not being paid as required for the maintenance of those stations which got converted into model stations. No mention also has been made in this regard in the Railway Budget. The parameters and guidelines for the passenger amenities should be kept in view.

Railway Budget has been termed as the budget for the poor and the common man but they still do not get either the potable water or the clean toilets facility. If railway passengers feel thirsty, they have to shell out Rs. 12-15 to purchase mineral water. The toilets at railway stations also remain in bad condition. Railway stations in rural areas from where maximum number of common man and farmers of India travel completely remain devoid of drinking water and toilet facility. Proper lighting facility are not seen there and even the platforms remain at a lower height due to which the old women, men and small children and sick persons find it extremely difficult to board the trains but no scheme with regard to providing these passenger amenities at small stations finds mention in the Railway Budget of any hon. Minister of Railways. Several announcements have been made regarding metro cities like Mumbai, Kolkata, Chennai in this Railway Budget also but small stations have been neglected again.

The most dangerous announcement of this rail budget is regarding removal of encroachment on railways land along the rail tracks and allotment of houses to those encroachers. This is likely to encourage other

persons to build new jhuggis along the rail tracks in new areas in future. Vote bank politics is alright to some extent but the railways is bound to lose its valuable land. Another point is that the railways land nearby several railway stations is under unauthorized occupation and is used for farming. There is no mention in the rail budget regarding removal of encroachments on such land. Thousands of acres of railway land adjoining Bina station has been illegally encroached upon and the said land is under cultivation. The railways has been indifferent towards this despite several reminders in this regard. Action should be taken in this regard.

There is another point worth mentioning which may cause further problems for the railways. The railways has been already in problem due to implementation of the report of the Sixth Pay Commission. In such situation the announcement regarding recruitment of 1.75 lakh employees and 16,000 ex-servicemen is likely to increase the burden of railways further. The railways had made great efforts and balanced its expenditure by reducing the number of employees from 17 lakh to 14 lakh but this announcement is likely to derail the financial condition of the railways.

Trains are running on several tracks over the bridges which were constructed before independence and are in a dilapidated state. There is a need to get these bridges repaired. The number of general bogies should be increased in long distance trains and express trains. Hygienic food should be made available in trains and at platforms. About 250 projects announced in the previous rail budget are still lying pending. If the work goes on at the present pace, it would take almost a decade to complete the said projects. In fact, Indian Railways needs to be modernized. Railway stations should be equipped with new techniques from security point of view. The railway facilities should be expanded equally in all the states along with Bengal so that our country becomes an example of unity in diversity. Initiative should be taken to set up a passenger coach factory, wagon factory and railway wheel factory in Tikamgarh and Chhattarpur districts of Bundelkhand which is a backward region of Madhya Pradesh so as to facilitate economic development of the said region and employment is provided to the people.

SHRI SHRIPAD YESSO NAIK (North Goa): The Hon'ble Minister of Railways has presented the Railway Budget 2011-12. I am of the view that the railways is the lifeline of the poor and middle class of India. Railway network in all the parts of the country is as much essential



as blood circulation in all the parts of the body for keeping the body healthy. When the rail network reaches every part of the country only then we can say that the country has developed.

I would like to thank the hon'ble Minister of Railways for accepting the years long demand and agreeing to run a weekly train from Vasco-Degama (Goa) to Valankini (Chennai). Madam, it is a drop in the ocean. A train on this route should be run at least thrice a week if not daily.

All the hon. Members of Parliament have made their demands for connecting various regions through rail network. It is not possible to accept all the demands but reasonable and essential demands must be fulfilled. The government has not met even 2 percent demands in this budget.

I have been elected from Goa. It is a small but important region. People from the countries all over the world and various states of India come to Goa as tourists because Goa is a very beautiful tourist spot. So I had made the demand that Konkan railway route should be doubled and train should be introduced on Goa-Mumbai-Goa, Goa-Mangalore-Trivendrum-Mangalore-Goa route but our demands have been ignored completely.

The people of Goa have drawn the attention of the government towards their problems through Consumer Associations newspapers and representatives. I have personally requested the hon'ble Minister of Railways that there is a need for laying new rail lines and introducing trains.

The hon'ble Minister has discontinued the trains which used to run before conversion of meter gauge line into broad gauge line on south western railway routes, leaving the people of Goa highly disappointed. Instead of introducing new trains the Government is discontinuing the old trains. In this regard, I have following demands/proposals or suggestions to make:

The fast track train which used to run between Vasco-da-Gama-Miraj-Vasco-Da-Gama should be restarted at the earliest.

Gomantak Express which used to run from Vasco-da-Gama to CST Mumbai via Londa, Pune should be restarted.

Vasco-da-Gama-Thirupati-Secunderabad Hyderabad Link Express which used to run till 1996, should be re-introduced.

The Express trains which used to run from Vasco-da-Gama to Bijapur-Solapur before laying of the broad gauge railway line should be restarted.

Train No. 17310/17309 Vasco-da-Gama-Yashwantpur (Banglore) should be run daily instead of two days a week and it should be named as "Siddharudh Express".

Train No. 17312/17311 Vasco-da-Gama-Chennai Express should be run twice a week and it should be renamed as "Doodh Sagar Express".

Train No. 17301/17302 Mysore-Dharwad - Express, 17225/17226 Vijaywada-Hubli-Amrawati Express should be extended upto Vasco-da-Gama (Goa).

Sawarde-Kudchade South Western Railway station should be made a model station.

Thousands of people of Andhra Pradesh have permanent set up in Goa. Train No. 8048 Vasco-da-Gama to Howrah Express runs four days a week. It should be run daily in view of the number of passengers and connectivity.

Train No. 7226 Amravati Express should be extended upto Vasco-da-Gama.

Train No. 2779 Goa Express, running from Vasco-da-Gama to Nizamuddin (Delhi) should be connected with Haripriya Express so that people visiting Hyderabad Thirupati may have convenience (earlier it was connected at Londa station).

A direct train service from Vasco-da-Gama (Goa) to Thirupati should be introduced in view of the demand made by the people of Goa.

The hon'ble Minister of Railways had announced to upgrade Mudgaon railway station as a world class station which has not been implemented so far. Will the hon'ble Minister state as to when it will be implemented? Karmali, Thivim and Kannon railway stations located near capital city of Goa should be made model stations in order to promote tourism there.

Goa is one of the cities from the view point of world tourism. I had drawn the attention of the hon'ble Minister of Railways towards introducing "Palace on Wheels" train for Goa. The railways would be able to generate higher revenue and gain publicity. There is a Pithapuram railway station in Andhra Pradesh which is the birth place of Shripad Shri Vallabha. Thousands of pilgrims visit the



place everyday from various places. Hence, stoppage of all trains should be provided at Pithapuram railway station.

There is a huge temple of "Maa Tulja Bhavani" in Solapur district of Maharashtra. It is known as Tuljapur Shaktipeeth. Lakhs of pilgrims visit the temple on the occasion of Amavasya and Purnima. Train services are available upto Solapur only whereas distance of Solapur to Tuljapur is 48 k.m. Therefore, sanction to lay rail line from Solapur to Tuljapur should be given.

As I have submitted earlier that Goa is a world famous tourist destination and peaceful state. Whatever schemes have been announced in the budget in respect of laying of rail lines they could be implemented properly in Goa. South Western routes have been converted to broad gauge from meter gauge but the four trains which used to run earlier have been discontinued. It is necessary to reintroduce these trains.

The hon'ble Minister of Railways has announced in her budget speech (Para 45) that the state which ensures problem free rail operation will get 2 new trains as special package and 2 new projects as a gift.

The hon'ble Minister of Railways and the Government of India know very well that our state is a peace loving state, where any dispute regarding problems never rose. Regarding the Railways, this state has been problem free for years. So, as per the hon'ble Minister of Railways, the state of Goa deserves the said package. This package may kindly be given to Goa.

\*SHRI RADHA MOHAN SINGH (Purvi Champaran): Despite this rail budget submitted by the hon'ble Minister of Railways, nothing is going to change in the condition of the railways. The hopes of change may prove on illusion. The hon'ble Minister of Railways has proved in this budget-that Indian Railways will go ahead following this trend only. Such schemes have been announced in view of the ensuing Assembly Elections in West Bengal as are only doubtful to be completed. These announcements are only over optimistic and far away from reality.

Several things are contradictory in the rail budget submitted for the year 2011-12 and even the facts have been suppressed. It has been said that operating ratio has come down from 95 percent to 92.1 percent.

Operating ratio is the barometer with which the financial condition of the railways may be gauged. As per the data given in the Rail Budget, railways is spending about 92 rupees to earn 100 rupees. That means the situation has improved.

The chairman of the Railway Board has stated that no trains were cancelled during fog. Earlier only 90 pairs of trains had been cancelled. There was no fog in Bina and Jhansi, hence long distance trains were run to accommodate the passengers. This proved profitable for the railways. Revenue was generated by transportation of coal beyond the target.

Today nobody believes these things because the Ministry of Railways could not achieve the target of loading of 94.4 crore tonnes of goods this year. The railways has always considered the income from railway passengers vary meagre. The loss of 45 thousand crore rupees incurred by the Railway every year due to no increase in passengers fare has been widely publicised, then how can the income from passengers be enough so as to make a difference in the operating ratio? This issue is surprising even for the railway expert. Are the facts being suppressed under some wizardry of figures?

The hon'ble Minister of Railways has announced a total of 103 new trains in the budget including 56 new Express, nine new Duronto, three new Shatabdi, 22 new DMU and 13 passenger trains in addition to the extension of 33 trains. I am not a railway expert, but what the former chairman of Railway Board, Rana Ji has said that 200 rail routes are running in high density out of which 101 routes and completely full. There is already congestion on a route and then a new train is announced to be run on this route which is not proper in respect of safe rail journey.

I would definitely like to know as to by when the present dilapidated tracks will continue to exist in the celebration of new trains and the pace by which the work has been done for the renovation of tracks during the last five years, will the dilapidated tracks be able to bear the burden of increasing load of passenger and goods transportation?

In the budget of this year this fact has also been suppressed skillfully under the announcements of 25 new projects that 144 rail projects costing 47 thousand crores have been pending for years in the country and lying in the files.

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\*Speech was laid on the Table.



The announcement for making world class stations was not completed in the budget for the last year and the Ministry of Railways has not also completed 881 the target of laying new lines of 1000 Km, on the other hand, the works like a new anti-collision device in trains improvement of engines, signal and modernization of information system and change of tracks are only announced but not completed. Rail accidents are frequent and security arrangements are lagging. Despite the discussion held time and again, the degradation in the services from catering to cleaning of bed rolls and pillows can be clearly seen. I have no disagreement about why the Ministry of Railways is more eager to make the railways a commercial venture, but this Ministry will also have to be linked with social responsibility. Railways can never progress by ignoring the passenger facilities. How much are we conscious of the passenger facilities, how much are the officers at different levels of this ministry committed in doing their works? It should also be reviewed. Today long queues of passengers at stations can be seen standing at ticket counters. Platform are to be cleaned when any V.I.P. is to travel. The police have captured illegally every corner of passenger waiting rooms.

If we look back we find that no like in passenger fare of trains has been done during the last eight years. Every time this is done in the name of common man but this should be limited to ordinary fares only and not to the AC and super AC classes. What is the rationale of increasing the burden of government by benefiting the rich class? The intention of enhancing the political image of hon'ble Minister of Railways and the desire to walk on the beaten track of ex-Minister of Railways will only spoil the future of Railways.

I belong to Bihar. Several of our projects are either pending or progressing very slowly. The pace of the construction of laying railways line from Hazipur to Sugauli should be expedited. No amount has been provided so far for the construction of Bapudham Motihari to Riga rail line. An important station like Chakiya is suffering due to lack of passenger amenities.

Champanan has been the Karma Bhumi of Mahatma Gandhi. Motihari is the headquarters of Champaran. Since it has been the karam bhumi of Mahatma Gandhi, Motihari Station was named Bapudham Motihari. A small statue of Mahatma Gandhi has been installed there but the stone statue of Mahatma Gandhi must be shedding tears seeing the plight of platform, lack of civic amenities and heavy rush at ticket counters due to the shortage of

employees. There is a need to construct overbridges at densely population town like Motihari and Chakiya.

I request hon'ble Minister of Railways to take immediate steps to improve the condition of Bapudham Motihari and Chakiya Stations.

\*SHRI RAKESH PANDEY (Ambedkar Nagar): I would like to draw your attention towards my constituency, Ambedkar Nagar district, Akbarpur (V.P.) and request that level crossing at Akbarpur Railway line should be closed now because an overbridge has been constructed on this line. The department had assured that an underground level crossing would be constructed there. Several schools and colleges are situated in this area. Students have to travel about one kilometer distance more to reach their schools.

Therefore, it is my request that order may please be issued to the concerned authorities to construct an underground level crossing on the said railway line.

\*SHRI TUFANI SAROJ (Machhlishahr): I would like to draw your attention towards the following problems of my Constituency, Machhlishahr, Uttar Pradesh and hope that the government would take necessary action in this regard:-

1. The meter gauge line from Audihar Junction to Jaunpur of North-Eastern Railway has been converted into broad gauge. Trains are also running on that line. One line from Jaunpur goes to Varanasi and another goes to Lucknow via Sultanpur from Jaffarabad, located on the Jaunpur-Varanasi rail line. There is a rail bridge over Gomati river at Jaunpur-Varanasi rail line. A new rail route for Lucknow via Balia, Gajipur and Jaunpur will come into existence if the Zafarabad-Sultanpur rail line is connected by constructing a bypass near this rail bridge.
2. There is an old styled gate near Mariyahun Tehsil headquarters in Northern Railway where there is traffic jam for hours in summer. To tackle this traffic problem lifting gate should be set up over there.
3. Length and height of Barsathi station should be increased.

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\*Speech was laid on the Table.



4. Stoppage of Godan Express should be ensured at Barsathi station.
5. Old gate near Barsathi station should be substituted by a lifting gate.
6. Patna-Mathura Express runs three days via Jaunpur junction and three days via Jaunpur city. It has stoppage at Jaunpur junction but it has no stoppage at Jaunpur city station when it passes via the said city. Therefore arrangement should be made to provide stoppage of the train at Jaunpur city station also.

[English]

\*SHRI MANICKA TAGORE (Virudhunagar): Rail infrastructure is crucial for a coastal state like Tamil Nadu, situated in distant corner of the country while the consuming market of the country is at the other end thousands of kilometer away. Unless this infrastructure is developed industry will not penetrate the state beyond Chennai. Over eighty per cent of the railway track from Chennai Egmore to Kanniyakumari, the life line of the state is a single track railway line with partial electrification, creating a serious bottleneck in freight movement besides preventing the railways to introduce modern passenger trains like Shatabdis. After setting up the Integral Coach Factory in Perambur in 1950's no new manufacturing unit has come up in Tamil Nadu on behalf of the railways.

We, the Congress members of Parliament are drawing your kind attention for allocation of more funds for ongoing projects, take a final decision on the assurance given by railway minister on freight corridor for southern India with Chennai as nodal point, set up new railway manufacturing units including speeding up the commissioning schedule of the second coach factory announced in the last budget besides introduction of new trains. The Railways have sanctioned the neighbouring Kerala three manufacturing units.

The doubling project between Chingelpet and Dindigul in Chennai Egmore Kanniyakumari section, though sanctioned three years ago is progressing at snail's pace for want of funds. Hardly 20 per cent of the work has been completed so far. A sum of Rs. 500 crore should be earmarked during the current year (2010-11) so that the project could be completed in two years. The Railways should also give clearance for the doubling

project between Madurai and Kanniyakumari at the earliest. The ongoing rail electrification work between Tiruchirapalli and Kanniyakumari should be completed this year itself.

We are happy to learn that the freight corridor project between Mumbai and Delhi and Ludhiana and Calcutta which is going to attract very massive investment in the region is scheduled to be completed in 2016. We wish to recall the solemn assurance given by the then railway minister Laloo Prasad Yadav in the Lok Sabha 4 years ago that railways will take up the freight corridor project for southern India with Chennai as the nodal point and linking it with Bangalore, Mumbai, Delhi and Calcutta. This assurance still remains on paper and no mention is being made in the railway budget. To allay the apprehension of people of Southern India of discrimination, this project should be implemented without any further delay and completed in a time bound manner.

Gauge conversion projects has been going on in Tamil Nadu for the past 20 years to correct the historical wrong of nearly 80 per cent of the railway track in meter gauge till 1994. It is gratifying that a sum of Rs 460 crores have been earmarked for gauge conversion projects in the state during the current year. The two projects we like to be completed in the next two years are Podanur- Pollachi in Coimbatore Dindigul section and Tiruvarur-Karaikudi. A sum of rs 300 crore should be allocated for this purpose. The Manamadurai-Virudhunagar gauge conversion work started nearly three years ago should be completed this year. A sum of Rs. 50 crores should be allocated for the purpose. Gauge conversion work on Villupuram Katpadi has been completed nearly a year ago. The railway safety division is taking its own time to complete their work. This work should be speeded up and the railway line opened for traffic at the earliest.

The allocation of funds for new railway lines in the state during the current year is pathetic to say the least at rs 177 crore. A sum of Rs. 7 crore is earmarked for rs 600 crore Chennai Cuddalore railway line and rs 30 crores for Erode Palni railway line. Fund allocation for both these projects should be considerably stepped up considering that the total cost of both the projects is over one thousand crore. Both these projects were cleared three years ago.

As many as five new railway line projects were cleared by the railways way back in 2008 but the Planning Commission put the spokes by insisting that the state government should contribute 50 per cent of the total

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\*Speech was laid on the Table.



cost. The projects are Ariyalur Thanjavur, Dindigul Kumili, Tirvannamalai Jolarpettai and, Needamangalam-Pattukotai. We are surprised to find in the railway budget that another survey is going to undertaken for all these projects de novo. The fate of Ariyalur-Thanjavur new line project is however not known. Another survey means that these projects are as good as dead or will take decades to be implemented. All these projects which have already been cleared by the railway board should be implemented without resort to fresh surveys.

The railway minister hinted while presenting the budget that suburban train services are confined only to four metropolitan cities and therefore cannot be extended to other states. This vestige of British rule needs to be broken with a start from a highly urbanized state like Tamil Nadu.

Suburban services should be introduced in Madurai connecting Sivaganga, Virudhunagar and Dindigul, Coimbatore with-Pollachi-Erode-Mettupalayam and, Trichi with-Thanjavur and-Lalgudi.

For development of suburban services in and around Chennai the railways should consider setting up Chennai Rail Vikas Corporation on the lines of similar corporation already set up for Mumbai and Calcutta. Suburban services in Chennai should be extended to Katpadi and Gudur. The MRTS line between Chennai Beach and Velacherry has been completed after span of thirty years. The circuit should be completed by extending the railway line from Velacherry to St Thomas Mount during the current year.

Sufficient funds should be earmarked for development of passenger terminal at Tambaram. This project was sanctioned three years ago and a very meager sum of Rs. 7 lakhs have been earmarked in the budget during the current year for its development. When Delhi Mumbai and Calcutta can have four to five passenger terminals, Chennai urgently needs the Tambaram terminal for south bound trains as a third terminal. Another terminal should come up at Royapuram exclusively for trains going to eastern India so that the existing Chennai Central and Egmore stations can be decongested.

#### Trains:

Ninety per cent of the trains bound for Tamil Nadu from other states including Delhi stop with Chennai Central, situated in one corner of the state. Majority of

trains do not crisscross the state and therefore people of the state do not benefit from this exercise. For instance four of the six new express trains introduced under the Tamil Nadu quota of the railway budget hardly pass through 20 per cent of the total distance in the state. They are Chennai Shirdhi, Chennai Mysore, Purulia Villupuram, Kharagpur Villupuram. The last two trains are specifically meant for patients from eastern india taking treatment in Christian medical college hospital Vellore. These two trains should be at least extended to Kanniyakumari so that there could be better south east connectivity.

Tirukural Express between Nizamuddin and Kanniyakumari was introduced a weekly train nearly seven years ago. Nizamuddin Madurai Sampark Kranti Express runs twice a week. Both these trains crisscross the entire state, should be run on a daily basis.. The newly introduced Vivek Express which reaches Kanniyakumari using a circuitous Kerala route should be made to run through the shortest route through Tamil Nadu.

No Rajya Rani Express is introduced for the state though 10 such trains are introduced in the current railway budget. We demand that a Rajya Rani train be introduced between Chennai Egmore to Tirunelveli/ Tuticorin.

In terms of announcement of new trains made in the 2009-10 Railway budget, some of them are yet to be introduced in Tamil Nadu. These include Bharat Tirth trains starting from Madurai and Rameshwaram connecting pilgrim centers all over the country. This project has not taken off. A bi weekly Train was announced in the last budget between Madurai and Tirupati is yet to start. Both these trains should be inaugurated without any further delay. Madurai and Rameshwaram should be declared as pilgrim hub of the country and more trains should be introduced from these pilgrim towns.

Out of the 584 railway stations in the country declared as model Adarsh railway stations Tamil Nadu has secured hardly five railway stations of Kumbakonam, Mayilduthurai, Nagore, Tirupur and Tuticorin. The railways should declare atleast 25 railway stations in the state as Adarsh model railway stations so that people realize that the railways care for the passengers.

[Translation]

\*SHRI KHILADI LAL BAIRWA (Karauli Dholpur): In this railway budget, no increase in passenger fare has

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\*Speech was laid on the Table.



been made for the poor public and this budget is beneficial for all classes of people. 114 new railway line projects will be initiated through the proposed Pradhan Mantri Rail Yojana which were surveyed in the past. It is a historic scheme. You have given many gift to Rajasthan like 16 new trains, extension of 6 trains, increase in frequency of 5 trains, 8 model stations and 29 railway overbridges which the people of Rajasthan welcome from the bottom of their hearts.

I demand that Dholpur railway station in my parliamentary constituency, Karauli Dholpur should be made a model station and a rail factory should be set up in Dang region which is lagging far behind as far development is concerned. Besides, I also welcome your proposal to introduce a double Decker A/C train connecting New Delhi, the capital of India and Jaipur. In the same way double Decker A/C trains should also be run on the two broad gauge lines between Kota and Delhi to connect it with Delhi-Mumbai rail line and between Gwalior and Delhi to connect Delhi and Jhansi and should be extended up to Delhi with stoppage at major stations so that the businessmen, employees and general public from Rajasthan and Madhya Pradesh regions who come to Delhi on daily basis may get benefited.

I am also grateful to your for introducing a Shatabadi Express between Jaipur and Agra and hope that this train will be extended upto Gwalior so that the people from Gwalior and Jaipur may not face any inconvenience and get benefited from this facility. I also welcome the announcement made by you to provide facilities to ex-servicemen, senior citizens and children of staff. Besides, the announcement made by you to till up 1.75 lakh vacant posts is also appreciable. Now, it will help in overcoming the problems which were due to shortage of staff in railway department. The railway operation could not run smoothly and railway safety and protection could not be ensured satisfactorily due to shortage of staff. Besides, I also demand that you should also make efforts to fill up the total backlog vacancies of posts reserved for Scheduled Castes and Scheduled Tribes.

You have announced that all the unmanned railway crossings will be kept open for 24 hours which will prove very beneficial for the general public and there will be reduction in the number of accidents. In addition to that, the other facilities for the general public which you have announced in the budget are appreciable. I appreciate this rail budget very much and support it.

In my parliamentary constituency Karauli Dholpur, gauge conversion of the railway line between Dholpur and Sarmathura Karauli Gangapur was sanctioned in the last budget. For this purpose, a meagre amount of 25 crore rupees was allocated in the budget for the second year. Besides, a stretch of 10-12 km railway line from Moari to Vanshipahadpur starting from Tajpur is still incomplete. It should also be completed so that the entire section may be connected with the railway line and allocations may be enhanced in the budget for that purpose. The projects lying incomplete should be completed on priority basis.

How will the projects lying incomplete for many years in the past be completed when no increase was made in freight for many years in the past? How will the railway infrastructure develop? Our political parties are not increasing passenger fares keeping elections and masses into view, but the development of the country is getting obstructed due to it. The public understand this. It can be made clear by seeing the process of direct linking of the prices of diesel and petrol with their market value and today a big burden of the Government has gone away, it is the same thing when you do not deposit any money in your account and keep withdrawing only, the account balance will definitely become nil one day. Therefore, I suggest that it does not matter which party is in power but the entire House should take a decision to increase the passenger fare and freight by 5 per cent every year so that our country may achieve more progress. The railway projects should be completed, the railway infrastructure should become stronger so that we may connect even those areas with railway network which are still deprived of it.

It is my submission that work on doubling of the Delhi-Jaipur rail line has been started and certain portions have become operational but the 60 km stretch on the Bandikui-Alwar section which has not yet been sanctioned should be sanctioned in this budget itself so that the money spent on the said work yields some benefit.

The budgetary allocation for gauge conversion from Udaipur to Himmatnagar-Ahmedabad and from Dholpur to Gangapur is quite inadequate. In this situation, how long would it take for work on these lines to be completed. I request for an increase in budgetary allocation and in the end I support this budget wholeheartedly.



\*SHRIMATI RAMA DEVI (Sheohar): Except for one State people of all other States and Union Territories were deeply disappointed with the rail budget for 2011 presented by the hon. Rail Minister. The rail fares and freight charges have not been raised at all. Fares have not been raised for the last eight years and should not be increased because the railways have other sources for increasing revenue and funds may be mobilised for the development of railways from other sources of revenue. The people of Bihar are migrating to other states due to the backwardness of the State. The waiting list for rail ticket goes upto five hundred due to the large number of people who travel and to from Bihar and many do not get tickets at all due to no room in trains. The train services for the State have not kept up with the demand. In any case, work on most of the projects announced the previous year has progressed at a slow pace and work has not been started on many projects. Establishment of 50 Kendriya Vidyalayas and residential schools on railway land was announced in the previous budget out of which not a single one has been opened yet. 94 model stations were announced out of which work has started on half of the stations. 50 new world class stations were announced but work has not been started on a single one. Free travel for cancer patients had been announced but this plan has not yet been implemented. This time too the announced schemes would meet the same fate since this budget has been formulated not with an eye on development but on the elections.

During the last two years the poor state of sanitation in train coaches has been causing great inconvenience to the passengers. The toilets remain dirty. I was travelling to Delhi on train No. 12501 on 20 January, 2011. The train was extremely dirty and although there were six attendants none of them was doing his job. The bedsheet provided was also quite dirty and had not been washed. These sheets were simply put into paper bags and handed out. I had complained about this but no action has been taken and there is no improvement in the situation. When the complaint by an MP is not acted upon the plight of the general public can be imagined.

My parliamentary constituency Sheohar is situated in Bihar where there has been no progress regarding many of the schemes. It seems that only one State is given being all the consideration in the budget and work is also done only for one particular State. No consideration has been given to my demands for my parliamentary constituency. My constituency has been totally neglected

in this budget. The demand for a new rail line between Motihari and Sitamarhi in my parliamentary constituency has not been heeded although this is an entirely backward region where the pace of social and financial development of the people has been deplorably slow. There is no train service for Ranchi for the people of the area. A demand in this regard has been made but no action has been taken. There is no train service from or passing through my constituency for travelling to the southern regions of the country. People have to change many trains to reach the southern part of the country. 56 new express trains have been started in this budget out of which 17 trains are for West Bengal or pass through that State even though the trains from Muzaffarpur to Delhi via Narkatiyaganj-Gorakhpur also bears heavy passenger loads and one more train is required along this route. There is no direct train service from Sitamarhi to Kolkata although thousands of people from areas near Sitamarhi work in Kolkata and face a lot of difficulty in travelling to Kolkata from Sitamarhi. Sitamarhi being the birth place of Maa Sita, is an important tourist site.

The point of departure of Mithila Express should be changed from Darbhanga to Sitamarhi and the train from Darbhanga to Mumbai should also be started from Sitamarhi.

The hon'ble Minister of Railways has declared 236 stations as model stations among which there is not a single station of my constituency 897 whereas Bairaniya and Ghodasahar railway stations of my constituency deserve to be declared as model stations. Bairaniya station is located on a very low lying surface and there is a need to increase its height but no work has been done in this regard till date. The hon'ble Minister of Railways has talked about setting up of automatic railway crossing and to install anti-collision equipment but where the funds will come from as the financial condition of railways is already very bad. There was a railway crossing in Reega and Barganiya railway block in my constituency on which a Guard was posted, who had been removed and since then seven people have been killed at this crossing and several cattle were run over by the trains. Requests have been made several times to post a Guard there but no action has been taken in this regard. The government has to borrow funds at high rate of interest for the development of railways and funds to the tune of Rs. 3000/- crore has already been taken and about Rs. 1200/- crore is to be borrowed and railways have to repay it with interest which is to adversely affect the growth of Railways. About 97 percent of the revenue of railways is spent on salaries and maintenance and only

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\*Speech was laid on the Table.



3 percent is left and with this fund growth of railways is not possible as per the desired pace. Nothing has been said in this Budget to check the black-marketing of railway tickets whereas black marketing of railway tickets is done and people do not get tatkal ticket who have to travel on urgent basis.

This Budget is very deviant from development of railways and it is discriminatory and it will not ensure the balanced development of railways. Hence, I approve this Budget.

\*SHRI PASHUPATI NATH SINGH (Dhanbad): There is an old demand of the people of Jharkhand that a new zone should be set up by merging the rail divisions functioning in Dhanbad, Ranchi, Adra, Chakradharpur areas of Jharkhand. World famous pilgrim places of Jains Madhuvan should be connected with the Parasnath station and it should be extended up to Giridih. Train facility should be provided from Dhanbad to New Delhi. Train facility should also be provided from Dhanbad to Ahmedabad. Ganga Damodar Express which runs between Dhanbad and Patna should be extended up to Buxar. Hatia Yashwantpur train running from Ranchi should be extended up to Dhanbad. Mahabodi Express should be started from Dhanbad. Regular Express train facility should be started from Ranchi to Jasidih in the morning and Jasidih to Ranchi in the evening. Facility of a passenger train should be provided from Bokaro to Sampaldih via Bhojudih. Facility of not a single passenger train is available at present in a radius of about 100 k.m. Superfast trains like Howrah to Chennai Korimadah, Howrah to Mumbai Gitanjali Express should be started on Grand Chord line via Asansol, Dhanbad. New trains should be started from Dhanbad to Jasidih via Giridih. As a result of it, the distance to Patna and North Bihar, Assam etc. will decrease from Dhanbad, Ranchi etc. via Jasidih. The Rail project from Ranchi to Kodrama be completed at the earliest. Rail project from Rampur Ghat to Jasidih be completed at the earliest.

Dhanbad division has a special place in generating revenue for the country. People from across the country live here and they visit all over the country for employment and trade. But facility of train is almost not available for about one and half crore people living in Dhanbad and nearby areas. Reservation quota in all the trains should be increased from Dhanbad. Widening of Gay a bridge situated in Dhanbad and road over bridge at Kumardhubi should be carried out to address the problem of traffic

jam. An overbridge be constructed on N.H.-32 at Mohda in district Dhanbad. An overbridge may also be constructed near Pradhankhatra station.

[English]

\*SHRI S.S. RAMASUBBU (Tirunelveli): At the outset, I would like to thank Hon'ble Mamata Ji for presenting a passenger friendly and growth oriented railway budget in succession for the year 2011-2012.

Since the 1st UPA Government assumes office in 2004, it has untouched the railway passengers from fare hike. Indian railways carry 18 million people average on an everyday basis. Number of people employed is 14 lakh by plying 17,000 trains. It has achieved several milestones viz., longest railway bridge on the Kerala backwaters, rail connectivity to Kashmir, proposed connectivity to northeastern States, etc. During the years under the regime of UPA government, railways have undertaken many new projects, BG conversion, electrification, new lines, etc.

In the last budget, introduction of many new trains were announced. Our Hon'ble Railway Minister has successfully carried out most of her promises and improved rail connectivity.

In this Budget, Hon'ble Madam has announced All India Security Help Line on a single number set up. Now-a-days, theft, looting and robberies have increased in many sensitive sections and the passengers are feeling a sense of fear in travelling particular routes. They lost their valuables and their life is also in danger. The proposed introduction of All India Security Help Line will go a long way to improve the passenger safety.

Railways are facing huge shortage of wagons and coaches. The proposed setting up of new coach and wagon factories are going at snail's pace. With the result, more number of passengers and goods cannot be carried from one place to another. Therefore, railways should be given more thrust to accelerate the production of wagons and coaches.

The proposal of 10,000 shelter units for track side dwellers in Mumbai, Tiruchirappalli is a welcome step. One can not deny that large number of people are living in huts just near the railway track. This has increased the movement of people, cattle and vehicle along the railway track and poses grave threat for speedy running of trains.

\*Speech was laid on the Table.

\*Speech was laid on the Table.



Railways should speed up construction of shelter units for track side dwellers and cities like Chennai and Madurai should also be included under this project.

It is a great pleasure that Railways have taken steps for rail connectivity to all North-Eastern States except Sikkim. As in case of Andaman & Nicobar Islands, survey was conducted long back for laying of a railway line in the island territory. However, train services were not provided so far. I request the Hon'ble Minister to consider the genuine demand of the people of island territory.

The concession extended to physically challenged persons for travel in Rajdhani and Shatabdi trains, increased concessions to senior citizens, families of press correspondents, reduction of age limit for concessions to women senior citizens, medical facilities to dependent parents of railway employees, scholarship for girl child of Group-D railway employees, additional hostels for children of railway employees are welcomed by all sections of the society.

The proposal to fill 1.75 lakh vacant posts in Group C and Group D posts, Mega Recruitment Drive to cover the backlog of SC/ST and physically handicapped quota and recruitment of 16,000 ex-servicemen and recruitment in RPF are some of the long pending genuine demands. Many of the railway stations in the country are not provided with RPF personnel which results in deprivation of protection of railway properties. I shall, therefore, urge upon the Hon'ble Minister to expedite the filling up of all security related posts in railways.

The proposal to eliminate all unmanned level crossings will not hold good. It is no doubt that huge number of accidents are occurring in unmanned level crossings. There are many villages and places of frequent visits by the people are located beyond unmanned level crossings. If the unmanned level crossings eliminated, the people will suffer a lot to reach and they will have to travel long distance to reach the other side. Instead of closing the unmanned level crossings, railways may consider outsourcing all of them. With the result, the expenditure outgo will be reduced and all unmanned level crossings can be saved from elimination.

It is a great concern that railway properties are greatly damaged in various parts of the country due to bandh, vandalism, rail-roko agitations, and frequent disruptions by vested interests and anti-social elements. This has resulted huge loss to the railways. To avoid such incidents, I urge the Hon'ble Minister to deal firmly with

iron hand on those who are damaging railway properties. Rewarding of States with two new trains and two projects to deal with frequent disruption of trains definitely will yield good results.

In this Budget, bi-weekly Duronto AC is introduced between Chennai -Madurai. There is a huge traffic between Chennai - Madurai/Tirunelveli. This new train certainly will ease the traffic. However, the people of southern Tamil Nadu feel neglected and they are served with very limited train services to reach Chennai. To improve better connectivity, this Duronto may be extended upto Tirunelveli with a stoppage at Madurai along with addition of few sleeper coaches so that common man can avail the benefit.

In this years' Budget, railways have announced AC Double Decker between Delhi - Jaipur & Ahmedabad - Mumbai. Introduction of AC double Decker trains will increase carrying capacity of passengers. Railways should identify more such routes like Tirunelveli - Chennai, Chennai - Bangalore and to introduce such trains in future which will greatly reduce road traffic, augment revenue to the railways and ensure more comfort to passengers.

The suburban service in Chennai Beach - Tambaram is going to be extended upto Chengalpattu. It is a welcome step. However, the number of additional trains going to be introduced on this route will not be adequate. Railways should consider increasing frequency of trains accordingly so as to reduce the waiting time of the passengers.

Many of the new train services *Viz. Janam Bhoomi Gaurav*, Kavi Guru Express and Vivek Express will provide more connectivity to the passengers.

Huge chunk of revenue comes to the Railways by way of freight traffic. Freight rates were revised time and again between two budgets by issuing circulars. If this trend continues, freight traffic will divert to roadways and the revenues meant for railways get reduced. Therefore, I urge upon Hon'ble Minister not to hike the freight rates and to extend due importance for freight booking and freight traffic.

Chennai suburban railway stations during the peak hours, the passengers are facing lot of difficulties in purchasing their tickets. There is a huge rush at the ticket counters and more particularly women and old aged people are the sufferers. There is no separate



counter for them and one has to miss several trains for getting their tickets and to board in them. I shall, therefore, urge upon the Hon'ble Minister to set up more ticket counters/ticket vending machines at the stations or mobile ticket counters at prominent locations in the city.

On many occasions, the simple request of MPs for confirmation of tickets on Emergency Quota (EQ) are not honoured. This has often caused much embarrassment to us before our constituency people. More particularly in Zones/Divisions, MPs requests are seldom considered. Therefore, I request the Hon'ble Minister to issue necessary directions for giving adequate priority to MPs requests for train ticket confirmation and increase the Emergency Quota Seat numbers for then now, which are available.

It is not out of place to thank Hon'ble Madam for increasing the frequency of Chendur Express (Chennai - Tiruchendur) from weekly to daily train. This is a long pending demand. Thiruchendur is one of the important abode of Lord Karthik situated on the sea shore and is visited by large number of people from within the country and abroad throughout the year. Hon'ble Madam will certainly be blessed with the showers of all devotees of Lord Muruga and the people of Tamil Nadu.

I am thankful to Madam Mamata Ji for sanctioning of one PRS centre for each Member of Parliament in their constituencies. In my constituency, under this proposal a PRS centre has been set up at Alangulam, Tirunelveli District, Tamil Nadu recently. The people of Alangulam and its surrounding areas are greatly benefited with this proposal as they had to travel long distance to get their railway tickets booked. They save their time and energy.

There are certain long pending demands of the people of Tamil Nadu is not yet met with. I shall, therefore, urge upon Hon'ble Madam, Mamata Ji to kindly consider the below mentioned proposals and implement the same at the earliest:

1. Early completion of Doubling and Electrification of Madurai-Tirunelveli-Kanyakumari Section;
2. Increase the frequency of Bangalore-Nagercoil Overnight Weekly Express to daily;
3. Stoppage of all trains running between Madurai-Kanyakumari Section at Kovilpatti, Nanguneri, Valliyur and Panagudi and provision of berth and seat quota;

4. Construction of Road Over Bridge (ROB) near Thatchanallur Railway Station (Tirunelveli) at Thatchanallur-Madurai road;
5. Gauge Conversion of Tirunelveli-Tenkasi section;
6. Increase in the number of Coaches in (i) Nellai, (ii) Kanyakumari and (iii) Anandhapuri Express Trains and Introduction of Special Trains during Seasons, Summer Vacation and Festival times;
7. Re-opening of Railway Station at KAVALKINARU, Tirunelveli District, Tamilnadu;
8. Opening of a New Railway Station at Maharajanagar, in Tirunelveli-Tiruchendur Railway Line;
9. Introduction of a new train from Mysore-Tirunelveli-Kanyakumari (Via Hosur, Karur, Madurai);
10. Provision of First AC Coach at Chennai-Tirunelveli (Nellai Express);
11. Replacement of old coaches with new modern coaches, cleanliness in stations/coaches and to improve the quality of food items.

With these words, I support and conclude my speech on the Railway Budget.

*[Translation]*

\*SHRI SURENDRA SINGH NAGAR (Gautam Budh Nagar): Gautam Budh Nagar parliamentary constituency of Uttar Pradesh adjoins the national capital Delhi. The citizens of Gautam Budh Nagar parliamentary constituency daily commute to and fro Delhi. These include a substantial number of women passengers. Although Railway Protection Force and Government Railway Police personnel are deployed for the protection of important trains and the onus of the security of the entire train lies on them, however, there is no special arrangement for the coaches reserved for women.

It is requested that necessary measures should be taken to deploy special railway police personnel for ladies' passenger coaches in view of the increasing number of lady passengers in trains plying on Delhi-Aligarh route.

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\*Speech was laid on the Table.



Khurja junction is an important railway station under Gautam Budh Nagar parliamentary constituency of Uttar Pradesh. A large number of trains pass from this station and a large number of passengers daily go from here to Delhi and other places for work owing to its proximity to Delhi.

However, there is acute shortage of train facilities from this station. Although four ticket windows were set up by the Railways one year back, but due to absence of staff, the work of distribution of tickets has not been started so far. At present tickets are distributed only through two windows in the morning at Khurja junction, which is negligible in view of the number of railway passengers.

Therefore, it is requested that the ticket distribution facility should be provided from all the windows at the earliest besides providing the necessary basic amenities at Khurja junction.

The people of Bulandshahr District Headquarter of Uttar Pradesh face a lot of inconvenience in traveling to Delhi in absence of direct rail connectivity. It has been a long standing demand of the people there that Bulandshahr should be directly connected to Delhi by rail and if it is not possible for some reason then Chola railway station which is only 8 km away from Bulandshahr under Delhi-Howrah rail line should be upgraded and re-named as "Chola-Bulandshahr" and all the express trains should be provided stoppage there.

At present there is only one Railway reservation centre in Noida under Gautam Budh Nagar district. This service is negligible in view of the burgeoning population of Noida and Greater Noida. At least 2 railway reservation centres should be set up in Noida and Greater Noida in view of the size of their population and stoppage should be provided to all the Express trains including Shatabdi Express at Dadri and Dankaur station under Gautam Budh Nagar district.

Gautam Budh Nagar parliamentary constituency of Uttar Pradesh adjoins the National Capital Delhi and Noida and Greater Noida sub-cities fall under it. A large number of citizens of various states reside in Noida and Greater Noida who travel by trains.

However, there is only one railway reservation centre in Noida under Gautam Budh Nagar at present, which is negligible in view of the increasing population of Noida and Greater Noida. If two railway reservation centres each are set up in Noida and Greater Noida then the

local residents will get reservation facility and will not have to wander here and there.

Therefore, it is my demand that necessary steps should be taken to set up at least 2 railway reservation centres each in Noida and Greater Noida so that the citizens residing in Gautam Budh Nagar Parliamentary Constituency get railway reservation facility.

Stoppage of Puri Express (2815-2816), Neelanchal Express (2875-2876), North East Express (2505-2506), Amrapali Express (5707-5708), Swatantrata Senani Express (2561-2562), Purva Express (2303-2304/2381-2382), Delhi Azamgarh Express (2525-2526), Magadh Express (2402-2402) have not been provided at Khurja Junction under Gautambudh Nagar parliamentary constituency in Uttar Pradesh due to which passengers are facing a lot of difficulties. Stoppage of all these trains should be provided there and reservation of Brahmaputra Mail 4055/4056 and Kalindi Express 4723/2424 from both sides which have been discontinued, should be restarted at Khurja Junction and the name of Khurja Junction should be included in 'Train at a Glance'.

I would also like to request the hon'ble Minister of Railways to introduce a new EMU train between Delhi and Aligarh and necessary action should be taken to deploy RPF personnel for the security of women travelling in coaches reserved for them.

\*SHRI ASHOK KUMAR RAWAT (Misrih): I would like to extend my thanks to the hon'ble Minister of Railways for including Balamau, Neemsar and Sitapur Railway Stations under my parliamentary constituency Misrih for upgradation as Model Stations. It is necessary to include Sandila and Bilhaur Railway Stations for upgradation as Model Stations. Balamau Railway Station needs to be further developed since it is one of the major Railway Stations of my parliamentary constituency. All major trains passing through the station i.e. Lucknow Mail, Shramjeevi Express and other such trains running via Kanpur should have a stoppage at this station and there is a need to construct a loading and unloading platform there. There are a number of central government employees in Balamau, but the area lacks quality education as there is no Kendriya Vidyalaya. It would be beneficial for the government employees if the Railways sets up a Kendriya Vidyalaya on their land.

It is my humble submission to you to kindly issue instructions for further development of Balamau Railway

\*Speech was laid on the Table.



Station as well as compliance of my suggestions given in this regard.

Misrikh Parliamentary Constituency is a backward area. A Metro Rail Coach factory should be set up for the development of this area.

A Centre of Excellence in Software under the aegis of Centre for Railway Information System should be opened in Misrikh.

A proposal in respect of setting up of a power plant in Sandila under my parliamentary constituency has been sanctioned. If the Railways sets up a gas based power plant in this area then it will help in development of the area and backwardness of the area will be removed.

There is acute traffic congestion on Kanpur-Farrukhabad rail line located on the National Highway-9 as a result accidents are taking place frequently there. Therefore, a rail under bridge should be constructed to facilitate traffic movement. Similar situation prevails in sandila and Bilhaur in my parliamentary constituency. Hence, an over bridge should be constructed there.

There is a need to improve passenger amenities in Sandila and Balamau. Hence advance booking of retiring rooms should be introduced and other passengers amenities should be provided on priority basis at these stations.

I am thankful that Lucknow-Lakhimpur-Pilibhit railway via Sitapur and Sitapur-Bahraich railway lines have been laid.

A new Shatabadi Express should be run between Lucknow and New Delhi via Bareilly.

I congratulate the hon'ble minister of railways on the gauge conversion on Lucknow-Pilibhit railway line via Sitapur, Melani and request that the survey on the new railway line from Bilhaur to Makanpur Madarshah Mazar should be conducted and the railway line should be laid expeditiously. I am thankful to the hon'ble Minister of railways that Roja-Sitapur Barwal railway line has been electrified.

I would like to state the hon'ble minister of railways that Naimisharanya is a very famous sacred place in Misrikh Parliamentary constituency in Uttar Pradesh. There are several other sacred place like world famous Chakra Tirth Dadhich Kund, Pandav Quila, Hanumangarhi, Sudarshan Chakra, Maa Lalita Devi temple (Shakti Peeth).

The pilgrimage of the four dhams is not complete until one takes a holy dip into the Chakra Tirth. Besides, pilgrims also undertake a parikrama of 84 kos which is completed on Holika Dahan and thereafter Holi is celebrated. Lakhs of devotees take part in this parikrama. Here there is frequent movement of devotees not only from the country but also from other countries of the world. The significance of these sacred places is also described in Puranas. Therefore Naimisharanya pilgrimage should be connected with railways and Neemsaar should be included on 50:50 cost sharing basis for improving the condition of the access routes.

There is world famous mazar of Madarashah at Makanpur constituency Misrikh, which is in my Parliamentary Sitapur district (UP) under the administrative jurisdiction of the district of Kanpur city. Here there is a frequent movement of devotees in large number not only from the country but also from other countries of the world. It is a world famous mazar and 596 years old. Thousands of people come here everyday for holy visit from the country and abroad. Urs is held here in the month of may in which lakhs of people take part and a fair is organized for one month in the month of January-February. It is a world famous mazar. This world famous sacred place should also be linked with tirth railway.

I would like to apprise you that railway stations like Hardoi, Sitapur, Neemsaar and Sandila and Balamau junction come under extremely backward regions. These railway stations need to be upgraded. Necessary action should be taken to develop passenger facilities including retiring room and beautification of surroundings.

There is a lot of surplus land available in my parliamentary constituency and there is no Kendriya Vidyalaya in that area and there is also heavy shortage of health facilities. Hospital and Kendriya Vidyalaya should be set up on the railway surplus land at Sandila in my constituency and in area surrounding Balamau Junction in the district of Hardoi.

Latest advanced loco pilot training centre, an advanced railway track training centre or multi-disciplinary training centre should be opened at Hardoi and Sitapur in my parliamentary constituency.

A passenger coach factory, a loco factory or diesel multiple unit factory should be set up in Misrikh Parliamentary constituency.

A refrigerated container factory should be set up under the kisan vision project for secure future of the farmers in Misrikh Parliamentary constituency.



The survey work on Sitapur-Lucknow broad gauge railway line was completed in 2005 but its execution is still pending. Sitapur is the district headquarters of my parliamentary constituency. Till date this railway line has not been constructed and because of it this region is facing many difficulties. The construction work of this railway line should be started immediately.

People of this area are facing huge difficulties as Abida Express train which used to run from Kanpur Balamau-Neemsar via Delhi and Shahjahanpur has been discontinued. People of the area have been constantly making demand for re-introduction of this train. But, that demand has not been accepted so far. Hence, that train should be re-introduced.

I would also like to urge that necessary steps should be taken to provide following passenger amenities in my Parliamentary constituency Misrikh, district Sitapur (Uttar Pradesh):-

1. Stoppage of train running from Gwalior to Chhapra at Bilhaur should be ensured.
2. A new Jan Shatabdi Express between Kanpur-Varanasi should be introduced.
3. A new Jan Shatabdi Express between Lucknow-Delhi via Bareilly should be introduced.
4. A new Jan Shatabdi train between Kanpur-Agra via Jhansi-Gwalior should be introduced.
5. A railway bridge on Bilhaur-Kakvan route should be constructed.
6. A railway bridge in Sandila on Beniganj road falling on Lucknow-Hardoi route should be constructed.
7. There is need for beautification of Misrikh railway Station.
8. Doubling work of Kanpur-Orai-Jhansi rail route should be carried out.
9. Gauge conversion of Lucknow-Sitapur-Mailani-Pilibhit-Bareilly rail route should be carried out.
10. Kanpur-Orai-Jhansi rail route should be electrified.
11. New railway line between Sitapur to Nanpara and Balamau-Kannauj should be laid.

12. Delhi-Kanpur Shatabdi Express should be extended upto Lucknow.
13. Abida Express which runs from Delhi to Kanpur should be run via Balamau, Neemsar and Sitapur.
14. Stoppage of train No. 5037 up and 5038 Down should be provided at Araul-Makanpur Railway Station which is 65 Km from Kapur Central.

I hope that necessary action will be taken on the issues raised by me.

**\*SHRI HARI MANJHI (Gaya):** I represent Gaya constituency of Bihar. I have been making correspondence with the Ministry of Railways in respect of train related problems of Gaya city. But even a single problem has not been addressed in the Railway Budget presented by the hon'ble Minister of Railways. Gaya is such a destination which attracts both domestic and international tourists. Hence, I urge the hon'ble Minister of Railways that Gaya city which is a renowned tourist place worldwide should not be neglected. I urge the Minister to reconsider my requests made in the past in this regard. There has been a proposal to convert Gaya Railway Station as a world class railway station but nothing has been done so far in this regard. Yatri Niwas at Gaya Railway station should be constructed for passengers. Washing pit line at Gaya railway station should be made functional which was proposed during the year 2007-08. Doubling work of Gaya-Patna railway line should be carried out immediately. New trains for Mumbai, Pune, Bangalore, Ahmadabad should be introduced from Gaya. Scheduled departure time of Chennai bound train is in the morning hrs. from Gaya. There is a inflammable kerosene depot towards Eastern side of platform No. 1 due to which fire could break out at any moment. Therefore, it is necessary that Kerosene depot should be shifted from this place. Gaya-Kiul line has been laid and superfast trains for Delhi, Mumbai, Chennai should be introduced from this line. Construction of overbridge at crossing No. 1 adjacent to Gaya station is being done at a slow pace. It should be expedited.

The Government earn much revenue as tourists come to visit Gaya City in large numbers. Therefore, I urge the Minister of Railways to address the train related problems of Gaya.

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\*Speech was laid on the Table.



[English]

\*SHRI ADHI SANKAR (Kallakurichi): On behalf of DMK, I support the railway budget and I request the Railway Minister, there is a proposal in my Kallakuruchi Constituency. It is learnt that railway has already taken a land acquisition process in Tamil Nadu for Chinnasalem-Kallakuruchi New BG Line against the sentiments of my Constituency people and the authority accorded approval for this work. I have represented through a number of letters to follow the aforesaid line as per the Survey Report prepared in March 2005. This would avoid land acquisition and demolition of houses and other premises in Kallakuruchi Municipal area. The line of 2005 survey would also pass Municipal area which is less in habituated and the proposed stations of this lines are easily accessible. The local people and local legislative representatives are also represented through number of letters to all the Railways officials and Railway Board also.

The Railway Board now unnecessarily made new survey without consultation of public representatives and local MPs and local MLAs. The survey was made in the year 2005 is very much easily accessible to the people and land cost is also very low.

This proposal is pending for the last 4 years as the Railway Board office has failed to fix a proper route for this line. This is causing resentment among my constituency people.

This is the only project in which Tamil Nadu state government has agreed to provide 50% cost of above new line which would relief burden of the Railway.

Hence I request the Railway Minister to issue the clear direction to the Railway Authority to follow the 2005 Survey and initiate the work at the earliest.

[Translation]

\*SHRI DATTA MEGHE (Wardha): At the outset, I would like to congratulate the hon. Minister of Railways for fulfilling the promise of Congress party that the schemes would be formulated keeping the common man in mind and the Rail Budget is the manifestation of that promise. I heartily welcome this Rail Budget. It is a common man's budget. In this budget, passenger fare and freight rates have not been increased. I believe it is an important step towards containing inflation. Despite the huge

\*Speech was laid on the Table.

financial crunch, the hon. Minister of Railways has introduced a better budget by giving 6% dividend.

After independence we have added only 10,677 km. new rail lines to our rail network. In 2010-11, an ambitious target of 1000 km. was announced. This target is much above the average annual increase of 180 kms. it is anticipated that the target of 700 kms. would be achieved during the current year. I feel that this target is less. For the first time, railways have prepared Vision-2020 wherein a short-term and long-term road map has been given for the future. I feel that our Government proposes to fulfill its objectives in a planned manner. An annual plan of Rs. 57,630 crore has been provided for the year 2011-12. It will be the maximum plan investment provided in a single year by the railways. This plan is proposed to be sponsored through the Gross budgetary assistance of Rs. 20,000 crore, Diesel cess of Rs. 1,041 crore, internal resources of Rs. 14,219 crore and market loan of Rs. 20,594 in view of the outstanding performance of Indian Railway Finance Corporation in the capital market. I am glad that a new railway line between Vadasa-Gadhchiroli in Maharashtra has been included in the budget.

Other praise worthy steps are:

#### **Hike in concession for senior citizens**

The age limit for concession to female senior citizens has been reduced from 60 years to 58 years besides increasing the percentage of concession for male senior citizens from 30 % to 40 %.

#### **Concession for journalists**

Now journalists can travel anywhere with their family by all trains including Rajdhani and Shatabdi trains at 50% concession twice a year.

#### **Recruitment of ex-servicemen**

The hon. Minister has announced employment of 16,000 ex servicemen in railways by the end of March, 2011. This is a praise worthy step.

I would like to draw the attention of the hon. Minister towards the state of cleaning in trains. It is seen that despite the orders of sanitation proper attention is not paid towards cleanliness in trains. There is a need to pay special attention in this regard.



## Security

As far as security in trains is concerned it is seen that there are frequent incidents of misbehaviour in trains. That is why the rail administration should pay attention to security.

Now, I would like to draw the attention of the hon. Minister of Railways to certain problems of my constituency. I have been writing letters to the hon. Minister of Railways and the hon. Ministers of State in the Ministry of Railways regarding problems concerning railways in my constituency. The biggest problem of Vidharbha region is that a large number of persons traveling from Vardha and Hinganghat to Nagpur. People have to face difficulties as there is no stoppage of trains at these locations. Hingandhat town is an important station after Nagpur on Delhi-Chennai road. I had requested to provide stoppage of Chennai-Jodhpur, Chennai-Jaipur and Mysore-Jaipur trains here, but my request has not been accepted till date. Textile mills, oil mills and many other industrial units operate from this place in which a large number of employees work. These employees have to face difficulties in traveling, as there is no stoppage of trains here. The people of my area are very much agitated in this regard. Hence I request the hon'ble Minister of Railways to provide stoppage of trains at Hinganghat.

My second submission is that the status of National project may please be accorded to Vardha-Yavatmal-Nanded rail line. This project has got clearance from all the levels but the progress of work is very slow. If this is completed expeditiously it may be a very useful project for Western Vidarbha region.

My third submission is that Aarvi-Pulgaon narrow gauge line be connected with Yavatmal-Murtizapur narrow gauge line and it should be converted into broad gauge line so that the passengers in the country may be facilitated. Hence I request the hon'ble Minister to accept this proposal.

My fourth submission is that the Narkheda-Badnera rail line was sanctioned long ago. The proposal of this rail line was sanctioned keeping in view the interests of orange producers. After the completion of this line Nagpur-Mumbai line will get connected with Nagpur-Delhi line. This route will enable orange producers to send their produce across the country. It may be one of the measures to remove the disappointment of the farmers of Vidarbha. Hence it is my request that the construction of this line may be completed at the earliest.

My fifth submission is that thousands of tourists from our country and abroad visit Wardha, Sewagram and Pavanar as the Ashrams of Gandhijee and Vinobajee are located here. Hence the stoppage of all the trains passing through these stations may be provided there to facilitate the visit of travelers.

My sixth submission is that at least two trains should be started from Vardha to the Northern and Western part of the country. The first should be named 'Gandhidham-Express' and the second should be started on Nagpur-Ajmer line.

My seventh submission is that a direct train should be introduced between Nagpur-Mumbai.

My eighth submission is that the Government has declared Vardha station as a model station but work related to this is progressing very slowly. The work to make Vardha a model station should be completed expeditiously.

I have written letters to the hon'ble Minister of Railways and Minister of state in the Ministry of Railways regarding the railway related problems of my constituency from time to time. I request that at least stoppage of trains should be provided there.

Apart from this I would also like to draw the attention of the hon'ble Minister of Railways that I represent Vardha Lok Sabha constituency. Gandhijee had set up Sevagram Ashram there in 1935. Thousands of Indians and Foreigners keep coming here. This Ashram has completed 75 years of its establishment this year. On this occasion I would demand from you to introduce trains named "Ahimsa Express" directly from Sewagram to Mumbai and New Delhi. This will provide convenience to the passengers coming from various states of the country and other countries to reach Vardha and Sewagram.

## Introducing Nagpur-Goa Express train

There is no direct train from Nagpur to Goa. Nagpur being situated in the middle of the country, this train can also benefit the people of Madhya Pradesh and Chhattisgarh States.

## Need to improve the bridge of Vardha and Ghaman village

There is an old and small over bridge at Arvi Vardha Vaygaon National Highway no. 257 in the middle of the



Vardha city. People have to cross this bridge to reach the Hinganghat and Yavatmal districts. The traffic get stuck up several times. There is a need to widen this bridge. Similarly, the Railway bridge of the Dhamangaon village has become old. The traffic gets disrupted due to its small size. So, there is a need to reconstruct these two bridges.

With these words, I hope that the Ministry of Railways will seriously consider my request and accept my demands.

**\*SHRI MAROTRAO SAINUJI KOWASE (Gadchiroli-Chimur):** This is the third Railway Budget of UP A Government's second term. Railway fares and the season tickets of the local trains have not been increased for the last two years and even the freight charges have not been hiked. Therefore, the Railway Minister deserves appreciation. And I would like to convey my heartfelt thanks to her. The prices would have gone up with rise in freight charges but the Railway Minister has done an excellent work by keeping the freight charges untouched this year also and spared the common man from facing the brunt of price rise. The UPA Government deserves congratulations for this task. I would like to put forth some of my demands before the hon. Railway Minister. Usually, it has been found that the area where the train connectivity is provided sees rapid development. My Gadchiroli-Chimur Lok Sabha constituency is located in an inaccessible terrain and is a backward region of the country. Even the headquarters of the District does not have any railway connectivity. The number of such districts throughout the country is quite less which are not connected with railway line and my district headquarters is one of them. The proposal of laying a railway line from Wadsa to district headquarters Gad Chiroli is lying pending for last several years but the work on this line could not be started even today because no provision of funds was made for the said line in the Railway Budget. The funds have been allocated for the first time under this item in this year's budget for which I would like to thank the Railway Minister and through you, I would like to request her to expedite this work by granting more funds.

The youth of my Lok Sabha constituency are getting drawn towards Left wing terrorism in the absence of railway line and developmental works and naxalism has become a veiy big problem. I would request the hon. Railway Minister to provide adequate funds for converting the Nagbhid-Nagpur narrow gauge line passing from my

Lok Sabha constituency into broad gauge and also pay attention to the work of raising the height of platform of Brahmapuri and Sindewahi railway stations falling at the railway line from Gondia to Ballarshah. The railway reservation centre located in District Headquarters Gadchiroli remains open for only four hours throughout the day due to which the people living in far remote areas of the district are unable to derive the benefit of this reservation centre. I would also request the hon. Railway Minister to raise the duration of working hours of this reservation centre.

**\*SHRI JAYWANT GANGARAM AWALE (Latur):** The Rail budget presented by the hon'ble Minister of Railways is very much sates factory and a balanced budget. I do not want to speak much in this connection. A new rail route between Nanded-Bedar in my Parliamentary constituency was announced in the last year's budget. The people have no idea regarding the complete route of the said rail route. I especially demand that Nanded-Bedar railway line may be laid via Sonkhed-Loha-Malegaon-Ahmedpur-Shiroor-Tajband-Chapoli- Chatur and Latur road so as to reduce the distance of this rail route by 100 kilometers and as a result the railways will also save big amount of 300 crore rupees and maximum number of passengers will get an opportunity to travel by train.

So, I would like to request the hon'ble Minister to sanction laying of new rail line between Nanded-Beder via Sonkhed-Loha-Malegaon-Ahmedpur-Shiroor-Tajbard-Chapoli-Chatur and Latur road. I hope that the hon. Minster of Railways will sanction the said rail route in public interest. In this connection I also demand construction of two overbridges — one at Hatkangle level crossing in district Kolhopur and another at level crossing Ruhadi Station. These overbridges are much needed because the gates remain closed at level crossing for 45 minutes before arrival of the train leading to heavy traffic jam. The demand for overbridges has been made several times. I hope this demand will be included in the budget.

I would like to make one more request that Latur Express plying between my Parliamentary Constituency Latur and Mumbai CST does not have any stoppage at Murmd railway station presently. The passengers have been demanding for stoppage of this train at Murmd railway station for a long time as it would benefit hundreds of passengers daily. I hope that the hon'ble Minister of Railways would pay attention to my request in this regard.

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\*Speech was laid on the Table.

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\*Speech was laid on the Table.



[English]

\*SHRI G.M. SIDDESHWARA (Davanagere) The Railway Budget of the year 2011-12 is not a pro-development Budget and is a disappointing budget. Only a few announcements made for Bangalore and adjoining areas are a little satisfactory. Other parts of Karnataka, for example Old Mysore region, Central Karnataka, Hyderabad-Karnataka, Mumbai-Karnataka and also Coastal Karnataka have been completely neglected in this Railway Budget. Only for the sake of announcement a few projects are mentioned. As per a Kannada proverb "Announcement takes a minute; implementation takes a decade". Such projects have been announced in the budget. As far as my parliamentary constituency is concerned, long-pending and pro-development demands of my people have not been fulfilled.

Hon'ble Chief Minister of Karnataka Shri B.S. Yeddyurappa had allocated Rs. 500 crore as a part of the state's share for the railway projects of the state. The Hon'ble Railway Minister should have made sufficient allocation in her Budget also. But it has not been done. Hon'ble Minister of state for Railway Shri K.H. Muniyappa's observation that the State Government has not allocated its share of financial assistance and the land required for the railway projects is not true. Since the land allocation comes within the state's share of 50%, both the Central and State Governments should take immediate necessary steps for implementation of the projects. 16 new trains have been announced in the present budget, but half of them are more helpful to neighbouring states as compared to Karnataka. Those new trains are covering more places and distances in neighbouring states. Even though the State Government has allocated the funds for the railway lines between Harihara and Shiomoga and Tumkur and Davanagere, Union Government has not kept any fund for the same. Railway line between Kotturu-Jagaluru-Chitradarga is a promising one. It would be a great help for the progress of Bayaluseeme region of Karnataka. It has the potential to change the economic scenario of the region. Survey work for this project was done. But it is unfortunate that no allocation is made for such a beneficial railway project. Other long-pending demands like Inter-city train between Harihara and Bangalore, new passenger train between Hubli and Arasikare, expansion of the Hubli-Miraj Express train upto Pune and doubling of the railway line between Birur and Davanagere, all these are not touched upon by the Hon'ble Railway Minister in her budget.

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\*Speech was laid on the Table.

As far as unmanned railway gates are concerned, as it was in the last two Railway Budgets in this Budget also, announcements have been made to convert them into manned gates. Out of 14 unmanned railway gates in my parliamentary constituency not a single gate has yet been converted. So this announcement remains on paper only.

It is satisfactory that there was no hike in the passengers and freight fares. Otherwise this Budget is presented keeping in view the ensuing elections in the state of West Bengal and to derive political mileage out of it. So, it is a disappointing Railway Budget.

Hence, I would like to request the Hon'ble Railway Minister that all the long-pending and development-oriented railway projects of my constituency should be accorded top priority in the Supplementary Railway Budget for the year 2011-12 and to match the State Government's share of Rs. 500 crore, the Union Government should also allocate Rs. 1500 crore for the implementation of the railway projects of Karnataka State.

\*SHRI B. MAHTAB (Cuttack): In the beginning I would say that the Railway Minister has confirmed fears that all is not well in the world's single largest employer and fourth largest in terms of network. She has categorically stated in her speech that, "Indian Railways is passing through a very difficult phase" and that "testing time for Indian Railways continued in 2010-11". As passenger fares and freight charges remain untouched, there is a question mark over how the Railways will raise funds for a host of new projects announced in the new budget. Also, at 92.1 percent operating ratio does not leave much funds to take up new projects. Hon'ble Minister has blamed implementation of the Sixth Pay Commission which increased the expenditure on staff and pension by an unprecedented 97 percent or Rs. 73,000 crore during the Ninth Plan Period. Such a high spending on salary etc. would impact on internal generation for plan investment.

At the outset I would say that this was the eighth successive Rail Budget that did not touch fares. This is presumably because the Railways in our country are perceived not merely as a transporter of goods and passengers and provider of services, but also as a vehicle for social change. The railway network hauls over 22 million passengers and more than two million tonnes of freight traffic everyday. It is the country's biggest public utility, employing 1.4 million people.

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\*Speech was laid on the Table.



The Railways, therefore, is often found straying into “socially important” areas which do not fall strictly within its core activities. Infrastructure-wise, it is supposed to be the country’s backbone, but, in reality, it is one of the weakest spots. One would, therefore, expect the Railway Minister to stop announcing new projects and ensure, instead, that projects in the pipeline are executed. But that never happens.

Income from freight has been a bread-winner for the Railways for a long time but an issue of grave concern is the admission of the Minister that the loading target had to be reduced by 20 million tonnes to 924 mt. We all know that freight accounts for an estimated 65 percent of the total earnings of the Railways but there is no proposal to hike freight rates in 2011-12, presumably because such hikes will be announced outside the Budget. This often happens if past experience is any guide. For example, only a few weeks ago, the classification of foodgrains and fertilizers was changed, and an additional surcharge on iron-ore slapped to mop up additional revenue. So far in the current year, there have been at least six announcements, on freight hike outside Budget.

More important, as I have stated, is the volume of freight traffic. The target for 2011-12 has been set at 993 mt. projecting 7.4 percent growth. If the country’s economy is projected to grow at 8-9 percent, the freight transport sector to support such growth should grow at least at 11-12 percent. In the absence of such growth, the Railway stand to lose further its share of traffic to the road transport sector.

With no change in passenger fares, the growth in passenger earnings should correspond to the growth in physical volume of passenger traffic. However, that may not happen. With plethora of fare concession to please a cross-section of people, steps should be taken to plug leakages as ticketless travelling. In a market driven economy the user charges should be commensurate with the quality of services being offered. The impact of inflation, the rise in costs, particularly that fueled by the oil price hike, should have been factored in at the time of pricing of services.

Therefore, an apprehension has been expressed that the Railways might walk into a debt trap, unless utmost care is taken in utilization of funds to be raised by IRFC.

The Railways are offering a number of value added services for high- end customers such as non-stop

Duronto Expresses, with their time saving implications. The exploitation of information technology has facilitated online booking for many travellers, removing the hassles of going out to buy a ticket. It would have been desirable to go in for a pricing policy for the passenger segment to target the high-class travelers, especially as they claim they would not mind paying more for a better service. By not raising the fares at all, and also reducing the on-line booking charges, the Railways continue to be saddled with a loss of more than Rs. 17 thousand 98 crore and this according to 2009-10 Revised Estimate, in running the non-suburban coaching services.

Similarly, the fare structure for EMU services could have been recast. The Budget announced 47 additional services for Mumbai, 34 new services in Calcutta Metro, 50 for Calcutta Suburban, 9 additional services in Chennai and 6-9 for Secunderabad. In a market driven economy where user charges are expected to be commensurate with the quality of service, the Railway would not be faulted if such an attempt had been made in the current budget. Since the commuters are mainly factory and office goers and do not require any subsidization, this point need to be emphasized upon.

The scheme for setting up 10 thousand shelters for poor people living near the rail tracks, in collaboration with the Urban Development Ministry has implications for the Railways’ land policy and therefore has to be approached cautiously. With high cost of operation and low revenue earning, Calcutta’s Metro Rail has been constant bugbear to the Railways. Are you going to hive it off into a separate subsidiary?

Prior to the emergence of the Container Corporation of India (Concor), the Railways used to operate seven inland container depots, none doing well. Subsequently, these ICDs were transferred to Concor and many more were added. Today, Concor is a profit earning arm of the Railways. Should Calcutta’s Metro Rail go that way? I would argue for that. The announcement of double-stack trains between Gujarat port and New Delhi surprises many who are familiar with the development on the container train front. For about five years now, the container trains have been running between Gujarat ports and Jaipur. Last year, the private container operators were offered Assured Transit Time Scheme but none opted for it. I would urge upon the Government to explain the reason behind this.

The Annual Plan size of Rs. 57 thousand 634 crore for 2011-12 is in the final year of the Eleventh Plan. The



Railways have so far spent Rs. 1.43 lakh crore in the Eleventh Plan, against a projected outlay of Rs. 2.51 lakh crore. Even with this stepped-up outlay, the Railways may fall short and the shortfall is spread across all three sources - internal resources, extra budgetary resources, which are borrowings and PPPs and thirdly gross budgetary support. For the proposed Rs.57 thousand 630 crore annual plan for 2011-12, Minister has been able to persuade the Finance Ministry to cough up Rs. 20 thousand crore as budgetary support and hopes to garner Rs. 1041 crore from diesel cess, Rs. 14 thousand 219 crore internal resources and Rs.20 thousand 594 crores as market borrowings from the Indian Railways Finance Corporation. Minister also hopes to raise Rs. 10 thousand crore through tax free bonds next year. However, the possibility of her raising Rs. 1776 crore through public-private partnership and wagon investment scheme on the basis of past experience is somewhat very remote.

The “zero accident” rate on railway tracks is still a dream. No action has been taken on the findings of many probes into railway accidents. Unofficial statistics suggest that more Indians die in railway accidents than in terror attacks. Nearly 50 major accidents have occurred in the last two decades on the over 65 thousand km route over which the railways operate nearly 12 thousand trains. The Special Railway Safety Fund created by the former Railway Minister, Shri Nitish Kumar in 2001 had targeted to man all un-manned level crossing. It is still going on.

Coming to discuss about my State, Orissa, I would say, Government of Orissa had requested the Railway Minister to allocate around Rs. 2 thousand 85 crore for speedy development of railway networking in Orissa. But I am sorry to state that the Minister has not put even a cursory look at those demand. Ongoing projects are languishing for last 15 to 20 years but no progress is being made. Be it Khurda Road-Bolangir line, Lanjigarh Road-Junagarh, Haridaspur-Paradeep line or Angul-Dubri-Sukinda Road or even Talcher-Bimalagarh, adequate funds are not being allotted to speed up the construction of these projects.

I would urge upon the Minister to consider to sanction 2 new projects such as Talcher-Gopalpur (254 kms) and Khurda Road-Raj-Athagarh Bye-passing Bhubaneswar, which is 59 kms.

I am informed that Government of Orissa has requested Ministry of Railways to establish a rail coach

factory at the identified patch of government land measuring about 500 acres between Chatrapur and Berhampur in Ganjam district. The decision is pending with the Ministry as Orissa government has already identified the land. Why aren't you processing to establish this railway coach manufacturing unit through JV/PPP mode from next financial year?

I would also request to sanction funds for development of Multi-Modal Logistics Parks and Container Freight Stations at Kalinga nagar, Chaudwar, Rourkela, Angul and Jharsuguda.

Some new trains have been provided to Orissa and I welcome it. But I would suggest there is a need to ply a new direct train from Sambalpur to Allahabad, Barbil to Vishakapatnam via Cuttack.

If one sees through the 47 page budget speech of the Minister, it is obvious that the focus is on West Bengal, but she should also look towards the healthy growth of her neighbouring state, Orissa which has been neglected by repeated Railway Ministers.

With these words, I conclude.

*[Translation]*

\*SHRI KAPIL MUNI KARWARIA (Phoolpur): I would like to inform the 944 hon'ble Minister of Railways that the next Kumbha Mela, which is the symbol of faith of crores of Hindus of the country and the largest fair in the world, is to be organized in Allahabad in January, 2013. People from not only different parts of the country but also from abroad travel thousands of kilometres and come to Allahabad to have a close look at one cultural and religious heritage but I regret to say that keeping this in view neither the adjoining railway stations of Allahabad namely Prayag, Prayag ghat, Daraganj Theni, Phoolpur, Lalgopalganj have been declared model stations nor has any provision been made in the rail budget for construction of multi-purpose complexes in Allahabad. I, therefore, demand that the adjoining railway stations of Allahabad be declared as model stations and to construction multi-purpose complexes. The traffic problem gets worse due to gates being closed at level crossings and the people have to suffer in traffic jam for hours and the children do not reach the school in time and serous patients do not reach hospital in time and die on way to hospital. It is very unfortunate that no provision has been made in the budget for construction

\*Speech was laid on the Table.



of a single overbridge on IERT crossing, chota Bagara, Teliarganj and Kalindipuram in Allahabad and in Phoolpur on Allahabad-Jaunpur national highway and other important roads line Sarai Gopal on Allahabad-Faizabad national highway in the rural areas. I, therefore, demand for construction of overbridges at the above mentioned places. The Hon'ble Minister had announced setting up a computerized passenger reservation system (PRS) in every parliamentary constituency but no PRS centre has been set up in Sorav and Sahso as proposed. I, therefore demand that PRS centres should be set up at these places. Hon'ble Minister says that 100 percent target of doubling of rail tracks will be achieved during 2011 but the doubling work in Phaphamau near Allahabad has not started yet. Railway's computerised inquiry system is in such a bad shape that passengers are forced to reach stations several hours before the start of their journey. This facility is at the mercy of God. Not improving this facility or not introducing any other such facility by the Hon'ble Minister is injustice to rail passengers. Therefore, I request that that Railway Enquiry Service should be improved. We often read in newspapers about death of women during delivery in trains. But, the Hon'ble Minister has not paid any attention towards providing medical facilities in long distance trains. The Hon'ble Minister does not have any plan to increase the number of general coaches in important long distance trains. Therefore, I request that the number of general coaches in important trains may be increased. Lakhs of unemployed persons from different states lose their lives while travelling to and from their destinations while appearing for central recruitment exams. But, the Hon'ble Minister has not made any provision for special trains to such recruitment stations for candidates. Recently, hundreds of youth met with an accident while returning from the recruitment process of ITBP at Bareilly, Uttar Pradesh. This budget does not even have any action plan to check delay in running of trains.

\*SHRI EKNATH MAHADEO GAIKWAD (Mumbai South Central): Railways connect Mumbai to the whole of the country. More and more efforts are being made day by day to link Mumbai with the country and I am grateful to the Hon'ble Minister of Railways. Mumbai is Maharashtra's capital and is known as the financial capital of the country. Leader of the country Hon'ble Sonia Gandhi ji and Prime Minister Manmohan Singh ji want to develop Mumbai into an international financial centre.

And the Indian Railways can play a very important role to achieve this goal. The average number of rail

passengers commuting in Mumbai per day is seventy lakh approximately. Millions of persons, women and school children use services of railways putting their lives in jeopardy. Rail is the main medium of transportation for the common man. After continuous demand, introduction of 47 additional trains has been approved and the proposal to convert all line trains of 7 coaches into line train of 12 coaches has also been accepted.

I request that there is a need to run around 200 additional trains in Mumbai suburban area. Cleanliness of stations and provision of drinking water and toilet facilities are strongly needed. I welcome the announcement to provide smaller houses to people residing near the railway tracks under the "SUKHI GRIHA SCHEME". The lives of people who live near rail tracks in Mumbai are always in danger and easy operation of trains for the common man is also affected due to this. Keeping this in view, Maharashtra government and the Railways administration have made an arrangement for houses for 10,000 Jhuggi-jhopri dwellers.

On Dadar-Matunga rail line, Jhuggis of poor people living there for the last 40 years are demolished. I have informed the Minister of Railways and the Ministry itself on several occasions about this. Maharashtra government proposes to provide houses to such people and the Chief Minister of Maharashtra too has informed the Minister of Railways about this in writing.

The Maharashtra Government and the Ministry of Railways jointly can provide accommodation to common people living in Jhuggis near railway tracks. So, cooperation of Indian Railways is required for this purpose. In the end, I support the Railway Budget presented by the Minister of Railways.

\*SHRI SURESH KASHINATH TAWARE (Bhiwandi): I thank the hon. Railway Minister for presenting a commendable and historic rail budget.

The hon. Railway Minister Mamataji has raised neither the passenger fares nor the freight charges in the current rail budget for the year 2011-12. However, commendable efforts have been made towards increased railway participation in the freight sector which will benefit the economy as well. The hon. Rail Minister has made a proposal for an annual outlay of 57,630 crore rupees for the year 2011-12 which is the highest amount of planned investment in the railways during any one year so far.

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\*Speech was laid on the Table.

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\*Speech was laid on the Table.



In the era prior to independence various princely states and certain industrial groups used to operate their own train services but these were nationalised after independence and this service came under the ownership of the Government of India. Now the Indian Railways has become dedicated to the service of the common man and travelling by train has become a matter of pride for the people.

Although the hon. Railway Minister has taken care of all the sections of the society in the rail budget still more attention is required to be given to the Maharashtra and particularly the metropolis of Mumbai. Maharashtra the economic-commercial centre of the country. Freight system needs to be brought up-to-date in the interests of the people and traders in Bhiwandi parliamentary constituency.

I would like to make the following recommendations to the hon. Railway Minister:

1. The proposed new AC Duranto from Allahabad to Mumbai needs to be run daily.
2. The weekly new express train from Bhiwandi to Chandigarh announced by the hon. Minister should be run daily.
3. New local trains should be run from Bhiwandi to CST and from Bhiwandi to Churchgate.
4. The powerloom sector accounts for nearly 70 percent of the total textile production in the country and out of this 70 percent about 45 percent of the powerloom sector is situated in Bhiwandi, Malegaon and Ichalkaranji in Maharashtra where traditional weaver families have been engaged in this work for hundreds of years. It should be mentioned that the poor weavers engaged in this work travel to and from various parts of Gujarat, Andhra Pradesh, Uttar Pradesh and Bihar to earn their livelihood. The road transport to these places is much more expensive, time consuming and inconvenient. Hence some trains should be made operational keeping in mind the said regions.
5. The platforms in my parliamentary constituency Bhiwandi and other nearby railway stations lack various public amenities and attention needs to be paid towards this aspect too.

6. There is need to run local trains for the convenience of small traders, professionals and service class people in my parliamentary constituency, Bhiwandi and surrounding areas on the following routes:

- (a) Karjat Wangani-Badlapur-Kalyan-Mumbai;
- (b) Kasara-Asangaon-Wansir-Kharoli-Teetwala-Mumbai.

7. The poor weaver families engaged in the powerloom sector should be given 50 percent concession in rail fares.
8. The proposed new AC Duranto from Mumbai Central to New Delhi should be run on daily basis.
9. The frequency of Duranto Express from Mumbai CST to Howrah has been increased from twice a week to four days a week. This should be run on daily basis.

\*SHRI ASHOK ARGAL (BHIND): I oppose the Railway Budget 2011-12. The Railway Budget is presented each year since Independence wherein sometimes passenger fares are increased too. Various new schemes are announced but only ten percent schemes are implemented. The pace of work is so slow that it took 20 to 25 years for new railway line to be laid. I am submitting it because the constituency from where I have been elected is extremely backward and is dacoit infested. Bhind district of Madhya Pradesh adjoining Uttar Pradesh is still not connected by National Highway or any rail line. Although the district is dacoit infested yet it is also known for young people joining the defence services in large number and each month two to four persons sacrifice their lives for security of the country. Therefore, I request the hon'ble Minister that Guna-Etawah rail line, which is being laid for about 25 years should be completed within a period of one year so that this backward district gets an opportunity to develop.

The former Prime Minister, Shri Atal Bihari Vajpayee, had announced a new rail line from Bhind-Urai-Mahua to Rath. Survey of this new rail line has been completed and estimate of this line has been also been prepared. Now allocation has to be made, it is requested that budget allocation should be made for this new rail line.

It is an extremely backward district. Hence, a large number of young people are engaged in catering service

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\*Speech was laid on the Table.



as waiter on contract basis in trains and at railway stations throughout the country. However, the contractors do not provide any kind of assistance to them in case of any accident. Therefore, provisions should be made to the effect that contractor shall also be liable to provide immediate medical treatment of these waiters in case of any accident and provide compensation in case the waiter dies in any accident.

Generally the level of cleanliness is not good in the trains. Insects like cockroaches and all kinds of garbage is visible in the trains. One Doctor should be deployed in long distance trains for emergency treatment.

Security arrangements are inadequate. The incidents of loot and theft with passengers are taking place frequently. Hence, adequate security arrangements should be made for safety of passengers.

The train running from Bhind to Kota should be extended upto Ahmedabad. It is a long pending demand of the people which needs to be fulfilled.

Proper lighting and security arrangement should be made at small stations like Gohad, Malanpur, Soni, Ethaar, Shani Vatchara between Gwalior and Bhind and these stations should be properly development. Road should be constructed to facilitate easy access to the stations. Buildings should be constructed for station staff.

RPF police station should be set up at Bhind station. Setting up of police station is necessary from security point of view because the stretch upto Etawah is surrounded by Kunwari Chambal and Yamuna rivers and ravines.

The sale of Gutka is common at New Delhi Railway Station which is a high security zone. I demand that sale of Gutka, Cigarette, Tobacco, Pan at railway stations and within the 500 meter radius should be banned. It has been seen that all these items are being sold at platforms and in the trains illegally in connivance with the RPF staff.

Cleanliness of railway track at railway stations is not maintained as garbage collected at platform is being through on the railway tracks.

Special care should be taken to ensure cleanliness of bed roll provided to the passengers.

Stoppage of Sachkhand Express, Jhelam Express, Mangala Express and Kerala Express trains may be

provided at Datiya Railway station in my Parliamentary constituency where Maa Pitambara Saktipith is located and people from across the country visit this place to have a darshan. Expansion of Datiya station should be undertaken. An overbridge should be constructed at the railway crossing. It had already been announced by the former Minister Shri Digvijay Singh during his tenure. The common man will get its benefits. The Ministry of Railways is meant to provide facilities to the people.

Stoppage of only passenger trains and Dadar Express is provided at Basai Railway station. The stoppage of Chhattisgarh and Malwa Express should also be provided there to facilitate the communication in that backward area because Basai region is adjacent to Datiya. People have to face difficulties in traveling through road.

I am not only hopeful but also convinced that hon'ble Minister of Railways will issue necessary instructions regarding to the said demands.

[English]

\*SHRI GANESHRAO NAGORAO DUDHGAONKAR (Parbhani): I'm very much thankful to you to give me chance to express my views on Railway Budget.

I'm very happy & congratulate the Hon'ble Minister for Railways for announcing the earnest demand of people of Marathwada region of doubling of Parbhani-Mudkhed line & hope it will be extended to Manmad as early as possible in next few years.

At the same time, I'm also congratulating to Hon'ble Minister for Railways to sanction bypass to Puma (Jn.) that is Basmat-Chudawa.

With the above bypass line I demand for Pedgaon-Pokhami (Nursingh) bypass to Parbhani (Jn).

With these above developments, I would like to attract your attention to following demand of my region.

#### (1) Akola-Khandwa gauge conversion (MG to BG)

I would like to place an very earnest demand of people of my region for time be completion of Akola-Khandwa gauge conversion (MG to BG) within a stipulated time this programme of gauge conversion is necessary for development of the backward region and connect this region to North & East India.

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\*Speech was laid on the Table.



**(2) Parli-Beed-Nagar rail line**

To expedite the Parli-Beed-Nagar rail line to increase the connectivity for convenience of people of my region to Pune & Mumbai.

**(3) To make the construction of Ultra Modern Diesel/Electric Home Locoshed at Purna(Jn) in Nanded division in South Central Railway**

I would like to emphasis on the fact that injustice is done in my region to Purna (Jn) where steam locoshed was located as it was a central place to then MG rail line. I come to know that such steam locoshed were also present at Kazipeth, Lalaguda, Guntkal, Gutty in South Central Railway but they were subsequently converted in diesel and electric locoshed. On the contrary the steam locoshed at Purna (Jn), Jalna, Manmad (Jn), Parli (Jn) and Akola were abolished and no new diesel locoshed were erracted, this is injustice to this region because these lines are diesel locomotive lines.

The present diesel locoshed (*i.e.* Kazipeth, Lalaguda, Guntkal and Gutty) are in the zone of electrified lines and far away from the Nanded Division (about 350 km)

Following infrastructure facilities available at Purna (Jn)

1. Diesel locoshed.
2. C & W shop
3. Railway Yard
4. Rest house for officers and running room.
5. Railway quarters for employees
6. School
7. Hospital
8. Community Hall

Therefore, I request you to consider at least one demand of constructing ultra modern diesel/electric locoshed at Purna (Jn) in Nanded Division

**(4) Electrification of Adilabad-Parli-Nashik (Manmad) rail line.**

As you are pointed out in your speech of about (R2Cl) (Rail connectivity from coal & ore mines)

programme, I demanding Adilabad-Parli & then Nashik (Manmad) electrification as this line is commercial line for transportation of coal to thermal power stations.

Parbhani is a railway junction & hub of religion, passengers & pilgrims alighting here therefore you are requested to include Parbhani (Jn) in the list of stations for Rail Business with Ministry of Tourism for the convenience of pilgrims.

Following famous holy places are near to Parbhani (Jn).

1. Aundha Nagnath (one of the Jyotirlinga)
2. Parli-Vajinath (one of the Jyotirlinga)
3. Turab-ul-Haq Dargah.
4. Nemgiri (Famous Jain temple)
5. Navagarh (Famous Jain temple)
6. Pokharni (Famous Narsimha Temple)

**(6) Establishment of Polytechnic/Engineering College at Purna (Jn)**

As per the MOU with HRD, Polytechnic or Engineering college should be established at Purna (Jn) as ample railway land is available there.

**(7) Demand for New Train/Special Train (Nanded-Mumbai)**

I'm very thankful to you for starting some new trains but at the same time I'm pained to inform you that all the Member of Parliament of Marathwada region' demanding a new special train (Nanded-Mumbai or Akola-Mumbai) which is not seen in the railway budget therefore I request you to sanction this demand of people of my region.

**(8) Extensions should be given to following trains**

At the same time Hon'ble Minister for Railway should gave the extensions to following trains for the convenience of the people

1. Nanded-Pune Express should be run tri-weekly & the same should be extended to Mumbai.



2. Mumbai-Latur Express should be extended to Parbhani (Jn.) or Purna (Jn)
3. Sambalpur-Nizamabad & Vishakhapatnam-Nizama-bad already extended to Nanded. Extension should be given Parbhani (Jn). It will be beneficial for Purna (Jn) as well as Parbhani (Jn)
4. A new train should be introduced from Nanded to Manmad for the connectivity of Manmad-Mumbai (Express) daily.

OR

5. Extension should be given to Mumbai-Manmad Express daily upto Jalna
6. Extension should be given to Godavari Express upto Jalna

**(9) Upgradation of stations**

As Hon'ble Minister for Railway stated in her Railway Budget I proposed Gangakhed & Pokharni (Narsingh) railway station for upgradation of station.

**(10) Vacancies in Nanded Division**

May I attract your kind attention to the fact that there is shortage of running staff in Nanded division because of this the tremendous stress on the existing running staff in Nanded division. The following vacancies of running staff is in the Nanded division.

1. Loco-Pilot = 77
2. Asst. Loco-Pilot = 83
3. Guards = 52
4. Station Masters = 60

Therefore I request you to recruit the above vacancies as early as possible.

**(11) PRS (Passenger Reservation System) at Ghansa-wangi & Sonpeth**

As Hon'ble Minister, gives one PRS (Passenger Reservation System) location on the choice of Member of Parliament in last Railway Budget, the two more PRS locations namely Tq. Ghansawangi Dist. Jalna and Tq. Sonpeth Dist.

Parbhani should be started in this year for the convenience of the people.

**(12) To expedite the matter of 'Adarsh Station' at Parbhani (Jn) & Purna (Jn)**

With your kind permission I attract the kind attention of Hon'ble Minister for Railways towards the fact that in last Rail Budget Parbhani (Jn) & Purna (Jn) are included in the list of 'Adarsh Station'. But I'm at loss to say that the actual work of modernization has not yet started.

**(13) To expedite the matter of 'Tertiary Level Multi-Specialty Hospital' at Purna (Jn)**

As per MOU with Ministry of Health, 26 acre of land is proposed for OPD's & tertiary level multi specialty hospital at Purna (Jn) which has announced in last Railway Budget but the actual work has not yet started.

I once again requested to Hon'ble Minister for Railways kindly sanction these demands & expedite the matters which you are announced in last Railway Budget.

\*SHRI JOSE K. MANI (Kottayam): At the outset, on behalf of the people of my constituency Kottayam – I would like to thank the Hon'ble Railway Minister for presenting a people friendly budget despite fiscal constraints. However I would like to bring to the urgent attention of the Hon'ble Railway Minister some long pending demands for upgradation of Kottayam Railway Station.

Kottayam, as you are aware is the gateway to Central Kerala known for its plantation valleys, wildlife sanctuaries and backwater resorts is engaging the attention of the Railway Ministry.

Kottayam has been facilitating heavy volume of pilgrim traffic throughout the year destined for Sabarimala, St Alphonsa's shrine at Bharananganam and on a lesser scale to Vaikom and Ettumanoor temples. Emakulam-Kottayam section also accounts for a major share of passenger revenue, justifying upgradation of passenger amenities. Although many of the stations on this section have been declared as Adarsh Stations, Kottayam's legitimate claim for a pilgrim centre with transit facilities including budget accommodation has not been taken

\*Speech was laid on the Table.



care of in the current budget. I would request the Hon'ble Minister to include the setting up of a pilgrim centre at Kottayam in the current budget and provide allocations therefore.

It was with great enthusiasm the people of Central Kerala welcomed the announcement made during the previous budget for setting up a multi-functional complex in front of Kottayam RS. Presently the low-lying space between the RS entrance and the abutting main road is the only option for building the MFC. A part of this area is being used for parking. Considering acute shortage of land for acquisition involving prohibitive cost, the MFC has to be designed for optimum utilization of available landscape as a high-rise building of permissible proportions, both for commercial utilization and for housing a part of the passenger utility areas like dormitories, cloak rooms, cafeteria, bath/toilet facilities and transit lounge etc.

I understand that the design of the MFC is based on a modest scale for name sake without taking into account the necessity of providing adequate space within the complex for passenger amenities which were earlier considered possible based on the assumption of shifting the goods shed elsewhere to make space for expansion of the RS including augmentation of passenger amenities. It is therefore imperative that the project of MFC and frontage development of the station has to be integrated, provisioning adequate space for car parking on the basement and ground level of the complex. It is most essential that the new complex and frontage of the RS has to be executed on an aesthetic architectural concept, merging with the traditional Vaasthu Shilpa features found elsewhere in Kerala.

A logical extension of Kottayam having been declared as a coaching terminal in the current budget would be to start an express train service to and from Bangalore. There is a constraint flow of traffic to and from Bangalore, comprising of students, IT professionals and paramedical; staff hailing from this region. To start with this new train service could be made a bi-weekly or tri-weekly and later regularised as daily if the passenger revenue justifies.

I want to highlight the slow pace of doubling works now underway, on Mulanthuruthy - Kayamkulam section due to tardy process of land acquisition and the problems faced due to high price of land and resistance from the land owners. At this rate, the doubling project is going to take indefinitely long time for completion. The regular

traffic on this busy section stand disrupted to large extent. The process of doubling should be supplemented with improvements in signalling system by installed an automatic signalling system on this route in place of the obsolete block signalling system now in place.

Sufficient funds may be provided for the new Sabari Rail line and sufficient Railway officials may be deputed to exclusively for the speedy implementation of this project.

\*SHRI BHAKTA CHARAN DAS (Kalahandi): I want to mention my views on Railways Budget on the table of the House.

Indian Railways has one of the largest business networks in the world transporting more than 22 million passengers and more than 2.5 million tonnes of freight daily having more than 1.4 million employees. The train network traverses the length & breadth covering more than 64,000 Km. This budget has given emphasis on sustainable, efficient and rapid growth with an acute sense of social responsibility towards the common man by announcing rail connection to Manipur, Institute for Tunnel and Bridge Engineering at Jammu, Diesel locomotive centre in Manipur, Centre of Excellence in software at Darjeeling, Rail Industrial park at New Bongaigaon. There is Need to include more remote and backward areas in its map.

Sikkim, Arunachal Pradesh, Meghalaya are Still waiting to be connected by rail.

Railways stand as the pioneering sectors among all social sectors. It is most viable and convenient source of mobility of either people or goods, because it is cheap and affordable. There is still much left to be done especially in terms of connecting extreme backward rural areas and much needed people, so that these areas and people can reap the benefits of Government's plans in regard to development and growth. Rail transportation is vitally interlinked with economic development of the country, so it is imperative that the railways grow at even faster pace.

I am thankful to Hon'ble Railway Minister that she has included more than 25 projects and schemes in this year's budget, which include strengthening of Railway infrastructure, construction of new railway lines, providing amenities to the passengers, introduction of new trains, modernization and safety system facilities to the railway

\*Speech was laid on the Table.



employees, Ex-Service man and sports persons of the country etc.

At the same time I am thankful to Hon'ble Railway Minister that she has provided 11 train connections to the State of Orissa, at the same time I regret that due importance was not given to my State with regards to railway network. East Coast Railways is a new one, but due to lack of infrastructure, man power expansion of work is very slow.

Railways Minister has stressed on the social responsibility of Railways for their contribution towards weaker section and backward region. Kalahandi being the most backward region in the country requires the immediate attention of the Railways. In the last budget Hon'ble Railway Minister had promised a wagon factory in Kalahandi but this time she has not mentioned the establishment of the same. I came to know that Chief Minister of Odisha has suggested a third place in the State.

If the said wagon factory is not established in Kalahandi the people would be betrayed. A backward district like Kalahandi would remain backward forever. The politically vindictive decision of the Chief Minister of Odisha should not be considered as there are sufficient lands available in the different railways station in Kalahandi. In some places, if railway land is not available as required, private land is available. Railways can afford to take that land and establish the wagon factory. If the wagon factory opens in Kalahandi, it will fulfill the norms and objective of the railways towards development of backward people.

I urge upon the Hon'ble Railway Minister and place the demand of the people of my constituency before the house and request the Hon'ble Railway Minister to declare the establishment of the wagon factory in Kalahandi.

I hope and trust that the people of Kalahandi will not be betrayed.

*[Translation]*

\*SHRIMATI KAMLA DEVI PATLE (Janjgir-Champa): It is a matter of regret that this is the third Budget of the 15th Lok Sabha and all the three Budgets have discriminated against Chhattisgarh state which is one of the highest income generating states for the Railways.

\*Speech was laid on the Table.

Hon'ble Chief Minister of the state had made several proposals for the expansion of rail facilities in the state by writing many letters and also meeting personally hon'ble Minister of Railways. Despite this the neglect of Chhattisgarh state is very disappointing and necessary steps should be taken in this regard.

Naila Railway station, which is the Railway station of district headquarters of my Parliamentary Constituency, should be renamed as "Naila-Janjgir" and being district headquarters stoppage of at least South Bihar, Godwana, Hirakund, Mail Express trains should be provided here. Stoppage of Gitanjali, Gyaneshwari Super Delux should be provided at Champa Junction which works as link to industrial district Korba. Stoppage of Hirakund at Akaltara. Ahmedabad Express at Sakti and stoppage of Janshatabdi Express train at Baradwar should also be provided.

Passenger amenities are negligible at Akaltara, Champa, Baradwar, Sakti and Naila railway station at Naila. Expansion of these stations, modernization of station complex, repair of dilapidated roads of rail area, expansion of technical and information technology, setting up of CT rail ticket counters in towns, increase in the quota of rail reservation and setting up of new railway police station at Naila station and deployment of sufficient forces at Railway police station are necessary.

Budget provisions should be made for basic development i.e. providing enough passenger facilities by expanding stations, construction of shades, drinking water, toilets, foot bridge at small stations like Kapan, Kotamisonar, Jetha, Saragoan Road, Balpur.

Intercity Express should be extended from Vilaspur to Raigarh and its stoppage should be ensured at Naila. Additional coach should be added in view of increasing rush in the Janshatabdi Express train. There is a need to add additional coaches in local trains also.

Over bridges at Khokhsa level crossing No. 342 between Champa and Naila at National Highway No. 49 passing through the district and at level crossing No. 337 at Champa Yard could not be started even when sanction for the same was made in the rail Budget 09.10.2011 and making provision for the same in rail Budget 11-12. Akaltara level crossing No. 355 could not be completed in the last ten years. It should be completed at the earliest. There is a need to sanction the construction of overbridges near Naila Western Cabin at Naila Balauda route, at Sakreli crossing between Baradwar-Sakti and at Sakti between Sakti-Adbhar.



A New rail line survey should be sanctioned for bypass rail line between Champa and Abhanpur and Tilda to Odisha via Palari-Balauada-Bazar Kasdol Sarsiwan.

[English]

\*SHRI K.P. DHANAPALAN (Chalaky): I would take this opportunity to congratulate the Government and the Minister for presenting a balanced and perceptive budget. It was indeed a great and remarkable achievement to present such a budget without hiking the fares for passenger and freight. The budget is having an 'Aam Aadmi' face. It has gone out all the way to extend a helping hand for the poor, needy and unprivileged. Many of the initiatives in the budget will definitely change the face of Indian Railways. The projected earnings for the Indian Railways for 2010-11 are to exceed Rs. 1 Lakh Crore. It is indeed a matter of pride that the Railway has employed more than 14 Lakh people of this country. The Indian Railway has always remained the biggest job market among the public sectors in the country. The further growth of Indian Railways portrayed in the budget would create more job opportunities for the unemployed in the country. It is a remarkable achievement that this country has railway tracks extending to about 64015 kilometres and operates 17000 trains daily. Further efforts are being initiated by the Indian Railways to reach the nook and corner of this country and to cater to the poor and the needy. The new line surveys announced in the budget gives much hope in this regard. Still we have miles and miles to go.

The 236 new Adarsh Stations announced in the budget would definitely help to improve the face of railway stations in this country. But I would urge that more Adarsh Stations may be announced so that many of the deserving stations may also be included in the list. I would suggest that further attention is required to improve the safety in the railways. It was an alarming fact that the recent years have witnessed an increase in atrocities and accidents in trains. Many of the level crossings in the country still don't have any guard staff and this may lead to accidents. It may also be noted that still we are unable to cater to the need efficient rail connectivity for a large chunk of suburban population of this country.

It is indeed an achievement that the Railways have lowered the eligibility age for women from 60 to 58 years to avail themselves of the fare concession for senior

citizens, besides increasing the concession rate from 30 percent to 40 percent for both men and women. This will help lakhs of old aged population of this country. This shows the care and concern of the government for the vulnerable and under privileged class of the society.

The special package for the North Eastern region, with a mission to connect all these states except Sikkim in another seven years is dire step from the railways and deserves applause. I would rather say that it is a historical duty of this country to ensure that the North Eastern part of this country gets due attention in its development and growth. More efforts are required to ensure that every part of this country and population gets access to railways.

At the same time I would invite the attention of this august house to some of the urgent issues with respect to my state and constituency left unaddressed in the budget.

It is appreciable that an amount of Rs. 83 crore is allotted for the Sabari Rail Project in Kerala. In the last budget an amount of Rs. 82 crore was allocated against a project cost of Rs. 550 crore which was estimated earlier. This cost has escalated many folds over the years since cost in every aspect has witnessed a rally in the recent years. Hence I am of the humble view that the amount allocated is too low in the given context and the Hon'ble Minister may be pleased to allocate more fund in this head.

Electrification and doubling work of many railway lines in the state of Kerala is progressing in very slow pace and there is a dire need to accelerate this. In this regard I would like to specifically mentioned the Mulanthuruthy-Mavelikkara and Kumbalam-Alapetty.

The Honourable Minister was pleased to announce the Edappally-Guruvayoor new line survey in the last budget. Though 8 new line surveys are announced for Kerala in the present budget this Edappally-Guruvayoor is not mentioned and has not found its place. I would request the Honourable Minister to kindly include the Edappally-Guruvayoor new line survey too in the present budget and allocate fund for the same.

Since Kerala is a state with high population density same is the case of vehicle and traffic in the road. In these contest Railway Over Bridges is inevitable for Kerala and hence I would request the Honourable Minister to allocate more ROBs for Kerala and in this regard I would

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\*Speech was laid on the Table.



request the Minister to consider the proposed ROBs of Angamaly - Karukutty (Champanoor), Chowara and Neduvanoor which comes under my constituency in priority.

The number of Adarsh Stations allocated for Kerala is too low in number and I would request the Minister to include Aluva, Challakkudy and Angamally in the list of Adarsh Stations. Aluva, Chalakudy and Angamaly are the three major Railway stations within my constituency area. All the Three places are famous in one way or the other. Aluva is a pilgrim centre and Gateway of Munnar tourist centre as well as near to the Cochin International Air port. The Modernization of Aluva Railway Station befitting its Status as the gateway for lacks of pilgrims visiting Malayattoor and Kalady (Birth place of Adhi shankaracharya).

Finally, though the Honourable Minister was kind enough to refer to the Palaghat Coach Factory and Cherthalla Wagon Factory in here speech both has not found its place in the budget. I would request the Honourable Minister to include both in the budget and allocate separate fund for the same. I hope that in grow reply speech you are kind enough to announce 'Railway Zone' to Kerala.

Ones again I appreciate and congratulate the Honourable Minister and her team for presenting a new vision and the road map for Indian Railways.

[Translation]

\*SHRI PRADEEP KUMAR SINGH (Araria): After going through the budget it appears that it is the Railway Budget of West Bengal and not of the country. My Lok Sabha constituency Araria touches Indo-Nepal international border in north eastern part of Bihar which has a great strategic significance. Lakhs of foreign tourists visit the country through this route. However, the people of the area feel cheated in this Railway Budget. The hon'ble Minister of Railways has not made any provision for the entire Bihar, particularly the border areas.

My constituency falls under North East Frontier Railway and Araria is the highest revenue-generating centre of Katihar division under the said railway zone. But, unfortunately it is the only station in the country which lacks signal system. It is just a halt station and not even a full-fledged station. I urge to make it a junction.

There is only one train *i.e.* Seemanchal Express which run from here to Delhi via Patna. This train was introduced during Lalu ji's tenure and there is no pantry car and AC coaches in this long distance train. There is only one coach, which has been divided into AC II and AC III. The number of coaches of this train should be increased and arrangement of pantry car should be made. I had also raised such demand in the House earlier. My constituency has not been connected with any small or big city of the country through railway so far.

Amrapali train runs between Katihar and Amristar and the rake of the train remains stationed at Katihar for 12 to 15 hours on return journey. Jogbani is the last station of my constituency on Nepal border which is only 105 km. from Katihar and it takes about 1½ to 2 hours to reach there. Therefore, this train should be extended upto Jogbani from Katihar.

Patna is the capital city of the State hence, people have to visit the city for various purposes but there is no train to Patna. An Intercity train runs from Katihar and it could be extended upto Jogbani quite easily and I urge for the same.

Local train from Katihar to Jogbani runs during the day time. There is no train in the evening. Hence, it is requested that the frequency of this train be increased

I request that train No. 13159/13160 from Kolkata to Jogbani runs three days a week. It should be run daily. Nepal is the neighbouring country. We have cordial and close relations with Nepal. Banaras *i.e.* Kashi is the oldest, cultural capital and holy city of India. A large number of people from Nepal visit the city to study in institutes like BHU and perform religious rituals. We have been making demand for years for introduction of a direct train from Jogbani to Banaras. However, no provision has been made in this regard. I request the hon'ble Minister to introduce a direct train from Jogbani to Banaras.

There was a narrow gauge line from Forbesganj to Saharsa for which gauge conversion proposal was passed in the supplementary budget of 1993. The area being located on Nepal border has a great strategic significance and the Ministry of Defence is providing funds for this purpose. However, the work has not been completed so far, since the pace of work is quite slow.

Survey work of Araria to Galgalia new railway line has been completed in the year 2006-07. It is a 100

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\*Speech was laid on the Table.



k.m. long stretch for which certain funds had been sanctioned. The then hon'ble Minister of Railways Shri Laluji, laid the foundation stone of this line at Thakurganj. However, no progress has been made and work has not been started on this project except construction of a pillar for a bridge on Maichi River at Kado village. The foundation stone for a new railway line from Araria to Supaul was laid in Raniganj by the then Railway Minister in the year 2009, however the land has not been acquired for this line so far. There are 14 similar new rail projects like from Kishanganj to Jalalgarh, Muzaffarpur to Darbhanga, Chhapra to Muzaffarpur which have been dedicated for various areas in Bihar and for which merely Rs. One crore each have been provided so far and which have not seen the light of the day.

The ongoing projects in Bihar are incomplete. No fund has been provided in Bihar for those projects since 2009 and plethora of petty works are pending in absence of funds. Step motherly treatment has been meted out to Bihar.

The hon. Minister is requested to include these demands in this budget. Funds should be provided for the immediate completion of the pending projects. The train service should be upgraded, the frequency of trains from my Constituency Araria should be increased so that people of my Constituency could contribute more in the progress of Bihar and development of railways, and could give pace to the process of prosperity of the country.

[English]

\*SHRIMATI PARAMJIT KAUR GULSHAN (Faridkot): Hon'ble Railway Minister presented the Railway Budget in Lok Sabha on 24 February. We had great hopes that this time, the Railway Budget would provide something concrete for the people of Punjab. For the last seven years, we had been raising the genuine demands of the people of Punjab. The Members of Parliament of our party had met the Railway Minister and handed over in the writing, demands made by the Hon'ble Chief Minister of Punjab. However, our hopes were dashed to the ground. The Railway Budget has mentioned the introduction of only one new Ludhiana-Delhi Shatabdi train for Punjab. Shatabdi trains are already plying on this route. This is a cruel joke played by the Railway Minister on the people of Punjab. The mention of doubling of lines on the Jakhar-Mansa route is nothing new. It was already mentioned in the previous budget also. Laying

the foundation-stones of new projects is ridiculous if past instances are taken into account. Many such projects have never seen the light of the day. Sadly, the name of Punjab does not figure in the list of states where gauge-conversion work is to be undertaken.

There is mention of survey of Qadian-Beas route. This is rather ironical. The Railway Ministry seems to be in a state of deep slumber. Let me tell them that the survey work on the Qadian-Beas route had been already completed before we attained independence. It was done in 1945. An announcement was made in the last budget that survey-work of Rama Mandi-Talwandi Mour will be undertaken. However, nothing tangible has been done in this matter. Even more surprising is the fact that 63 years have passed since we attained independence but Punjab has not yet been connected by rail to its capital Chandigarh.

The people of Punjab are fed up with false promises made in successive Railway Budgets. This Railway Budget has nothing new to offer to the people of Punjab. There is nothing new for the people to look forward to.

Before the presentation of every new Railway Budget, the Railway Minister should tell the House the number of assurances that have been fulfilled from the budget of the previous year.

The common man has become skeptical of the Railway Budget because most of the facilities and amenities are provided for passengers travelling in upper classes. The middle class, the poor, the deprived and the downtrodden are conveniently ignored although they form the bulk of the passengers travelling by trains. Hon'ble Railway Minister Mamata ji has left the common passengers in the lurch. People thought that though she hails from West Bengal, she belongs to the entire country. However, Mamata ji has made the entire Railway Budget West-Bengal centric. It is very unjust on her part to have done so.

Time and again, step-motherly treatment has been meted out to Punjab. Punjab and Punjabis had been at the vanguard during the freedom-struggle. Punjab is the granary of India. It ushered in the Green Revolution in India. But the rights of Punjab were trampled upon by successive governments at the centre. Despite its contribution, Punjab and its just demands have been conveniently ignored in successive Railway Budgets. The people of Punjab are aggrieved by this treatment.

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\*Speech was laid on the Table.



The Railway Minister has turned a blind eye and a deaf ear to the genuine demands of Punjab. However, let me remind the Hon'ble Railway Minister about the aspirations and needs of the people of Punjab:-

1. During pre-independence times, district Moga was directly connected by rail to Delhi. Time and again, I have raised the need to restore it but to no avail. This demand should be met.
2. Moga is a densely populated town. There is a Railway Park in the town which has about 1900 trees. This park should be opened for public. I had written to the Chairman Railway Board espousing the demand of the people of the area. However, nothing has been done in this matter. This park should be opened to the public at the earliest.
3. In the last Railway Budget, Faridkot Railway Station had been declared a Model Railway Station. However, no work has been undertaken there till now.
4. Over-bridges are need at Kotkura Main road and Jatu-Rampura Mandi. This demand should be fulfilled at the earliest.
5. The frequency of Sr. Ganganagar-Nanded Sahib train should be increased to at least thrice a week instead of once a week. This will increase the revenue of the Railways as well as help lakhs of Sikh devotees who want to go to Sri Nanded Sahib to pay their obeisance. This is an appeal to the Railway Minister from all the Members of Parliament of Punjab, lakhs of devotees and scores of cultural and religious organizations. Lakhs of devotees from Punjab, Haryana, Rajasthan, Delhi, Chandigarh and Uttarakhand visit Sri Nanded Sahib. It is also requested that this train should be run via Akola.
6. In order to link Ferozepur to Amritsar, surveys had been conducted on Ferozepur-TarnTaran, Ferozepur-Khemkaran and Ferozepur-Patti routes in 2009. When will the Ferozepur-Amritsar rail link see the light of the day?
7. The Punjab Government has sent several new proposals to the Railway Ministry but to no avail.
  - a. Tarn Taran-Goindwal
  - b. Abohar-Fazilka

c. Patti (Amritsar-Khemkaran line)

Mallamwalla (Ferozepur-Jalandhar line so that trains can ply between Amritsar-Pathankot to Delhi via Ferozepur and Bathinda).

- d. Rama-Mandi-Talwandi Mour: This line had been sanctioned in the earlier budget. The survey work should be completed at the earliest so that this line becomes functional in 2011 and the people of the area can avail the services.
8. All unmanned level crossings should be converted into manned level crossings at the earliest. These include Bathinda No. 12, Ferozepur No. 70, Faridkot/Moga No. 13, Tarn Taran No. 37, Distt. MuktsarKheran, Block No. B etc.
9. There is no Express train from Ferozepur, Faridkot, Mogha, Muktsar, Bathinda via Jakhar-Rohtak. A Shatabdi train on this route is the long-pending demand of the people of the area.  
  
Madam, I urge upon the Railway Minister that the Delhi-Ludhiana Shatabdi should instead be plied on this route as there are already several Shatabdis plying on the Delhi Ludhiana route. This will fill up the coffers of the Railways and help the people in and around Ferozepur too.
10. Doubling of lines should be done on Ferozepur-Bathinda, Fazilka, Abohar, Ganganagar-Delhi route.
11. Hon'ble Railway Minister has proposed the building of schools, colleges, hospitals, industrial parks, etc. on the Railway lands that are lying vacant. In Punjab too, Railways has many such places. However, no such proposal has been made for Punjab. I demand that such railway land should be utilized for public good at priority basis in Bathinda, Mansa, Ferozepur, Faridkot, Moga, TarnTaran etc.
12. Moga, TarnTaran, Mansa, Kotkura, Jatu, Bucho Mandi and Rampura Railway stations should be given the status of Model Railway Station.
13. The railway stations of Bathinda, Ferozepur, Ludhiana, Faridkot, Jalandhar and Amritsar should be given the status of International Level Railway Stations.



14. Mansa, Faridkot, Bathinda, Ferozepur, TamTaran, Muktsar, Moga railway stations should be provided with more facilities and amenities.
15. An AC coach should be added to the inter-city train that plies between Delhi to Ferozepur via Rohtak-Jind route as there is a long waiting list in this train. I have taken up this matter with the Hon'ble Minister but to no avail. Cleanliness and hygiene should also be improved in the coaches of this train. A halt of this train should also be provided at Mansa railway station. Mansa is a large district.
16. Fazilka railway station should also be provided with some more facilities.
17. The route of Punjab Mail should be extended from Delhi to Fazilka.
18. The Fazilka-Abohar route should be opened for public at the earliest.
19. A new track should be laid between Jalalabad and Muktsar.
20. Railway recruitment should be done at district headquarters as poor candidates cannot travel to far-away centres.
21. All trains should have adequate medical facilities.
22. Cleanliness in trains and at stations should be improved.
23. All rural areas in Punjab should be linked to urban areas by trains.

Punjab has got a pittance in the Railway Budget. It is a drop in the ocean. However, the people of Punjab thank the Hon'ble Railway Minister and hope that all their long-pending genuine demands will be fulfilled on priority basis.

[Translation]

\*DR. BHOLA SINGH (Nawada): I would like to present the following facts in regard to the Railway budget presented by Ms. Mamta Banerjee, Hon. Minister of Railways, Government of India.

Kumari Mamata Banerjee believes in ideological identity. Sometimes her lifestyle inspires us and at times

the reality concealed her ideology and her sentiments follows a track which is different from the present reality of the country. It is alright that principles have an altitude, they are the topmost point and have a tendency to go upwards but there are physical foundations on which these principles are grounded. If it is not so then the facts presented by them would be meaningless. Even if we review the last budget presented by her then this situation would arise that their Railway Budget is actually not in sync with the internal power of the country, it can only show a dream. I do not say that it is bad to dream however, it should be translated into action too.

Kumari Mamata Banerjee while presenting last Railway Budget had given assurance of taking several populist measures. She had also promised special security measures for the poor and women and announced separate facilities for students and women. She also proposed special facilities and concession in fares to the workers of unorganized sector, vendors, youths, women, journalists and students. Alongwith this she had also given assurance of looking after the interest of Corporate Sector in the Railway Budget. The previous budget also included proposal of several railway projects. The previous budget also mentioned introduction of 57 new trains, increase in operation of 27 trains, increasing the frequency of 13 trains. There was a proposal of introducing Duronto or Intercity express, double decker trains. There was also an indication of introducing economical air conditioned new trains for the youth. Not only this, there was a scheme of upgrading 50 railway stations of the country as world class station and developing 375 stations as model station. All these announcements are definitely inspiring. All these announcements fluttered to get implemented, however not even one fourth of them could be implemented.

People say that Kumari Mamata Banerjee wants to reach Writers Building of Bengal by train. Her struggle and coordination all are aimed to reach this destination in her political career. That is why the Railway Budget of the country has been specifically focused at Bengal. Bengal is her India, Bengal is her politics, Bengal is the end of her life as all the rivers of the West flow into Bay of Bengal. This is the mystery of Nature. Two-thirds of Railways new projects are being given to Central East railways by the hon. Minister. It is right that she has special concern for Bengal as she belongs to Bengal, but this does not mean that Bengal should be favoured at the cost of the country. Being a Minister she may accord a little more importance to Bengal alongwith the development of the country. I have no objection to this.

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\*Speech was laid on the Table.



Today the Ministry of Railway has been rendered helpless in the absence of her active care and Participation in day today affairs. There has been a clear decline in maintenance of time table in the operation of trains. Her announcement that the security of railways will be strengthened, has remained only an announcement. Her announcement that factories, Engineering colleges and medical colleges will be set up on railway land has remained only an imagination and status quo still persists there. People have started saying that this is not the announcement of an hon. Minister of the Central Government but it is the announcement of an imaginative sentimental hon. Minister of Railways leading to the serious disappointment of the people and I am forced to say:-

'Kahan to tay tha, chiranga har ek ghar ke liye,  
Kahan chiranga maiyassar nahin sahar ke liye,  
Yahan Darakhton ke saya me Dhoop Lagti hai,  
Chalo kahin aur chalen umar bhar ke liye,

I belong to Nawada Parliamentary Constituency of Bihar and have been involved in the political activities of Begusarai for the last 45 years, when I review the rail budget I find that Bihar, Nawada, Begusarai is neglected in this Rail Budget too. Nawada district has a population of 25 lakh and the facility of even an express train is not available to this district even after 60 years till date. Neither electrification nor doubling of the rail line going to Quel from Gaya has been carried out. Not only this Kashichak, Varsaliganj, Nawads Tilaiya, Auro, Stations of Nawada district have not been modernised nor have been declared as model stations and nor international status has not been accorded to them. It appears that this part of India does not exist in the mind of the hon. Minister of Railways.

Gaya is part of international Buddhist circuit. All the departed souls of the world reside here and lakhs of people visit Gaya every year to put the departed sousat rest and all the express trains end at Gaya. They do not go up to Nawada, Varasaliganj, Jhajhar located at some distance from Gaya. There is not a single Express train for Nawada-Delhi, Nawada-Hawrah. There is no computerised Ticket counter at the railway station, there is acute shortage of drinking water. There is filth and dump of garbage at the station. Amid all the announcements of the hon. Minister of Railways, Nawada has become a laughing stock. May I know that the announcement of the hon. Minister of Railways, social commitment, social justice and her slogans of development of backward areas are dumped in which

horizon of her mind and when its gates will open. How can I say that this Budget reflects the hope, faith and desire to do something for India. For me or for Nawada this is the picture of total darkness. I would like that the step motherly treatment meted out to Nawada by the Railways must be done away with. Electrification of rail line should be carried out.

The expansion of the rail line from Tilaiya to Kodrama must be completed by the year 2012. The announcement to make Tilaiya a rail division must be implemented immediately and the Mahabojdhi Express which rests at the feet of Vishnu for six hours may be extended up to Jhajhar. Alongwith this Lai Quila Express and Janta Express both starting at 5:42 am and 6:42 am in the morning respectively within a time gap of one hour from Howrah come to Delhi via Patna. One out of there train Lai Quila Express and Janta Express may please be run via Nawada to Delhi. Arrangement of an intercity train should be made from Gaya to Jasidih via Nawada.

So far as Begusarai district is concerned, it has been continuously neglected by the Ministry of Railways. Barauni junction has the largest platform of South Asia and it had the potential of becoming a railway zone in view of its expansion and geographical condition but it could not be materialized. Thousands of quarters have been rendered useless. Those quarters are not in use. 2500 acres of land provided by the farmers is lying barren. Several ex-Ministers of Railways laid the foundation stone of railway coach factory in Barauni but the said factory was set up every time at a place other than Barauni. If you cannot give us anything, who has authorized you to insult us or make our position ridiculous? Barauni junction has been neglected so much that another platform was constructed at a distance of 3 kilometres and several express trains by-pass Barauni junction on the pretext of trains taking extra time in going to Barauni. Several cases of harassment, abduction, molestation and looting of passengers have been taking place at Barauni junction. This situation has been very painful for us and you are planning to become the Chief Minister and sit in Writers Building in West Bengal.

Not only this but the then hon'ble Prime Minister, Shri Atal Behari Vajpayee ji, had laid the foundation stone of rail-road bridge over the Ganges in Munger and Begusarai districts in the presence of the then hon. Minister of Railways, Shri Nitish Kumar ji. The then hon'ble Minister of Railways had himself identified the location of rail-road bridge in Shahpur Kamal on the existing



Shahpur Kamal-North Manger rail route. Crores of rupees were spent. Now he is not the Minister of Railways and Shri Lalu Prasad Ji became the hon. Minister of Railways. He diverted the route of the said rail line. It caused a loss of crores of rupees. The crops and orchards standing in hundreds of people were dislocated. The situation is getting serious there. One must remember that every government has to pay dearly for playing with the life and emotions of the public. Even now it is not too late. The government should take concrete steps in this regard and restore the earlier route of the said track. I hope that the hon'ble Minister of Railways would understand the situation and if no remedial steps are taken then the resentment of the public will bring down the entire government.

Rajdhani Delhi, Guwahati Rajdhani Express, Garib Nawaj Express are such trains which do not stop at Begusarai. Barauni, Begusarai is the only industrial city in Bihar. There is no facility in Begusarai for thousands of foreign tourists and the tourists coming from various states in the country. There is no quota of seats in Delhi-Guwahati for Begusarai district. It is quite shameful that the train stop at Begusarai but does not have any quota for seats. Once again I demand that Barauni should be given its due right and it should be made divisional headquarter of eastern railway.

The people of Begusarai have to face several problems, as there is no overbridge at the 47 railway level crossing. Efforts were made in this regard several times and finally the General Manager of Central East Railway, Hazipur convened a meeting in this regard in Patna. Earlier questions have been raised regarding construction of overbridge at the 47 railway level crossing in the Parliament as well as in Bihar Assembly. If any approval has been granted in this regard then it should be implemented at the earliest.

Barauni halt is situated in the west of Barauni Junction. These days the railway ministry is making efforts to discontinue this halt. This halt is a gift given by our freedom fighters to us. It is a step to honour them. It has been requested several times that the name of this station should be changed to Barauni Gaon. But the Railway Minister has not taken any positive step in this regard so far.

Simaria is the birth place of the national poet Dinkar. I have seen Pandit Jawaharlal Nehru with Dinkar in Simaria and the station was inaugurated by him. On the same day, the bridge over the River Ganga named after

Dr. Rajendra Prasad was inaugurated by Pandit Jawaharlal Nehru. But even a small step to honour the national poet has not been taken. Our national conscience has been smothered. Perhaps it wants to be resurrected which is why the station has not been named as yet. I hope that the sensitivity required for undertaking this sacred work is still alive.

With great humbleness, I have drawn the attention of the Railway Minister towards the problems of Begusarai and Nawada districts. Begusarai is like my mother and Nawada is my Bharat Maa. My mother, who gave me birth, passed away a few days ago. Now I see my Bharat Maa in the form of Nawada.

I hope that hon. Mamata Banerjee will be able to implement the scheme announced by her. Bihar has faced utter neglect. Bihar has not been able to make a place for itself in the heart of the hon. Minister and she has been taking revenge on the State for bitter experiences of the past which does not behove her. She should try to forget old differences. Forgetting has to be practiced when in politics. Otherwise we would have to say:

Watan kafiqr kar nadaan, Qayamat aane wall hai  
Tumhari barbadiyon ke charche honge aasmanon  
me,  
Yahi aalam raha agar tumhari badhavasi ka,  
Tumhari dastan tak na milegi daastano me.

\*SHRI MAKANSINGH SOLANKI (KHARGONE): I am Member of Parliament from the tribal area of Madhya Pradesh. I would like to draw your attention towards the rail line project for laying of rail line from Khandwa to Dhar via Khargone-Badwani. This area has remained totally neglected in the Central Government schemes during the 63 years after independence. Nearly 60 percent tribals in the poor, tribal dominated districts in the backward Khandwa, Khargone Badwani and Dhar districts will be benefited by the said rail line.

I would like to remind you that on 24 February, 2010 she said in para number 4 in rail budget that two aspects are considered while passing proposals. The first aspects the traditional point of view of the profitability of the projects and the second one is the aim of linking most of the areas in the country with rail transport because providing rail links is a social responsibility and the lifeline of the Indian economy.

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\*Speech was laid on the Table.



After reading and listening to these words of the hon. Rail Minister, I and the people in my constituency became assured that now the Khandwa to Dhar rail line via Khargone-Badwani would be sanctioned and the work will be started shortly. However, today I express my sorrow and the dismay of the poor and backward tribal people in my constituency before the House regarding the fact that the order for survey of rail line issued in the year 2008-2009 has been rescinded by the bureaucrats. I would like to remind you that this is a 225 page survey report which was submitted on 3 November, 2010. As per this report the total cost of the said project is 2025 crore rupees in which a provision for laying 260 km of rail line has been made. Laying of a kilometer long rail line involves a cost of about 7.79 crore rupees. The officers of the Railway Ministry have not made any effort to bring to light many important facts in this survey report.

I would like to tell the hon'ble Minister of Railways that this region is backward with maximum population of tribals and the people here are educated, unemployed and poor. This is the region why they don't have any other means of livelihood except agriculture. The State Government publicized and spread education which created awareness among the farmers and they dreamt of producing high yields from their lands. But due to nonavailability of rail transport, the transportation of grains from the local markets to other states costs very much. This is the reason why the farmers here are poor despite having so many resources because they do not get the proper price of their agricultural produces. The main crops of this special region Nimad in Madhya Pradesh are cotton, groundnut, soyabean, wheat, sugarcane, papaya, pepper, sapodilla, banana, lemon, guava etc., which are abundantly produced. Your officers conducting survey did not bother at all about looking into this fact.

A survey has revealed that 3,48,101 tonnes of foodgrains and pulses are produced in this region and 2,87,081 tonnes of oil seeds are produced. About five lakh tonnes of fertilizers are used every year to produce these.

The survey officials did not even mention these issues in their survey report. Dams have been constructed or are to be constructed on the rivers like Upkhad/Kharak Lower Goi etc. including Maa Narmada, the lifeline river of this region in Madhya Pradesh. As a result, agriculture sector will be developed greatly after laying the network of canals in this region and thus this region will make its own separate identity in the country like Punjab and Haryana.

Industries related to pisciculture will also be developed automatically in this region along with the development of agriculture based industries and thus lakhs of poor, educated, unemployed and helpless people will get employment.

After laying railway lines, the places of religious and historical importance like Omkareshwar, Maheshwar, Mohankheda Oon and Badhgufa including the world famous Bawangaja will be developed and tourism will also be developed.

I would like to request you once again that as the survey work has been completed, you should accept my request immediately by adding my point of view to the survey report and by taking a positive approach for the development of a backward tribal region.

It is a matter of great regret. The three districts of Khargon, Badwani, Dhar have been left out even when trains are running in all the four directions *i.e.* east, west, north, south. Therefore, the tribal people of this region are demanding for railway lines. This railway line may kindly be included in the budget.

[English]

\*SHRI SHIVKUMAR UDASI (Haveri): Haveri District is exactly in the centre of Karnataka with equal distance from Bidar in the far north to Kollegal in the far South. It is also known as the Gateway District to the Northern districts of Karnataka.

There has been a long standing demand of the people of Byadagi, Haveri District to stop Express/Superfast Trains passing via this Railway Station. (1) Hubli-Bangalore-Hubli, Intercity Express, Train No. 12725/12726 (2) Yeswantpur-Bijapur-Yeswantpur, Train No. 16536/16535 (3) Dharwad-Mysore-Dharwad Train No. 17301/17302 (4) Yeswantpur-Dadar-Yeswantpur Train No. 11017/11018. any one of the above trains at Byadagi station.

Rail connectivity between Hubli and Bangalore via Haveri is limited; a new daily passenger train should be introduced.

Raise the reservation quota for all long distance trains Express/Superfast trains passing through Haveri and Gadag *i.e.* SL, 3A, 2A, and 1A.

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\*Speech was laid on the Table.



Yelvigi Railway station, Haveri District covers almost 7 taluks comprises of labourers, farmers and persons in need of labour to meet their livelihood. They have requested for stoppage of all the Trains running through this station.

Stoppage of all trains at Halligudi vulage in Mundargi Taluk, Gadag District, is situated about 23 Kms away from Gadag on Hubli-Guntkal route. There was a halting station here since 1949 when it was a Meter Gauge. During the year 2000, this railway line was converted into Broad Gauge and the halting station was withdrawn from the Village.

To improve passenger amenities and up gradation/modernisation of both Haveri and Gadag stations as Adarsh railway stations in the supplementary budget 2011-12.

Speeding up the actions to initiate the construction of the Following two Railway bridges.

- (i) Construction of Box culvert for Railway crossing (Harihar-Hubli section at Km 365/13-14 @ Ch.176.533 Kms.of UTP Main canal, near Ranebennur, District Haveri, Karnataka.
- (ii) Construction of RCC Box culvert for Railways crossing (Harihar-Hubli section at Kms. 346/5-6) Distributory-2 Crossing @ Ch.33.842 near Ranebennur, District: Haveri, Karnataka.

[Translation]

\*SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Katihar Parliamentary constituency in Bihar is my *karmbhoomi* as well as my *janmbhoomi*. The district headquarters and the rail divisional headquarters Katihar is on the border of West Bengal. Katihar is the divisional office of North-Eastern Frontier Railway and holds an important place amongst the rail junctions/stations in India. Trains from all directions pass through Katihar junction but I have to say with great regret that as always Katihar junction has not been considered in the rail budget this year as well. Vaishali Express (12553-12554), Barauni-Lucknow Express (15203-15204) and Barauni-Pune Express used to start from Katihar earlier but now these trains start from Barauni. Barauni Express stands for sixteen hours and fifteen minutes and Barauni-Lucknow Express stands for twelve hours in Barauni. Barauni-Pune Express (15097-15098) stands for twenty three hours

and fifteen minutes in Barauni. I demand that all the three trains should be started from Katihar. In any case there are two pit lines in Katihar which are scarcely being put to use. The trains should be cleaned and started from Katihar and will reach Barauni before their scheduled time of departure.

A few days back the hon. Minister of Railways inaugurated a train from NJP to Chennai via Malda (12754-12753). I have been demanding a train from Katihar to Chennai for a long time. This train passes through Barsoi station in Katihar district enroute from NJP to Chennai via Malda. If the said train is run from Barsoi to Katihar junction via Salmari, Sanauli and from there to Malda via Pranpur, Kumedpur then it would provide a train to Chennai to passengers in districts such as Katihar, Purnia, Araria and the revenue of railways would also be augmented.

Alipurduar-Ranchi Express (15761-15762) via Malda has been extended upto Guwahati. I have earlier demanded that the said train should be run from Barsoi to Katihar via Salmari, Sanauli and from Katihar to Malda via Pranpur, Kumedpur. This would provide a train to Ranchi to passengers from many districts. In any case, there is no train from Katihar to Ranchi. A large number of people in Katihar, Purnia, Araria and Jogbani travel to Ranchi, Jamshedpur, Dhanbad, Bokaro but there is no train from the said places for going to Ranchi. A weekly train (18605-18606) runs from Ranchi to Jainagar. If this train is delinked at Barauni junction and one part is sent to Jainagar and the other to Jogbani junction via Katihar junction, Purnia junction and Araria station and thereafter is linked again at Barauni then the people of the abovesaid districts would get a train for travelling to Ranchi and it would help in augmenting rail revenue as well.

Construction of rail-cum-road overbridge on the River Ganga between Manihari and Sahebganj would link two important states. After independence the need for construction of rail-cum-road overbridge on the River Ganga was felt from the point of view of trade, transport and security. A survey was conducted by the then renowned engineer Bharat Ratna Dr. Mokshagundap Vishweshwaraiah according to which the construction of Sahebganj-Manihari rail-cum-road overbridge was important from the geographical, strategic, technical and trade point of view.

Hence, I demand that the rail cum road overbridge on the River Ganga between Manihari and Sahebganj should be constructed.

\*Speech was laid on the Table.



Anand Bihar Express which starts from Radhikapur and gets linked to the Garib Nawaz Express in Katihar should be linked to Seemanchal Express. Seemanchal Express is an important train. The number of sleeper coaches on this train should be increased and instead of incorporating AC II and AC III tier in a single coach, two separate AC II and III tier coaches should be attached in the train.

Garibnawaz Express which runs thrice a week goes from Barsoi to Katihar via Ajamnagar, Kumedpur and Labha. My demand is that this train be run from Barsoi to Katihar via Salmari and Sanauli twice a week and its stoppage should be given at Salmari and Sanauli. The day on which this train runs from Barsoi to Katihar Junction via Ajamnagar, Keemedpur, Labha, its stoppage should be provided at Ajamnagar and Labha.

Kadhagola is an important railway station under East Central Railway. Bhandartal, Lakshmipur near the said station is very important pilgrim place of the Sikh community people belonging to Sikh community and other communities also visit Bhandartal, Lakshmipur for pilgrimage. But there is no stoppage of long distance trains at Kadhagola. I demand that stoppage of Dadar Express (15646-15647) and Simanchal Express (12487-12488) should be provided at the said station. And it should be properly beautified.

Katihar Railway Junction is located in the middle of Katihar town. Katihar railway station divides Katihar town in two equal parts. Heavy vehicles continuously passes through Gaushala Chawk and Bhagwan Chawk of Katihar town. In view of rail traffic it has become necessary to construct road overbridges at Gaushala Chawk and Bhagwan Chawk. It is my demand that road over bridges be constructed at both the places in public interest.

Alongwith this it is necessary to construct road overbridges at the railway crossing near Barsor Junction in Katihar rail division because vehicles keep on going towards Malda town of West Bengal at Tunnididhdi National Highway via Balrampur Barsoi. This is one of the busiest routes. A road overbridge be constructed at the railway crossing located near Barsoi in view of rail traffic. Similarly a road overbridge may also be constructed at Kadhagola railway crossing under East Central railway. The road constructed from Katihar to the Neighbouring state of West Bengal via Jhaui, Ajamnagar, Salmari, Barsoi passes through Jhaui station and the rail track at the railway bridge constructed at Kankad river. This is an important, essential and ever desired

road. But the movement through this road is risky because there is no railway crossing between Jhava and the Kankad River.

Hence it is my demand that a railway crossing should be constructed at the said place. Besides there is road near Meenapur halt station on which movement is risky due to absence of railway crossing. It is my demand that a railway crossing be set up near Meenapur halt.

The work related to the proposed electrification of rail line from 99B Barauni to Katihar and katihar to Guwahati has not yet started.

The doubling of the railway section from Barauni to Katihar has remained incomplete at some places due to certain reasons. This rail section is strategically very important. It is my demand that the doubling of the rail section from Barauni to Katihar be completed at the earliest.

Kadhagola, Kursela, Semapur, Barari etc. are agricultural areas. Here farmers produce huge qualities of maize, banana, makhana etc. These crops are sent to different parts of the country.

Hence I demand that a rake point be provided for freight at kadhagola station.

- (a) The following trains should be provided stoppage at Barsoi Railway Junction. Dibrugarh-Amritsar (15933-15934), Lohit Express (15651-15652), Dader Express via Maldah (15647-15648), Puri Express (15639-15640), Guwahati-Arnakulam Express (12507-12508), Guwahati-Trivendram Express (12515-12516), Guwahati-Jodhpur-Bikaner Express (15631-15632).
- (b) Azamnagar railway station is an important railway station from commercial point of view. Radhikapur-Sealdah Express (13145/13146) should be given stoppage at the said railway station.
- (c) Mahananda Express (14083-14084) and Avadh-Assam Express (15609/15610) should be given stoppage at Telta, Sudhani and block headquarters, Pranpur railway stations. Durgapur is such a place between Katihar Junction under the North Eastern Frontier Railway and Semapur railway station under Central Eastern Railway where there is no means of communications for people of several



panchayats. The people of these panchayats have been struggling for long through Durgapur Shankar Halt Nirman Samiti for the construction of a railway halt at Durgapur. As I know that the site identified by the Durgapur Shankar Halt Nirman Samiti for Durgapur Shankar Halt falls under Central Eastern Railway, I have also made correspondences with the officials of the Central Eastern Railway Hajipui; several times for this purpose.

I demand that looking into the difficulties in communications for the people of the said region, Durgapur Shankar Halt should be constructed.

\*SHRI PAKAURI LAL (Robertsganj): I would like to request that my Parliamentary constituency Robertsganj, District Sonbhadra, Uttar Pradesh is adjacent to the four states of Madhya Pradesh, Jharkhand, Chhattisgarh and Bihar. There are dozens of Government and semi-government hydroelectricity and thermal power plants and also factories of coal, cement etc People from various states are working in those factories. They have to face lots of difficulties in their movement. Shaktinagar Railway station is the only centre for all the factories.

So, I request that a train should be run from Varanasi via Shaktinagar, Singrauli so that to and fro movement of the passengers may become more convenient. It will be very kind of you.

[English]

\*SHRI N.S.V. CHITTHAN (Dindigul): Hon'ble Minister of Railways Mamtaji has presented to the Nation a very laudable pro-poor and populist budget and deserves our appreciations and best wishes. The UPA Government has again given to the country a budget without any hike in fares and freights. Apart from them showered concessions to senior citizens and physically challenged persons providing 10,000 shelters under Pradhan Mantri Rail Vikas Yojana scheme for those who are living next to railway tracks are definitely and decisively bold ventures with a human face. Rs. 9583 crores are provided for laying new lines of 1300 kms. A target of 867 kms of doubling of lines and 1017 kms of gauge conversion have been fixed for 2011-12. Booking charges will be cheaper. 56 New Express trains, 3 new shatabadis and Duronto Trains are to be introduced.

\*Speech was laid on the Table.

For the first time in our country, another laudable venture is to introduce A/C Double Decker services between Delhi-Jaipur and Mumbai-Ahmedabad routes. It is interesting to note that the total number of passengers 18 million which our Indian Railways carry on an everyday basis is more than the population of 136 countries, the total member 14 lakh employees is more than the population of 46 countries.

Indian Railways earnings for 2010-11 is to exceed Rs. 1 lakh crore which is more than the GDP of 99 countries. Rs. 1500 crores pension liability is more than the GDP of 38 countries. Railways run 17000 trains per day.

The Himsagar Express between Kanyakumari and Jammu Tawi is the longest run of 375 kms.

In the Budget Mumbai got 47 additional trips, Kolkata 50 additional trips whereas Chennai has got only 9 trips. Eligibility age for women has reduced from 60 to 58 years to avail fare concession and the rate from 30% to 40% for both sexes.

It is interesting to note that Indian Railways earn from one rupees 65 paise comes from goods traffic earnings, 26 paise from passenger earnings, the remaining 9 paise from sundry earnings. So also from a rupee spent by Railways 42 paise for wages fuel charges 16 paise pension 17 paise and the remaining 16 paise for stores and depreciation.

The big question mark is the railways require 1.4 lakh crores to execute the pending projects and how it is met? Gauge conversion work between Palani and Dindigul will be over by the end of this March. Palani is considered to be one of the six abodes of Lord Muruga. Lakhs and lakhs of pilgrims are pouring into Palani from all over the world. As this is the only rail route to Palani, I request our Railway Minister to introduce an Express train to Chennai from Palani and another passenger train from Palani to Rameshwaram as traffic potentiality is very much on the higher side.

Doubling of rail between Villuppuram and Tuticorin is most essential to South Tamil Nadu. From the days of Britishers there is only one rail line between Chennai and Tuticorin via Madurai. As there is no needed infrastructure in this line industrialist are hesitant to go for fresh ventures. The need has been stressed by me and others on so many occasions, I urge upon the Rail Minister to allot sufficient funds to speed up the construction work.



The railway line between Dindigul-Pollachi-Palghat and Pollachi-Coimbatore has a distance of 224 kms. The latest anticipated cost is Rs. 659 crores of which Rs. 213 crores have been spent for 2010-11 and Rs. 150 crores have been proposed for 2011-12 and the balance is Rs. 448 crores. As the conversion work between Dindigul and Palani is over, Palani to Pollachi work will be completed by the end of this year. A small stretch of Pollachi to Poddanur which has got a distance of less than 50 kms is completed, Coimbatore-Dindigul will be operated and 5 new trains may be introduced. I urge upon the Railway Minister to provide sufficient funds this year itself.

From Chennai to Kanyakumari there is only one track from the time of Britishers. Villupuram to Dindigul has a distance of 273 kms. The total cost for double track is estimated at Rs. 1197 crores. Of which Rs. 30 crores were estimated for 2010-11 and Rs. 150 crores proposed for 2011-12 and there is a balance of Rs. 1017 crores. This requires urgent attention of the Railway Minister for early completion.

The long awaited Dindigul-Kumuli line is being neglected for a very long period. Another important route from Erode to Palani is being delayed for want of funds.

Express train service between Madurai and Bangalore should be resumed. Day time express train from Madurai to Chennai apart from Vaigai Express will be most essential to reduce the traffic congestion.

Very large extent of vacant lands on both sides for the tracks all over the country, as the Railway Board needs much funds to complete the pending projects. In order to get more funds for projects, I urge upon the Railway Minister the vacant lands which are not in very much need may be allotted to PSUs and industries on a long term lease basis. This scheme will fetch more needed funds to Railways.

Royapuram Railway station established in the year 1856 in the city of Chennai is the second Railway Station set up in India and first in South India. It has a platform with no access. It is just 4 kms. away from central railway station. The 100 year old Royapuram bridge on the western side of the Royapuram Railway Station could be replaced by a Road Subway. Royapuram Station will get 72 acres of land as its disposal. Now this station is just used a yard for stationing empty coaches.

Royapuram is between Central Station and Egmore Station connecting North via Arakonam, East via Gummid-  
poondi and towards South via Tambaram.

More than 25 lakhs of middle class and lower middle class people live around Royapuram Station. People coming from Andaman and Nicobar Islands to Chennai harbour will have easy access to Royapuram Station because it is just at a walking distance. If this station is converted into a Terminal, the North bound trains from Central Station can be diverted to this station. It is well connected to the city with already existing roads on all four sides of this station.

\*SHRI PRALHAD JOSHI (Dharwad): Railway is the lifeline of Indian Nation. It is such a organization that it has employed more than 14 Lakhs of people, ie more than the population of 46 countries.

Everyday it carries 18 million people ie more than the population of 136 Countries. It's earning for 2010-11 crossed Rs. 1.00 Lakh Crore! This is more than the G.D.P. of 94 Countries including Nepal, Afganistan, Jordan and others! Railway track covers 64015 Kms., the fourth largest in the world. Why I am telling all this is just to remind this House about the huge size of this great organization, and the glorious privilege of one single individual ie Hon'ble Railway Minister Mamata ji to head this organization and in whose hands the main signal tool is handed over. This is to make every citizen of this country to have the feeling that the Railway belongs to him as he is a proud user of this. So she had the best privileged opportunity to create this sense of one country, One people, One region and finally one Indian Railways by way of this Rail Budget.

But whether she rose to this occasion and distributed the fruits of Railway utility to all the regions of our Nation? The answer is unfortunately the no. Bengal is again the centre of her political interest. I am happy that Bengal people are getting more sops because they are also our beloved brothers and sisters. I am not objecting to that. But what I am constrained to take exception is the kind of political highjacking of this vehicle of National integrity in favour of one region that too for meeting a political end, right in front of the Hon'ble Prime Minister who acted as a mute spectator and could do nothing.

Unfortunately this truth holds good in case of my own State of Kamataka as far as treatment it is getting since the last 6 to 7 Railway Budgets. This time again the streak of injustice by the Railway Minister is continued. If we look to the position of the new trains introduced the brunt of the injustice meted out to my State is evident.

\*Speech was laid on the Table.



Out of the total 56 New Express Trains announced by Railway Minister the Bengal gets the lions share. Among this 56 trains 21 trains either start and end in West Bengal Or Pass through West Bengal, of the four Vivek Express Trains two are given to Bengal of the four Kavi Guru Express Trains, which are in honour of Gurudev, all have gone to Bengal thus restricting Kavi Ravindranath to only Bengal.

It is true that totally out of 118 New Trains introduced some 10 trains may be said to be to Karnataka though many of them are not exclusively of the utility to the State. But most unfortunate part of this is not a single train is for North Karnataka region utility excepting one AC Weekly train, and one Janmabhomi Gaurav Train the purpose of which is again limited.

What has pained me much is that when the Railway Minister could shower largesse upon Bengal so much in new trains. She has not cared to the demand of the people from my region and allowed at least one useful train.

I, have been pressing for two new trains from Hubli to Bangalore and Hubli to Mumbai Or Pune, since the days of 14th Loksabha but only to get the response of disregard by Govt. As I have pointed out above the Managers of the Budget should look more to the factor of exercising a balance, in favour of all the regions more so with regard to the regions which are considered as backward regions. For example there is no train connectivity to Bidar which is north most place of my State till now. No direct train from Hubli to Gulbarga very important place in the State.

So, in view of this I make an earnest request to the Railway Minister to at least honour the demands of new trains to Mumbai, Bangalore and Gulbarga.

#### **Other Demands of Karnataka and my region:**

Many new surveys for new lines in the Karnataka State were announced during the previous budgets the surveys for the proposed lines for Dharwad -Belgaum, Gadag-Haveri, were completed and in this budget there was expectation that these two would be included. But only Shimoga-Harihar and Tumkur-Davanageri are announced and there is no mention about this in the Pink Book. This needs clarification.

As regards the allocation of funds to the on-going New line Projects in Karnataka totally Rs. 200.00 Crores

is given but whereas we need about 3000 Crores. If the funds are released in this way it will take more than 15 Years for completion. I also like to mention here that of late there is a funds crunch in the Railways and this is due to the fact that all the money diverted for Bengal based projects. In my own constituency the on-going improvement work of Hubli Railway Station is stopped for shortage of funds. This needs to be set right by the Govt.

There is also a demand from Karnataka that to bring all the areas of the State under the administrative net of S.W.R. a New Divisions of Gulbarga and Mangalore are to be formed and annexed to S.W.R. But this is again rejected.

I urge the Govt., to do it. There is also a long standing demand to run Karnataka Sampark Kranti, Karnataka Express and Turanto Express Trains via Davanageri, Hubli and Belgaum other core regions of the state. Presently these trains are running through the regions of A.P. State. I will take this opportunity to urge the Railway Minister to take initiative to clear the decks for Hubli-Ankola New Line which is the dream project of people of this region.

#### **Direct Train to Hyderabad:**

Once again the aspirations of the people to have a daily direct train from Hubli to Hyderabad is shattered. In the last Budget a new Express Train to Hyderabad was announced de-linking the Trains No. 17416. But this was a Bi-weekly train which means earlier daily trains to Hyderabad through a linkage of Haripriya and Rayalseema Express was withdrawn. So I urge to make this Bi-weekly as daily train.

#### **The gloomy picture of Indian Railways:**

The Govt., is taking the pride of the fact that there has not been any passenger tariffs and freight tariffs hike. I welcome this because the poorer sections of passengers are benefited by this.

But what I am constrained to warn the Railway Minister is that this factor should not be a hiding tool for railway to cover-up its management lapses as a whole, the symptoms of which are glaring and depict the gloomy picture of railway ahead. The best example of this is the rising operating ration (OR) which has touched a monumental 92% admittedly by Railway Minister in the budget speech it self. According to some reports in a section of press, among the 16 Railway Zones the



operating Ratio has crossed more than 100% i.e., to earn every Rs. 100=00 these Zones are spending Rs. 150/- to Rs. 200/- a staggering 200%! This is one worst example towards which direction the railway is moving. The Railway Minister tried to justify this factor quoting the reason of 6th Pay Commission burden, but this cannot be accepted. How would then railway manage once it sets to recruiting about 1.75 Lakhs vacant posts as is assured by her in the Budget? What about maintenance after sales services and providing clean and healthy services to passengers.

#### **Dedicated Freight Corridors:**

The much publicised D.F.C. was launched in the year 2006 by Prime Minister but its implementation is almost a standstill. There is a mention about this in the Budget speech but unfortunately no assured promise is made for the time bond completion of the project.

So, in my view this Railway Budget is not a forward looking one and totally a politically motivated discarding the overall interest of the Indian Railways growth in the right direction.

*[Translation]*

\*SHRI RAMSINH RATHWA (Chhota Udaipur): Hon'ble Mamata Benjee has presented the Rail Budget for the year 2011-12. Through her A speech, she has apprised the House about the provisions of gauge conversion and new railway lines and doubling as well as survey of new railway lines in several parts of the country in this budget.

The hon'ble Minister has also said that "a major portion of our population never saw even a railway line even after 157 years since Indian Railways were started" (page No. 6, para No. 32) We need to know the reasons behind it. We talk about social responsibility, but do not work from humanitarian point of view and even do not give importance to it. Similarly, the general public of the country have not received any benefits of railway even today.

Every time we talk differently. Sometimes, we announce schemes in view of elections and it takes 10 to 12 years in executing and completing a scheme. Several railway lines have been pending even today for 10 to 15 years. The Indian Railways have never taken strong measures to complete these projects. We make

\*Speech was laid on the Table.

announcements, later cost increase due to delay and the work is stopped due to increased cost. At several sites, the contractors have not been paid for their work and as a result no contractor is ready to undertake a new work.

About 200 works have been boycotted in Gujarat including my constituency by the Railway Contractor Association. I think that non-allocation of fund for Gujarat may be the reason behind not making payments of contractors.

It is a strong thing that the hon'ble Minister of Railways is talking about establishing a passenger train coach workshop at a place where there is no land and does not establish a workshop at a place where there is availability of land. A factory could not be established at Singur due to nonavailability of land. How will the hon'ble Minister of Railways establish a passenger train coach workshop there now? It seems to me that she might have made these announcements keeping in view the elections.

I think that the Ministry of Railways wants to do nothing at a place where everything is available and I would like to tell the hon'ble Minister of Railways that an old narrow gauge railway line had been started about 150 years ago. The oldest railway line was started from Dabhoi Miyangam. Gradually several narrow railway lines like Pratap Nagar Chhota Udaypur-Dabhoi-Sankheda, Dabhoi-Chamnoda-Champaner-Ankleshwar-Jambusar-Padra-Pavi-Naits-Shivrajpur-Samlaya-Tiba-Malsar etc. were started. Some of these railway lines are still in operation.

It is my humble request to the hon'ble Minister that while developing Dabhoi Narrow Gauge (NG) Heritage Park, narrow gauge heritage trains should be introduced on all the operational narrow gauge lines at Dabhoi, though, some of the lines have become non-operational or all these tracks should be converted into broad gauge.

I would like to suggest that the allocation of Rs. 20 crore made in the budget for Ankleshwar-Rajpipla gauge conversion work whereas it required Rs. 50 crore and in such a situation I think that an allocation of Rs. 50 crore should be made in order to complete the said work during the year 2011-12.

I have seen that the policies of the Government lack logical approach and foresight. The representatives and people associated with them indulge in money making exercise while handling huge profit making opportunities in a particular sector. Almost all departments of the



Government indulge in money making process when prices of iron and coal registered a steep rise. The freight charges have been increased to Rs. 2800 per tonne from Rs. 1200 per tonne. As a result rake booking by Railways has registered a sharp decline from 5000 to 400 in a month.

It is pertinent in respect of heritage corridor that the only Training College of Railways is located in Baroda, Gujarat. Once the corridor is constructed then it will promote local, national and international tourism in the region. Proper maintenance and conservation of narrow gauge railway line network is quite necessary. I welcome the step for laying of new railway lines and introduction of new trains and I expect that the hon'ble Minister of Railways would pay attention towards old railway lines and trains so that dilapidated condition of the Railway lines could be improved and conserved. Besides, better services could be provided to this tribal belt and people of the area and development of the area could take place in better way.

It is necessary to increase railway amenities and I would like to suggest that Tiba-Sawali-Wadhodia-Dabhoi-Chandol narrow gauge line should be converted into broad gauge.

Gauge conversion of Miyagam-Dabhoi-Samlaya track is proposed to be carried out next year and I would like to suggest in this regard that Bharuch-Dandeg-Jambusar new railway line, which has been announced, should be connected to Vishwamitri Station to Jambusar narrow gauge line.

The hon'ble Minister should pay attention towards the progress made in the construction of new narrow gauge railway line from Chhota Udaipur to Indore and how much amount has been earmarked under this head in the budget.

The Railways should allocate more and more rakes in order to provide fertilizers to the farmers easily. Fertilizer, cement and other goods are transported at Bajwa Railway Station near Baroda. I would like to suggest that rake point for fertilizer and cement should be constructed so that people of Dabhoi-Barelli and Chhota Udaipur could get fertilizers easily.

There are various religious places in the country and pilgrims visit these places for worship. There is a Gujarati proverb that "Kashi Ka Maran" and "Surat Ka Lobhan" which means it is fortunate to die at Kashi and

have food in Surat. Chanod is the most holy place in Gujarat which is located at the banks of River Narmada and the place is 16 K.M. away from Dabhoi and people from all across the country visit the place for performing all sorts of rituals that are done after the death of individual as well as for dedicating Pind Dan. There are three such pilgrims in the country. One of them is Gaya where only Pitra Shradh is performed and Sidhpur is famous for performing Matra Shradh but at Chanod Sarv Pitra Shradh is performed. The narrow gauge line of such an important pilgrim centre has been non-operational. This narrow gauge line should be convert into broad line and Dabhoi to Chanod rail line should be made operational.

During the freedom struggle a number of renowned personalities had taken refuge at Chanod which is located on the banks of river Narmada and Taty Tope was one of them. I urge the hon'ble Minister to make a provision in this budget in this regard keeping in view the significance of such an historic pilgrim centre in order to promote the heritage line.

\*SHRI ARJUN RAM MEGHWAL (Bikaner): I would like to submit a proposal about the supplementary demands for grants of the Railway Ministry and the required amendments in the rail budget:

Regarding para number 101 of the rail budget, I would like to propose that since the survey for Anupgarh-Bikaner rail line via Khajuwala for running a new train has been completed, the said project should be sanctioned soon and the work started since being adjacent to the Pakistani border the Anupgarh-Khajuwala region is of strategic importance and the Defence Ministry has also been making a demand in this regard for a long time.

Jaisalmer-Howrah Express via Lalgah-Ratangarh for the Bikaner Parliamentary Constituency has been announced in the budget but it has been designated as a weekly train. Keeping the number of passengers in mind it should be turned into a daily train.

A direct night train between Bikaner and Delhi and an express train during the day should be started after gauge conversion of the Rajgarh-Churu-Ratangarh line is completed.

I also demand establishment of a railway overbridge for the Koyle Wali Gali in Bikaner. This is the biggest problem in Bikaner and need for this railway overbridge

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\*Speech was laid on the Table.



is acutely to solve the traffic problem in Bikaner.

The demand for F.O.B. at three stations in Bikaner after gauge conversion is totally justified. Hence, FOBs in Napaser, Sri Dungargarh and Sudsar may be announced in this rail budget itself.

There is proposal for upgradation of railway stations in para 50 of the rail budget. I demand that Anupgarh, Lunkaransar, Sri Dungarpur, Naukha and Sri Kolayat should be included in the said proposal.

Rail tourism has been mentioned in para number 102 of the rail budget. Bikaner is important from the point of view of tourism. Hence, it should also be included in this para.

In para number 113 of the rail budget it has been mentioned that a new train named Vivek Express is proposed to be started. In serial number 4 of the same para it is proposed to run Bandra -Jammu-Tawi Express on a weekly basis. If the route of the said train is modified to Bikaner instead of from Degana to Ratangarh it would be more convenient for the passengers.

Para Number 114 of the rail budget mentions starting Kavi Guru Express. A Guwahati-Jaipur Express on weekly basis is proposed in serial number 2 of the said para. If this train is extended upto Bikaner it would prove to be very beneficial for the people living in North-Eastern part of Bikaner region.

Para 116 of the rail budget has promised that a new train called Janmbhoomi Gaurav would be started. Many people belonging to the Bikaner parliamentary constituency live in Southern and Eastern parts of India. If a train under South-Eastern railways is started for Bikaner it would actually prove to be a matter of great pride for the people of Bikaner parliamentary constituency who live in other parts of the country.

There are certain trains which remain standing for more than 36 hours in Jodhpur, Jaipur and Bhatinda. If they are extended upto Bikaner then it would ensure optimum utilisation of these trains and long distance trains would become available to the residents of Bikaner which has been a longstanding demand of the public representatives and the industrial associations of Bikaner.

The train factory in Bikaner was established before independence. Hence, the said train factory should allocated funds directly instead of through Ajmer and it

should be included for the modernisation programme.

SHRI REWATI RAMAN SINGH (Allahabad): Deputy Speaker Sir, I rise to speak on the Railway Budget for the year 2011-12.

Sir, about the budget for the year 2011-12, I would like to submit only one thing that hon'ble Mamta Banerjee has tried to dole out something for every section of society. She has also tried to bring the Railways back on track.

I would like to make one request to her that she is the Minister of Railways of the 21st century. The Minister will have to take into reckoning as to where the country stands *vis-a-vis* other countries of the world regarding the development of Indian Railways. The Railways is the largest public sector enterprise which has provided employment to lakhs of people. The Indian Railways provide linkage in the entire country. The rays of development start coming out spontaneously in the backward areas where railway lines are being laid. With the expansion of Railways development is visible even in neglected remote areas. In such scenario, I do not wish to talk about America and Europe, I am talking about South-East Asia as to where the country stand *vis-a-vis* South-East Asia?

14.32 hrs.

[SHRI P.C. CHACKO *in the Chair*]

China is our neighbouring country and China became independent after India. We were way ahead of China in terms of development of railways but where do we stand today? Small countries like South Korea and Japan have modernised their railway system and introduced bullet trains, China has managed to introduce the fastest bullet train at a speed of 350 km per hour. It will be the fastest ever train in the world. China has laid a railway line from Beijing to Lhasa through which they can reach Lhasa and the border areas within a few hours. But we still have to travel more than 48 hours to reach North-Eastern States. You have submitted a proposal to connect seven North Eastern States. The Hon'ble Minister, has fixed a time line of seven years for this purpose.

Mr. Chairman Sir, through you, I urge upon the hon'ble Minister of redraft the said proposal and fix time limit to two or three years instead of seven years and introduce a direct train connecting all North-Eastern states so as to reach there within 12-14 hours. Today, the country is



facing tough competition from China in the field of economy or any other sectors. Today our economy stands at number two in the world after China.

Mr. Chairman Sir, through you I would like to urge the hon'ble Minister that she will have to make corrections in the Budget accordingly. The Railways has put forth proposal that while modernizing Indian Railways a survey will be conducted for introducing trains at a speed of 170 to 200 km per hour but where and when will these trains be introduced? Will it be materialized or not?

Sir, I would like to submit that today Rajdhani is the fastest running train in the country. The official speed of Rajdhani and Shatabadi is 130 km per hour, but these trains do not exceed speed limit of 110 km per hour. If it continues like this, it will take one more century to compete with China and then only we shall be able to stand at par with the world standard. I would like to urge upon you to introduce a train from Delhi to Howrah via Allahabad at a speed of 200 km per hour. Sharad Ji, first let the speed of trains be exceeded to 130 to 200 km per hour. The issue of running of trains at a speed of 350 km per hour in India will be considered later. I will expect I will expect that the Minister should make an announcement in respect of introduction of this train during the reply to Railway Budget. It should not happen that it may remain a dream forever. I expect that under your leadership Kolkata should be connected well with Delhi. Now India is considered with a view that the country is not lagging behind in terms of competition.

Mamata Ji, if you are expanding the network of trains in the country, you should pay attention towards the passenger amenities. The common man mostly travels in trains and no mode of transport other than trains is cheaper for the common man. Other modes of transport are more expensive be it bus or taxi. It is still cheaper to travel in trains in comparison to other modes of transport. It is correct that passengers have to face difficulties while travelling in trains only because they do not get confirm tickets. A number of coaches have been converted into reserved as a result very few coaches are left as unreserved. I urge that the number of unreserved coaches should be increased for the convenience of common man.

Sir, Uttar Pradesh is a very big state. It has a population of 18 crore. What have you given is meagre in view of the population of 18 crore. What Uttar Pradesh should have been provided have not been given to it.

Sir, I want to tell one more thing. Just see the railway Station of Delhi. Though you have upgraded this Railway station to an international level, but there is no ramp or escalators there ...*(Interruptions)*

*[English]*

HON. CHAIRPERSON: A number of Members from your party have yet to speak. You have already taken ten minutes. Please try to wind up.

*[Translation]*

Please conclude in one minute. Other speakers of your party are yet to speak.

SHRI REWATI RAMAN SINGH: Hon. Chairperson, Sir, I am keeping an eye on my watch. Probably, I have spoken for 5 minutes only.

Sir, ramps and escalators should be provided on more stations of Uttar Pradesh as it is the biggest state. Escalators already present are few in number. It is correct that ramps and escalators are available at Kanpur. Kanpur is a very big city in regard to population.

I want to say that for Allahabad in Uttar Pradesh to which I belong, a Duranto Express train has been given which will run between Allahabad and Mumbai twice a week. I want to remind you that Allahabad has been a centre of freedom fighters. Swaraj Bhawan was located there, Gandhi Ji used to stay therefor months and all the top leaders of the country, Neta Ji Subhash Chandra Bose, Acharya Kriplani who did not belong to any one family, leaders like Ram Manohar Lohia, Jai Prakash Narayan Ji, Chandrashekhar Ajad all used to carry out their freedom movement related activities resident there.

Allahabad has been a city of literateurs from Nirala to Sumitranandan Pant, Ram Kumar Verma, I can give you dozens of names, but there is no time for that now. I want the government to start a train in the name of Nirala Ji and if possible the announcement to this effect should be made here. Nirala was a singular poet of its own kind. The frequency of Duranto train started from Allahabad should be increased.

At present it runs twice a week and Shri Vijay Bahadur Singh travels from that train and he has to face a lot of difficulties.

I would also like to tell something about Eastern Uttar Pradesh. Eastern Uttar Pradesh is the most



backward area of Uttar Pradesh. There is no train for Delhi and Varanasi via Ghazipur Balia. Earlier there was a train which used to connect Baliya to Banaras but when it was converted from Meter gauge to broad gauge that train was discontinued. One such train should be started from Ghazipur, Balia which will reach Delhi in the morning. At present there is one train but it is so slow that travel is not possible by this train. Similarly there is Gonda, which is an important town of Uttar Pradesh. Gonda is a confluence of several districts. Gonda has been neglected so far whereas Shri Beni Prasad Verma Ji is a Minister from here but has not been able to get any train started from here and get the stoppage of any train provided either. We want that an arrangement should be made here. An intercity train should be started between Allahabad and Kanpur.

I want to draw the attention of the Government that the distance of Allahabad from Lucknow is only 200 k.m. and an Express train takes 5 hours to reach Allahabad from Lucknow. A train via Siwan, Chhapra, Mugalsarai ...(*Interruptions*) should be started, I am just concluding.

If Allahabad to Rai Bareilly via Varanasi rail line is doubled and electrified then the choking of the grand cord will ease and several trains will start running freely. I would like to request Mamata Ji to start a Rajrani Express from Allahabad to Lucknow so that people may get facility.

Several of your officers have gone, Rambag and Daraganj Station of Allahabad town come under North Eastern Railway, Prayag Railway Station is under Northern Railway, Phaphamau is also under North Eastern Railway hence I would like to request that that all these stations are brought under North Central Railway Zone. Several students of Purvanchal go to Bengaluru for education. A direct train should be started from Allahabad to Bengaluru and Vaishno Devi so that that people of Allahabad and Uttar Pradesh may get facility.

\*SHRI NARANBHAI KACHHADIA (Amreli): Railway Budget is a budget which arouses expectations of the common man that perhaps the problems would be obviated in the budget. However, Mamata Ji belied the expectations of the people like last year and this budget proved to be populist budget like last year and I oppose this populist budget. Despite so many years of Independence step motherly treatment has been meted out to Saurashtra particularly Amreli so much so that

Amreli has not even been mentioned in the budget and this way Amreli has been excluded from the railway map of India. I want to know does the hon. Minister even know that Amreli is also an integral part of the country and this is the reason my parliamentary constituency Amreli is deprived of railway facilities despite 64 years of independence. Due to this reason my electoral constituency is lagging behind the most even today. Metre gauge line dating back to the pre independent era is functional even today. More than 60 per cent of the total population of Amreli is residing in Surat, Ahmadabad, Baroda, Mumbai is deprived of a rail connectivity to Surat, Mumbai and other cities of the country and most of the people are dependent on Ahmadabad for train facilities.

Several times survey was conducted for laying railway line and gauge conversion from Dhasa to Lathi Khijaria, Amreli, Dhari, Jetalsar and Junagarh falling under my electoral constituency, however, there was no result. Secondly, I raised the proposal for introducing a daily train between Ahmadabad Mahua in the House several times and requested the Ministry for introducing a direct train from Ahmadabad-Mahua and Surat, however, neither any action has been taken thereon till date nor a reply has been received.

The railway administration has given a proof of its inefficiency at Savarkundla Station under Bhavnagar Division of Western Railways where the railway platform is beneath the line and perhaps no senior officer has taken stock of the situation and there is no change in the situation. God knows why they are playing such a cruel joke with the public there? There is shortage of computerised reservation centres in my constituency whereas there is Pipavav port trust which handles crores of rupees export and import in a day. Besides there are Ambuja cement, ultratech, Sindhi cement factories in addition to cotton mandis, salt production units fisheries, mineral wealth etc. which generate crores of Rupees revenue for railway administration. The condition of District Headquarters Amreli station is extremely pitiable besides the survey of laying new rail line from Bhavnagar, Adhelai, Dholera, Vatman, Taroapose via Petlat was conducted several times besides the state Government sent its request for gauge conversion in Dhasa and doubling of railway track in Surendra Nagar Botad Dhasa Rajula and Pipavav several times without any satisfactory result as on. Proposal concerning financial allocation for the state is sent during each year's Railway Budget. However, every year Gujarat is deprived of getting train facilities and I welcome whatever declarations have been made by the hon. Minister in this budget for Gujarat.

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\*Speech was laid on the Table.



I would request the Ministry to complete all the schemes for Gujarat on time as announced in this year's budget.

**\*SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha):**

The entire country and the media have termed this rail budget as an election budget or a budget for West Bengal. This rail budget has been prepared keeping an eye on elections in West Bengal and other states have been ignored. This budget is not a balanced budget. So I oppose this budget and want to say that there should not be any politics in development works which is quite apparent.

The role of the railways is not only to run trains but also to ensure efficient rail system in the entire backward region of our country so that those regions could come in the mainstream of society. But I regret to say that it has not been so. Several regions including our region have not been given fair treatment.

My Parliamentary Constituency Sabarkantha is a tribal and economically backward region. The entire area depends on agriculture and dairy. There are a few industries in this region. There are several people in this region who have not even seen a train.

Very few trains ply in our region and even those trains run at a very slow speed (40 k.m. per hour) and the time-table of those trains do not suit the people. So nobody is ready to travel by train. So all the trains are running in loss. The railways is meaningless for this region.

This Budget talks of the survey of Ahmedabad-Khedbrahma-Ambaji rail line. This survey has already been conducted and it was in principle agreed upon earlier. Then what is the need for a fresh survey of this rail line?

The gauge conversion work of Ahmedabad-Himmatnagar-Udaipur was approved in the year 2008 but no work has taken place for want of budgetary support.

Modasa-Kapadvanj-Nadiad rail line was laid down 11 years ago but even today only two slow speed trains ply on this line which are running in loss as their time-table does not suit the people of this area. Railway station like Demai is being closed whereas people of this area go to Mumbai by 150 to 200 luxury buses, taxis, cars etc. every day. There is no direct train from my

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\*Speech was laid on the Table.

area for Mumbai or Delhi. I had demanded introduction of a direct train from Modasa to Mumbai which was not accepted. I, therefore, request you to accept this demand.

My entire region depends on agriculture and dairy. Urea, cement and other things are transported to this area from other areas by road as there is no rake point in the entire area. People do not get these things on time and if these things are available, these are very costly and thus agriculture is affected. I have demanded a rake point at Modasa railway station which has not been accepted. I request you to approve a rake point at this station.

In the last budget you had announced to make Himmatnagar station in my area a model station. There is no need for that as these are no trains and in such case model station is likely to be of no use for us. We want trains and we can do without railway stations. But surprisingly that station has been included in the list of model stations in this budget whereas no new work has taken place there. Is not this a joke or our insult? Now the people of our area have been demanding that if they do not get trains, the railways should remove the rail lines from their area and return the land acquired for the railways back to the farmers. We do not need railways.

Turning down the demands of Members of Parliament has made a mockery of democracy. What kind of justice is it? Do people not live in other areas? Do they not have right to travel by trains? Are we not the citizens of this country? Should we not get equal opportunity for development?

I request the hon'ble Minister of Railways to give us fair treatment and provide an opportunity for development by providing trains to our area.

**\*SHRI MANIKRAO HODLYA GAVIT (Nandurbar):** At the outset, I congratulate hon'ble Minister of Railways, Mamta Banerjee for presenting an excellent budget under the leadership of hon'ble Prime Minister Dr. Manmohan Singh, UPA chairperson Shrimati Sonia Gandhi ji and hon'ble Minister of Finance Shri Pranab Mukherjee. I am confident that the Railways will make very rapid progress under the leadership of hon'ble Minister of Railways.

The hon'ble Minister of Railways had announced to issue Izzat Pass during the last budget. The people of my tribal dominant area have been benefited greatly by

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\*Speech was laid on the Table.



such Izzat Pass and now they travel in trains with dignity. I would like to extend my gratitude to the hon'ble Minister of Railways for this.

I would like to congratulate the hon'ble Minister of Railways for not increasing train fares this year. I appreciate that the hon'ble Minister has made several announcements in this year's budget in respect of passenger amenities.

I congratulate the hon'ble Minister for providing jobs to 16000 ex-servicemen in Railway Department. Such steps will definitely boost the morale of the brave soldiers of the country.

I am extremely happy to know that keeping in view the demand made in this regard, survey work for Dhule-Amalner, Nasik-Dahanu Road and Pune-Nasik railway track have been completed and the work is likely to be started during the twelfth plan. Besides, I am pleased to know that doubling work of third line on Bhusawal-Jalgaon railway route is likely to be started very shortly.

I would like to draw the attention of the hon'ble Minister of Railways towards certain important issues.

The doubling of 306 K.M. long railway tracks in Udhna-Jalgaon stretch under the Western Railway was sanctioned during the Railway Budget 2008-09 and an amount of Rs. 715 crore were earmarked for this project. A provision of Rs. 70 crore was made during the year 2008-09 for this project but the fund was not fully utilized owing to lackadaisical approach of the railway administration towards the project. During the year were made for the project. The pace of said work was not so fast owing to scarcity of funds during the last three years.

The hon'ble Minister has made a provision of Rs. 200 crore for the project in this year's budget. I extend my thanks to the hon'ble Minister of Railways and urge that an amount of Rs. 200 crore should be released for this project keeping in view the significance of the project and also because that work has not been carried out during the last three years on this project so that the project worth Rs. 715 crore could be completed at the earliest. I urge the Government to issue instruction to the Railway Administration to provide adequate funds to this important project and efforts should be made to expedite the work.

With the doubling of this railway route? people of six parliamentary constituencies in Maharashtra and Gujarat

are likely to be benefited which include majority of tribal population.

Besides, the Government of Maharashtra has submitted a proposal to the Ministry of Railways for laying 350 km. long Manmad-Indore via Malegaon Dhule, Shirdi railway route. An amount of Rs. 823 crore is likely to be incurred on this project out of which Government of Maharashtra has decided to bear Rs. 412 crore. People of both Maharashtra and Madhya Pradesh will be benefited by the said project. Besides, this line will pass through backward areas of both these states and prove to be helpful for development of these areas. This proposal is pending with the Ministry of Railways. I request that this proposal should be sanctioned at the earliest and the Government of Maharashtra is asked to provide land for this proposal.

I would like to draw attention of the hon'ble Minister towards another issue which is also important. The facility of local trains is available from Mumbai to Kasara. Igatpuri station is located around 12 km. away from Kasara. This 12 km. area is tribal dominant and is still deprived of the facility of local trains.

It has been their longstanding well-grounded demand that these local trains should be extended upto Igatpuri station so that people residing between Kasara and Igatpuri could also be benefited and this area could also be connected to Mumbai through local trains so that the students of this area could also travel conveniently to Mumbai for education.

In view of this reasonable demand of the locals I also wrote letters to the General Manager Central Railways. However, I got very disappointing reply from him. He informed me through his letter that Kasara Igatpuri Ghat section (mountain slope) with a steep slope gradient of 1 in 37 and is not technically fit to be worked upon.

Indian Railways has faced the challenges of introducing Konkan railway in the difficult terrain of Konkan. Indian Railways has provided strong railway network to Jammu & Kashmir. When we can provide railway network in such difficult terrains then cannot we stretch the local trains plying from Mumbai to Kasara upto 12 k.m. in Igatpuri in this era of technology.

The hon. Minister of Railways is requested to extend local trains upto Igatpuri by using new techniques so that cent per cent benefits could be provided to the backward tribal areas.



I am glad to note that work has been completed at 442 out of 584 model stations and 236 other stations have also been included in this list. The hon. Minister has also averred that the suggestions of the hon. Members would be gladly accepted.

Udhna, Nandurbar and Amalner stations of my constituency are not mentioned anywhere in the list. It is requested that the above-mentioned stations should also be included in the list of model stations.

I would like to draw the attention of the hon. Minister of Railways towards an important issue. Three trains namely Ahmedabad-Chennai Express (12655/56), Surat-Amravati Fast passenger (59025/26) and Napa-Howrah Express (12905/06) pass via Navapur. It is my village. However, the people of Navapur face a lot of inconvenience since these trains do not stop at Navapur station. The hon. Minister is requested that these three trains should be provided a stoppage at Navapur station so that the inconvenience of the passengers could be obviated.

Besides, there is no train for people of Nandurbar for traveling to Mumbai and they have to catch a train from Surat in Gujarat. It has been a longstanding demand of the passengers that a new train should be introduced from Nandurbar to Mumbai via Surat. It is requested that this train should be introduced at the earliest in view of the inconveniences faced by the passengers.

It gave me utmost pleasure that with the construction of 172 R.O.Bs and 240 R.U.Bs/subway on unmanned crossings upto 36 per cent accidents have been checked and 200 new R.O.Bs and 325 R.U.Bs would be constructed during the next few years.

The hon. Minister is requested that R.U.Bs or R.O.Bs should be constructed on unmanned crossings at Udhna Jalgaon section so that the accidents could be checked there.

Besides, there is heavy traffic movement on L.C. Gate No. 68 Anantpur, L.C. Gate No. 69 Navapur, district Nandurbar and L.C. Gate No. 74 Chinchpada on Surat Dhule National Highway Number 6. The public has to face a lot of inconvenience owing to the closure of these gates most of the time.

The hon. Minister is requested that R.O.Bs should be constructed at these gates so that the difficulties of the public could be obviated. With these words I support the Railway Budget 2011-2012.

SHRI DARA SINGH CHAUHAN (Ghosi): Sir, you gave me an opportunity to speak on this budget, for this I am thankful to you and would like to say that the state of Uttar Pradesh to which I belong is the largest state of this country. Uttar Pradesh has always been in a leading role in every struggle. I have been watching for the last 12-13 years. I watched several railway ministers and their budgets. Eastern UP is the most backward area in Uttar Pradesh. The people from Bihar were making lots of noise that day. Except Pandit Kamalapati Tripathi and for sometime Late Janeshwar Mishra from Uttar Pradesh, most of the time, about one dozen of railway ministers have come only from Bihar. Excluding the present Minister of Railways, all the rest have given only assurances. I congratulate the hon'ble Minister of Railways Kumari Mamta Banerjee who has fulfilled her promises made in the last budget. During the last budget, I had spoken about this question, she took the greatest historic step, perhaps the Ministry of Railways is the first department of the country although all concerned are responsible as per the constitution and it is the responsibility of every state, every state government that the quota of the poor people, SC, ST and OBC people there should be filled as per the constitution. It does not happen so in many of states. Today our Government in Uttar Pradesh has fulfilled this obligation and I congratulate the hon'ble Minister of Railways that for the first time she has taken this courageous step, for the first time in history she has fulfilled the promise of filling the quota of the poor, SCs, STs and OBC people in this Budget. For this, I congratulate her.

Sir, I come from Ghosi Parliamentary constituency in Mau district in the backward region of Poorvanchal in Uttar Pradesh which is a weaver dominated area and cut off from the railway network. All the areas are weaver dominated there and the people are engaged in weaving and trade of sarees who have to go from South India to Mumbai, Kolkata, Surat, etc. There was no facility of trains there. I congratulate the hon'ble Minister of Railways Mamata ji that she undertook a historic work and fulfilled her promise she had made by giving a terminal at Mau and fulfilled the decades old demand of the people. It will become much convenient for the weavers and youths of the area.

Mr. Chairman, it has been demanded time and again that the farmers and youths from the weaver dominated region of Poorvanchal are engaged not only in farming and weaving but they had also involved themselves in the freedom struggle of the country during the British regime. Several people from this region used to go to



Kolkata to earn their livelihood who were treated as dangerous prisoners and kept at the Cellular Jail of Port Blair, Andaman & Nicobar Islands. Earlier there was no road to go there. People had to go by ship either from Chennai or Kolkata. I had demanded that the people from the towns like Ajamgarh, Varanasi, Ballia, Deoria, etc who had undergone imprisonment in Port Blair were engaged in trade there and hence the work of connecting our Poorvanchal region with Kolkata should have been undertaken. I would like to congratulate Mamta Ji that she has introduced a train which will run from Gonda to Asansol. It takes two hours to reach Kolkata from there, therefore, that train should be extended directly upto Kolkata instead of Asansol so that people may go to Andaman & Nicobar Islands by ship.

I would like to congratulate the hon'ble Minister of railways that she has also mentioned in rail budget speech about the pain and attachment she has for the poor people of the country and for those who migrate from Bihar and Poorvanchal in search of employment. Such people live beside the railway lines because they find no other place to live. The assurance she has given to provide houses to 10,000 such people is appreciable. But I want to say one thing that Uttar Pradesh is neglected in this scheme so I will expect her to try to give poor UP its share out of these 10,000 houses.

THE HON'BLE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): There is always an apprehension of accident for the poor people who live beside the railway lines and accidents to take place. As a result trains are also obstructed and the lives of those people are also put in danger. Therefore, we have decided that their places are not to be taken but to be cleared by building houses at some other place for them. In this venture, we shall collaborate with State Governments and city municipal corporations and provide them built up houses. This pilot project has been initially taken up three-four places, later more places will also be covered.

SHRI DARA SINGH CHAUHAN: When you have given assurance, I think that surely it will be fulfilled.

Mr. Chairman, Sir, in the area to which I belong, as Shri Rewati Ramanji was saying that there is shortage of trains for South India from here. Several of our children from Poorvanchal go there to study engineering and to do jobs. You have given Jaswantpur-Bangalore train via Gorakhpur-Faizabad, I want that one train should be provided for South India from Gorakhpur daily. If this train is run via Baliya, Belthava, Azamgarh, Mau, Ayodhya,

Faizabad to Lucknow people would get immense benefits.

One passenger train runs from Baliya. Uttar Pradesh is a backward area. This train starts at 4:30 and reaches Shahganj at 10 P.M. and remains stationed here throughout the night. The capital of Uttar Pradesh is Lucknow; several of our youths go there to appear in the examinations, patients go there to get treated in PGI, but they do not have any means for return journey. I think if this train is extended up to Lucknow then people of Poorvanchal will have a means to visit Lucknow. This is my demand.

Mr. Chairman, Sir, Mau is a district headquarter, the government has done a favour to the people by making it a terminal. I think this will provide more facilities. But, there is no direct train for Delhi from here via Mau-Azamgarh. One train Lichhavi Express was there which used to run via Varanasi. That train used to run from Muzaffarpur, which has been extended up to Sitamarhi. It is scheduled to arrive here at 2 o'clock but it often gets late. Hence my demand is that one train for Azamgarh, one permanent train for Delhi, and a Special train should be run from Mau....(Interruptions) because lots of tickets are sold from this station for these destinations.

SHRI NISHIKANT DUBEY (Godda): Mau should be made a railway zone...(Interruptions)

SHRI DARA SINGH CHAUHAN: You have already divided Bihar and Jharkhand used to be one state but you people have divided it ...(Interruptions) All the people from Mau-Azamgarh, Jaunpur and Sagar will get benefited. Many people go to Mumbai from there. But there is no train for Mumbai from there. Baliya is a district. Earlier when there was metre gauge line an intercity train used to go to Varanasi from Baliya in the morning via Mau and come back to Baliya in the evening. I think if this train is restored the people of Baliya, Mau, Azamgarh will be benefited. ...(Interruptions) I think that two minutes stoppage of Garib Rath should be provided at Ahmedabad and Rasada. ...(Interruptions) One dozen Ministers of Railways came from Bihar. ...(Interruptions) Out of the 56 new trains introduced only 5 have been given to Uttar Pradesh. I think several important locations have been left out which remains to be connected with railways. I think the foreign tourists who came from Samath go directly to Kushinagar and Lumbini and Mau needs to be connected with that. It is true that the Government has connected the entire country with trains.



There is a station named Akbarpur in Ambedkarnagar, the Degree College and Hospital remain closed there because an underpass is required to reach there. It is our demand and the demand of hon'ble Minister also who belong to that place that an underpass be set up there. ...(*Interruptions*)

KUMARI MAMATA BENERJEE: All the under passes will be sanctioned.

SHRI DARA SINGH CHAUHAN: Yes, it should be done. Hon'ble Minister, I have one more suggestion. Mau district is an area where weavers are in majority and about 80-90 percent population live to the West side of Zero B Gate of Mau Railway station and people have to cross this railway crossing to go the other side of the town but this railway crossing gets closed 48 times in a day. The joint survey of that place will be completed by the Uttar Pradesh Government soon and flyover will be constructed soon there and I think, the people of Mau will be benefited by this. I would like to congratulate hon'ble Minister of Railways. People have apprehension that Didi is going to be the Chief Minister of West Bengal, what would be happen to the work of Railways? Will the works be completed on time or not? But I and the House have full faith that she fulfils her promise and she has said that even when she becomes the Chief Minister, all the works will be carried out.

With these words, I conclude.

\*SHRI P.L. PUNIA (Barabanki): First of all I would like to thank the hon'ble Minister of Railways, Kumari Mamta Banerjee and Smt. Sonia Gandhi for including the proposal of survey of new rail line from Barabanki to Fatehpur via Devan in the Railway Budget 2011-12 and also ensuring that production is started in Raibareilly coach factory within the next three months.

I do not want to repeat the figures of the Railway budget as my qualified colleagues have already discussed those figures in detail. After going through this budget it is clear that it is one more step in the series of development oriented budgets.

The Hon'ble Minister of Railways proposed to start 13 new passenger trains, 56 new express trains, Kaviguru and Vivek express trains on the occasion of 150th birth anniversary of Shri Ravindra Nath Tagore and Swami Vivekanand respectively along with promise

to start new sub-urban trains in this budget. It has been proposed to introduce Rajya Rani express trains for connecting the capitals and important cities of the states, AC double-decker trains between Jaipur and Delhi, Ahmedabad and Mumbai, and new suburban trains in Mumbai, Chennai, Kolkata, Secunderabad and Delhi, and 8 new MEMU services. Keeping in view the demand for additional trains the hon'ble Minister of Railways has taken a decision to extend the operation route of 33 trains.

The hon'ble Minister of Railways has proposed to create All India Security Help Line for streamlining the security system in the railways and to formulate new scheme for the development of rail based industries. The railways have also initiated green revolution for conservation of environment. A historical decision has been taken, through this budget, for constructing shelter homes under Sukhi Grih Yojana for the people living alongside the rail tracks.

A number of important decisions have been taken for augmenting the passenger amenities in this budget. One of such decision is to increase the number of trips of trains by 8000 to deal with summer rush. A decision has also been taken to take care of all the amenities for rail passengers/users. The hon'ble Minister of Railways has also taken a decision to provide concession to the disabled, press reporters, Kirti and Shaurya Chakra winners, the parents of unmarried security personnel who are awarded Param Veer Chakra and Ashoka Chakra winners posthumously, and the senior citizens and the women.

The Ministry of Railways has proposed to start 25 new rail projects, 22 new diesel engine multiple units, to make selected major railway stations model railway stations, wagon yards and dedicated freight corridor, to set up a gas based power plant of 700 MW capacity in Thakurati, to manufacture first engine with Hotel load converter, to conduct survey of 114 rail projects, to take up gauge conversion of 800 kilometre long rail line and doubling of 700 kilometre, to lay 1075 kilometre new rail section and 1000 kilometre long rail lines.

It has also been proposed to introduce Janm Bhoomi Gaurav train for connecting historical and educational locations in this country. The hon'ble Minister of railways has taken a decision to formulate new schemes for employee welfare and recruitment and training of employees.

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\*Speech was laid on the Table.



**Stoppage of important trains like Kafivat Express and Gorakhdham Express at Barabanki railway station**

The request for providing stoppage to Kafivat Express and Gorakhdham Express crossing Barabanki railway station has been made to the hon. Minister several times, however, the said stoppage has not been sanctioned till date, whereas the department has agreed that stoppage should be provided to both the said trains at Barabanki junction. Therefore, it is requested that orders should be issued to the concerned officers.

**Railway Overbridge at Barabanki-Dewa road**

I would like to rivet the attention of the hon. Minister of Railways also towards the point that the distance between Barabanki and Dewa Sharif is only 13 k.m., however, there is Gorakhpur-Howrah trunk line and Lucknow Varanasi trunk line on this route and one has to cool one's heels for hours due to closure of rail crossing. I had given the suggestion of construction of overbridges on both the lines to the hon. Minister which has been sanctioned, however, approval of the State Government is awaited that after the construction of overbridge the crossing beneath would be closed. The hon. Minister of Railways is requested to start the construction of this overbridge at the earliest.

**Government jobs to the dependents of 12 deceased persons from Barabanki killed in the accident that occurred at Unchahar Railway crossing**

I would like to tell the hon'ble Minister of Railways again that on January 25, 2009, a rail accident occurred with a tractor trolley at Unchahar Railway crossing in Raibareilly district of Uttar Pradesh in which 12 persons all of them from my Parliamentary constituency Barabanki were killed. On the occasion of the foundation of Lalganj Railway coach factory on 27 January, 2009, besides the then hon'ble Minister of Railways, hon'ble Shrimati Sonia Gandhi and Shri Rahul Gandhi were present on this occasion and in their presence the then hon'ble Minister of Railways Shri Lalu Prasad Yadav issued a cheque of Rs. One lakh each to the families of the deceased persons and he also announced that one person each from every family will be given a group-D Government service. Despite the clear announcement, none of the families have been given Government service till date, through this House I had asked this question to which you admitted that it had been announced to provide Government service but by making a technical excuse it was declined. I have a special request to you that having,

a humanitarian approach you should announce to provide Group 'D' Government service to one dependent each from the grieved families of the deceased persons. It is the collective responsibility of the Union Government that if any announcement is made by a minister, it should be fulfilled. I request that the Government wipe the tear of the grieved families by providing Government service to them at the earliest.

**Increase in stoppage time of all major trains in view of the need of the weavers to transport their goods**

Drawing the attention of hon'ble Minister of Railways, I would like to state that in view of the plight of the weavers their loans have been waived off by making a provision of 3000 crore rupees in the Budget of this year. Barabanki is a weaver majority area and the weavers bring raw material and send finished products to various parts of the country but the stoppage of all major trains at Barabanki is only for two minutes due to which they have to face difficulties in loading and unloading their goods. Hence, it is my request that the stoppage of all major trains passing through Barabanki station may please be increased from 2 to 5 minutes.

**MEMU train for line connecting Ayodhya-Barabanki-Kanpur associated with religious beliefs**

While participating during the discussion on last year's rail budget, I had demanded to start a MEMU Train between Ayodhya-Barabanki (Deva Sharif)-Kanpur which are associated with religious belief; but it has not been accepted this time also. Proper road facility is not available on that route and if the facility of MEMU train is provided on that line, the railway will certainly get a good source of income. Earlier this facility was available but it has been discontinued for the last few years.

**Early construction of approved Railway over bridge in Etawah**

Hon. Railway Minister, the local people of Etawah city have been registering their protest from time to time against closing down of 27 A railway crossing located at the said city of Uttar Pradesh and not making any alternative arrangement. Despite the protest, this crossing was closed down on 15.06.2010. The Railways has approved an over bridge as an alternative to it which is lying incomplete for a long time. For quick redressal of this problem, District Youth Congress Committee staged a Dharna on continuous basis by brining the said matter to the cognizance of Shri Rahul Gandhi on his birthjlay



on 19.06.2010. In order to put an end to their Dhama, I went to the Dhama site, assured them to take proper action and got it ended. So, I would request you to issue an order to get the construction work of the said railway bridge completed at the earliest.

#### **Gradual development of medical facility at Barabanki railway station**

In the last Railway Budget it was announced to set up and develop healthcare infrastructure facilities on railways land. In that connection Barabanki was also one among 50 proposed locations where OPD and diagnostic centres were proposed to be set up. But no work has been started in Barabanki in this regard so far. I request you to start the proposed project immediately at Barabanki railway station and set up a trauma centre by expanding the medical facilities. I would like to tell you that Barabanki is only at 28 kilometre distance from Lucknow. Lucknow is the Divisional headquarters of Northern Railway and North Eastern Railway. Barabanki is the nearest railway station from Lucknow from where the lines to Gorakhpur under North-Eastern railway and to Varanasi under Northern Railway pass. Medical facilities in Lucknow are overburdened, as Lucknow is the headquarters of both the said railway divisions as well as the capital of Uttar Pradesh. If high class medical facilities are developed at the nearest station Barabanki, the burden on Lucknow hospital will ease and the districts like Gonda, Balrampur, Bahraich, Shravasti etc situated nearby will be benefited therefrom.

\*SHRI MAHESH JOSHI (Jaipur): I on the behalf of my Parliamentary Constituency and my home State Rajasthan would like to thank the Congress led UPA Government, the hon. Prime Minister Shri Manmohan Singh, UPA Chairperson Shrimati Sonia Gandhi and the hon. Railway Minister Kumari Mamata Banerjee for giving due consideration to our state in Railway budget in order to maintain the pace of development.

The congress led UPA Government has always given equal treatment to every part of the country and made every effort for the progress of the country.

If we review the steps taken by the former Congress Governments for the development of rail facilities in the state, the former Railway Minister Shri Jafar Shareef had taken initiative to bring the state into mainstream by making announcement for gauge conversion of the

railway tracks from metre gauge to broad gauge. But all the development work could not take place due to the indifferent attitude of the NDA Government.

The development of any state depends on the quality and strength of its internal means of communication. Indian Rail in an integral part of the means of communication because railway has always played a vital role in bringing any state into mainstream, for the promotion of trade interests and cultural contacts.

Our state had limited resources due to metre gauge lines but the UPA Government has connected the State with other development regions by implementing the provisions made by the previous Governments.

Area wise Rajasthan is the largest state of the country. Now Jaisalmer and Barmer, situated in remote desert areas, have been connected to Kerala, Assam, Mumbai, Hyderabad, Delhi etc. and the graph of development in these remote areas is showing upward trend. If we view the efforts and provisions made by the BJP led NDA Government for the development of railways in Rajasthan, we find the state in the backward category. If we view the rail budget of the NDA Government and contemporary reviews, the Indian Railways seems to be in loss. Whereas, during the previous congress government when Shri Jafar Shareef was the Railway Minister, the Railways started developing its own resources in order to mobilize funds. Now our UPA Government has also taken significant steps to convert all railway lines into unigauge by mobilizing the funds from the railways own resources.

But whenever the BJP led NDA Government presented the rail budget the Government could not achieve its own targets. For instance, the government could not achieve the target of income from freight, passengers etc. Rather the Government had to revise its own budget and slash it by Rs. 1100-1200 crore. Not only this, the hon. Railway Minister hiked the rail fares from Rs. 1 to 540 on the tickets of various classes in the trains of various categories. A surcharge upto Rs. 20 per passenger was levied on computerised tickets. A Surcharge from Rs. 10 to 50 was levied on superfast trains. The NDA Government could not achieve its own targets during its tenure. Not only this, the Government did not put serious efforts in this regard.

As far as Rajasthan is concerned, the NDA Government did not introduce any significant number of trains in Rajasthan. It did not carry out survey in significant

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\*Speech was laid on the Table.



numbers. The frequency of trains was hardly cared about. The state's rail routes were rarely considered for gauge conversion. No attention was paid towards the Golden Quadrilateral project which is very important from tourism point of view.

But today the condition is somewhat different. The people of backward region of Rajasthan are availing rail facilities. Now people from remote desert areas and dhanis are going to metropolitan cities in search of employment. Not only this, some people have got success in establishing themselves in Bollywood.

Radical changes were made in the structure of railway during the congress led UPA-I Government. The attention was paid towards the reconstruction and repairs of old bridges. Efforts were made to improve the loading capacity of many railway tracks. Rail Management Institute was set up for the proper functioning of railway. The hon. Railway Minister strengthened the information technology by showing the foresightedness of the Congress led UPA Government as a result of which reservation ticket can be booked from home also. The UPA Government augmented the utilization limit of the resources made available by the Railway Ministers and provided air condition facilities to common public of constantly decreasing rail fares. Whereas, the resources, equipment and personnel machinery is the same as it was earlier.

Displaying human sensitivity, the UPA Government has paid special attention towards senior citizens, widows of army personnels, porters etc. Not only this special attention is also paid towards students. The target of carriage of goods was not only achieved rather over shot which is recorded in the history of India forever.

The filling of backlog of SC/ST's is in itself a big announcement for which the Government and the honourable Minister of Railways Shrimati Mamata Banerjee should be congratulated.

During the tenure of UPA-I and UPA-II Rajasthan has been provided around 38 new trains. The routes 12 trains have been expanded. 4 tracks have been doubled. 2 Garib Rath trains have been introduced from Jaipur. Rajasthan has been included in the stoppage points of the Bharat Tirath special train. A few major stations of Rajasthan have been included in the list of international level stations and efforts are being made to provide new facilities on a few stations.

Although, the government has taken a number of initiatives to provide rail facilities in the state, in the budget, yet there is a lot left to be desired. You had made

many announcements for Rajasthan including Jaipur in the past Rail Budget out of which a few have been completed and some are yet to be completed, for instance electrification of Jaipur Sawai Madhopur Railways route, making the Jaipur Junction a world class railway station etc. I would like to urge that the rest of the announcements for projects should be completed as soon as possible. I would also like to draw your attention towards a few more points.

The stations such as Jagatpura, Gandhi Nagar, Durgapura in Jaipur should be developed as Sub-urban railway stations and trains should be stopped on these stations.

The people of Jaipur consider 'Ahmadabad-Haridwar Mail' as a good train but Jaipur has a very limited quota in this train, therefore, there is a need to run one more train on this route which should play back and forth from Jaipur to Haridwar-Dehradun to cater to the religions and other requirements of Jaipur residents.

Likewise, the passengers from Jaipur need one more train to travel to Vaishno Devi. At present the only train, Ajmer-Jaipur-Delhi-Jammutavi, that runs on this route has a heavy concentration of soldiers, therefore, one more train should be run on this route if it is run for only three days in a week in the beginning.

A diesel multiple unit train should run from Bandukui to Ajmer via Jaipur for the daily passengers of Jaipur and nearby areas. No one should doubt the utility of that train.

In the view of a relation between Jaipur and Bengal, especially Kolkata, a train should be run between Jaipur and Howrah. This would benefit thousands of Bengali families living in Jaipur.

A large number of Rajasthanis live in South India too and a large number of South Indians live in Jaipur. Separate trains from Jaipur to Ernakulam, Chennai and Bangalore should be run for these people.

Many parts of the state such as Pali should be given due importance in the budget. Such places should get something in the budget.

I am not saying that all of these demands should be fulfilled at once but after due consideration you should have the will and a plan to complete these tasks immediately.



It is a matter of celebration that after the concerted efforts of Shri Ashok Gehlot, Chief Minister of Rajasthan a metro train has been announced for Jaipur as per the wish of Shri Rahul Gandhi Ji and foundation for it has been laid and the work to expedite the project has been initiated by the government. The State Government would like a rail line to be laid till Banswada, an inaccessible area for which it is willing to give half of the total amount.

I would like to conclude by saying that ours is a very important state from the point of view of natural resources and tourism. The residents of our state are honest and hard working, they are regularly provided basic facilities, the country would dominate the world economically.

\*SHRI MAHABAL MISHRA (West Delhi): I welcome the Railway Budget of the year 2011-12 presented by hon. Kumari Mamata. Banerjee. She has presented a very significant and popular budget for fulfilling the aspirations of the people. I believe that the whole House will agree with it and appreciate her for this budget.

I would like to thank hon. Shrimati Sonia Gandhi, the chairperson of the UPA, for presenting this popular budget during the assembly elections in five states.

Here, I would like to give some important suggestions to the hon. Minister.

Many trains have been proposed to run from Anand Vihar Railway station for Bihar and Eastern Uttar Pradesh which is a welcome step. But I would like to request humbly the hon. Minister that a large number of people belonging to Bihar and Eastern Uttar Pradesh reside in Delhi Cantonment and Sarai Rohilla also. If they have to come to Anand Vihar Railway Station for boarding trains, then, they will have to face a lot of inconvenience, as they are poor people. Therefore, I want that these trains should be run from Delhi cantonment and Sarai Rohilla so that the poor people residing there specially those people who belong to Bihar and Eastern Uttar Pradesh will have convenience in boarding the trains from Delhi Cantonment. Further I would like to say that the middle class and upper class people and the farmers travel to different parts of the country, therefore, I demand that Delhi Cantonment Railway station should be upgraded as a national level railway station and provisions should be made to run trains for different parts of the country from there.

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\*Speech was laid on the Table.

The train, which starts from Delhi and terminates at Darbanga Junction, should be extended to Jai Nagar because it is the birth place of Sita ji and there are many ancient and popular places. This place has got its own spiritual importance. Therefore, I urge hon. Minister to extend those trains to Jai Nagar.

At last, I support the budget presented by hon. Minister.

15.00 hrs.

SHRI DINESH CHANDRA YADAV (Khagaria): Sir, I am standing here to express my opinions on the Railway Budget, 2011-12. I am an MP from Bihar. When the hon. Minister was presenting the Railway Budget, the Assembly Election in West Bengal was around the corner. Today, the notification for the election has been issued. I, through you, would like to put my pains and feelings before the hon. Minister of Railways. In the penultimate para of the last part of her speech she said that she had already prepared the roadmap, which would be followed by the Railways in future. She also said that she railways thinks about the welfare of the common man. Sir, the concerns for the common man had been expressed by the Finance Minister in his last year's Budget speech and those discussions continued for a few days. When I got the opportunity to go through the Rail Budget this time, I could not understand what the definition of the common people is. There is unity in diversity in India. Speakers of many languages and followers of many religions live here. Telgu, Tamil, Kannada, Bengali, Bhojpuri, Magahi, Maithili, Angika, Punjabi etc. languages are spoken in the country. But, after going through the Rail Budget, I felt that the areas where Maithili, Angika, Bhojpuri, Magahi etc. languages are spoken do not come under the category of the areas belonging to the common people. The speakers of these languages are not the common people but the summary of this budget is that those people who know Bengali language are common people. I do not want to make any kind of allegations. I would like to say this because I feel surprised after going through Rail Budget. It can be seen how many projects have been proposed in Bengal, how many trains have been started from Bengal and West Bengal has got many more things. I am against neither the Minister nor West Bengal but I want that the place, the area, the state I belong to, should also develop and other parts of the country should also develop as well. Our state is also the part of the country. I am not begging. For example, take the proposed construction of new Railway lines in this Budget. The



most parts of Eastern Railways and South-Eastern Railways fall in West Bengal. The Eastern-Central Railways does not cover only one state but it covers Bihar, Jharkhand, Madhya Pradesh and Uttar Pradesh also but the provision for the allocation of Rs. 1604 crore has been made for starting new trains under Railway zones which cover the parts of West Bengal. The provisions of only Rs. 437 crore has been made for the construction of Railway line under the Eastern-Central Railway in the areas of other states except both states. As far as the doubling of track is concerned, zones of East Railway and South-Eastern Railways have been provided Rs. 2235 crore whereas the East Central Railway which covers the areas of Jharkhand and Bihar has been provided only Rs. 233 crore for this purpose. For the purpose of the renovation of railway lines an allocation of Rs. 745 crore has been made for Bengal and another allocation of Rs. 270 crore has been made for East Central railway. I fail to understand where the allocation provided to East Central railway is spent.

You may go through the Pink Book wherein funds have been marked but next year you will find that the work in Bihar has not been completed. Something had been discussed when the Rail Budget was presented. The hon. Members from Bihar had expressed their sentiments in the House. At that time the hon. Railway Minister had asked Shri Lalu Ji as to the works which had been carried out by him in Bihar. I wish, the Railway Minister from Bihar, be it hon. Ramvilas Paswan ji, or hon. Nitish Kumar ji the present Chief Minister of Bihar, or hon. Lalu Prasad had done even one fourth of that for Bihar, which the present budget has done, the public of Bihar would have been thankful to them. Bihar received a lot of infamy but nothing of that sort was done for Bihar. It is apparent from the current budget that 49 rail lines with a total length of 1075 km. will be laid during the year 2011-2012. Dozens of rail lines out of the said railway lines have been approved for Bengal but there is no rail line for Bihar. But it has been mentioned in it that there is Kosi Bridge where there is no rail line on it. Bihar has been completely ignored.

Gauge conversion work which is to be carried out during the year 2011-12 is of 1017 km. spread over 20 rail line stretches. Only a small section has been approved for Bihar. I mean to say that Bihar has been included for the name sake only and whatever is given to Bihar is given reluctantly. Gauge conversion work is to be carried out between Madhepura and Murliganj but if the provisions are made like this then it seems that work\*-will never be completed.

Thirty-Five rail lines spread over 866 km. are proposed to be doubled during the year 2011-12. It pains me to inform that out of the said railway lines, 8 stretches are in Bengal but not even a single section is in Bihar. Survey of 190 railway lines has been carried out. The hon. Minister has announced to complete the work on these lines under Pradhan Mantri Rail Vikas Yojana. Mr. Chairman, Sir, you will be surprised to know that Bengal has been given 26 railway lines but not even a single line has been given to Bihar. A new proposal has been made to lay 25 new railway lines during the year 2011-12, but not even a single one in Bihar. She said that gauge conversion of 6 lines will be carried out. But it is zero for Bihar. So far as the work of doubling of 28 rail stretches is concerned, only a short distance between Bhagalpur and Pirpainti will be covered. She got the survey work of 107 railway stretches carried out wherein only one rail stretch from Bihar's Kosi region has been considered and that is from Simri Bakhtiyarpur to Bihariganj. The survey work of this rail line was carried out by the then hon. Railway Minister Late Lalit Narayan Mishra ji. After him, three Members who became Railway Ministers were from Bihar. They too had got its survey carried out. Therefore, you can understand our agony as to what we got in railway budget. Only survey is being carried out but no construction work is being done.

She made the announcement for survey for the gauge conversion. In that too Bihar has been neglected. She has fixed some targets for survey work for double laning. In that also Bihar has been ignored. Mr. Chairman, Sir, I, through you, would like to submit that she has made the condition of Bihar miserable. She quite often talks about mega projects which have been set up by Lalu ji and Nitish ji. You will be surprised to know that thei-Madhepura-Greenfield electric rail engine factory, for which agricultural land was acquired from the reluctant farmers and which had to be completed with a cost of Rs. 1960 crore, has been put into public private partnership mode. The project had to be completed with a cost of Rs. 1960 crore but the expenditure of just Rs. 171 crore has been shown and no work has been carried out there. This time Rs. 53 crore have been allocated for this project. The estimate cost of rail-cum-bridge over river Ganges in Munger was Rs. 1089 crore but they spent Rs. 457 crore only on that and informed that they will complete it by 31.03.2012. This year they have allocated Rs. 57 crore but Rs. 565 crore is required for the completion of the work. Then how will they complete it by 31.03.2012? Kosi rail Mahasetu too has the same condition. The construction work will cost Rs. 341 crore.



This time they have provided Rs. 20 crore. Still Rs. 88 crore is required for the completion of the project.

They say that the project will be completed by 31.03.2012. How will they complete it? The estimate cost of road Rail Bridge over river Ganges from Patna to Hajipur is Rs. 1389 crore and they say that they will complete it by 31.03.2012. This year Rs. 50 crore has been provided and Rs. 602 crore yet to be spent. For this project funds have not been allocated then how it can be completed. A conspiracy is being hatched against Madhora's diesel engine factory. It is put on public private partnership mode. Its estimate cost is Rs. 2719 crore and Rs. 2575 crore is yet to be released but that is not being provided. A small cement concrete sleeper factory was to be set up in my Parliamentary Constituency Khagaria. Its estimate cost was Rs. 8.24 crore. They provided Rs. 10 lakh in the last budget and this time provided Rs. 61 lakh. In this manner in how many years will this project be completed? It reflects their ill intention. They allocated Rs. 3 crore for rail 10 over bridge (RoB) in Khagaria. For this I thank them.

Sir, I through you, would like to inform that a new railway line was to be laid down from Sakri to Hasanpur in Northern Bihar and the buget for the same was rupees 175 crores. Rs. 151 crores have been spent on it. 21 crore rupees have been sanctioned this time but no work has been done from Hasanpur to Kuthestaan. No one knows where the amount sanctioned in the budget has been spent. The proposal for railway line from Khagariya to Kushesar was approved in the year 1996 and 162 crore rupees were to be spent on it but the amount has not been given till date. 86 crore rupees have been spent on it and this railway stretch is merely 44 Kilometres long. Only 13 crore rupees have been sanctioned this time. Due to this reason this work has not been completed yet. The amount for conversion gauge on Manasi-Saharsa-Manasi route from Madhepura to Poomia has been shown as a project of 427 crore rupees in the budget while an expenditure of rupees 362 crores has been shown. This is the Parliamentary Constituency of hon. Shri Sharad Yadav but no work is visible on the ground. This time too, a provision of 50 crore rupees has been made.

[English]

MR. CHAIRMAN: Please conclude now out of 18 minutes allotted to your party, you have already taken 12 minutes. So, other Members of your party will not get time.

[Translation]

SHRI DINESH CHANDRA YADAV: Washing peel is not being installed in Saharsa despite the availability of funds. The cost of Sakri-Lokha Bazaar, Nirmalya and Saharsa-Farbisganj project is Rs. 355 crores. This is a deposit scheme introduced by the Ministry of Defence. Ministry of Defence has given the whole amount but no one knows the whereabouts of the founds and where it was spent. 50 sub-urban trains will be running from Kolkata and 3 more trains will be running during the peak hours. Nine Duranto trains have been introduced out of which two will run from Bengal and although, one train was given to Bihar, it would only ply between Patna and Shalimar (Bengal). The number of Duranto trains have been increased but three out of five trains have been given to Bengal while Bihar only got one train which would run, from Sahrsta to Patna. Bihar did not get Kani Guru Express also. I urge the hon. Minister to run this train in the night time because the upper bridge on the National Highway has been damaged due to floods in this area. Another train should be run from there. Four Janbhoomi Gaurav trains were introduced. The hon. Chief Minister of Bihar also demanded a train from Patna to Gaya via Aara and Sasaram. Aara is the birth place of Vir Kunwar Singh and Sasaram the workplace of Shershah Suri. Even that was not given. Train no. 364 Samastipur Khagria Passenger should be extended upto Sahrsta and Madhepura. Bikaner-Guwahati, Delhi-Guwahati Sampark Kranti and Garib Nawaz Express trains should be provided stoppage at Khagaria junction. Seemanchal Express should be provided stoppage at Manasi junction. Now Jalpaigudi Superfast Express should be provided stoppage at Hasanpur Road. A train between Khagaria and Samastipur should be run at night. One additional AC Chair Car should be provided in Koshi Express. The route of Vaishali Express should be extended from Baroni to Sahrsta. Purnia Express should be run three days instead of one day in the week between Delhi and Saharsa.

The State Government has sent a proposal for constructing road over bridge on railway crossing 17 C on NH 107 situated between Simri-Bakhtiyarpur and Sonara-Kachehri and western railway crossing no. 24 B on Khagaria junction located between Khagaria-Umeshnagar. ROB should be constructed at these places.

\*SHRI SUSHIL KUMAR SINGH (Aurangabad): I would like to urge you to immediately complete the projects,

\*Speech was laid on the Table.



mentioned below pending for a long time in my Parliamentary Constituency Aurangabad (Bihar).

1. The survey and land acquisition of railway line from Bihta to Aurangabad under Eastern Central Railways has been completed. The construction work of this railway line should be completed as soon as possible.
2. A road over bridge on the crossing between Anugreh Narayan Road and Faisher Station under Mugalsarai Division on NH-98 grand cod line, should be constructed.
3. The road over bridge, under construction for a lot of years, on Gumti No. 2 under Mugalsarai Division in Dehri and Gaya should be completed as soon as possible.
4. The construction of mega bridge which is under construction for the last 8 years on Son river should be completed.
5. The last budget has announced to set up a PRS system in the parliamentary constituencies of every member of Parliament if they make any such recommendations. I too recommended a place Anumandal Headquarters Tekari in Gaya district in Parliamentary constituency Aurangabad but no PRS system has been set up till date due to which the general public is enraged and an environment of distrust towards the Member of Parliament is being created. I urge the government to immediately set up a PRS system in Tekari.
6. A first class coach should be added to Mahabodh Express (New Delhi-Gaya) for the convenience of foreign tourists.
7. Howrah Rajdhani Express should be provided stoppage on Anugrah Narayan Road which is the important station of Aurangabad district headquarters.
8. A rake point should be immediately constructed on Rafiganj station.

\*SHRI VIKRAMBHAI ARJANBHAI MADAM (Jamnagar): I would like to congratulate the hon. Railway Minister for presenting Rail Budget in the favour of common people and not increasing the fare in any

category in the Budget, similar to the last two years which is in the interest of the common people.

I would like to thank the hon. Minister for incorporating many proposals for Gujarat in this Budget.

I would like to put the problems and proposal before the hon. Minister regarding railways in my Parliamentary Constituency.

There are the world famous temple of Lord Krishna in Dwaraka. But Dwaraka in the ocean and Harshada Mata temple in my Parliamentary Constituency and, then, there is the birth place of Mahatma Gandhi at Porbandar near my Parliamentary Constituency.

Hon. Minister has proposed to start the special tourist train named "Janam Bhoomi Gaurav" to encourage the tourism through railways and I would like to congratulate her for it.

In the similar manner, there is a proposal to start a new train linking Mumbai-Ahmedabad (Lothal), Bhavnagar (Palitana)-(Alang)-Girdeev-Somnath (Veraval) Gunagarh-Rajkot-Mumbai.

Considering the religious importance of Dwaraka-Jamnagar, I would like to request to link Dwaraka - Jamnagar with special tourist train named "Janam Bhoomi Gaurav".

For providing the facilities of safe drinking water, pay and use toilets, high level platforms and better access for the physically challenged people, hon. Railway Minister has made proposals for upgrading 236 stations Model Railway stations.

I would like to request the hon. Minister to include five Railway stations named Jam-Khambhaliya, Bhatiya, Okha-Bet, Lalpur, Bhanvad of my Parliamentary Constituency in the list of Model stations and the facilities of Model stations should be provided to these stations by upgrading them.

The distance between Jamnagar and Rajkot is almost 90 kilometers by road and the offices and factories of many big companies like RELIANCE, ESSAR, TATA, GSFC etc. are situated in this area.

The high frequency of goods trains carrying material for these companies results in delays in the service of passenger trains.

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\*Speech was laid on the Table.



The railway line between Jamnagar and Rajkot is of single track which needs to be doubled so that the problems of passenger trains could be lessened.

There is need to change the single-track railway line from Viramgam to Jamkhambhaliya into double line.

There are only two platforms at Jamnagar at present because of which the passengers are facing a lot of problems. Considering the inconvenience and problems of passengers, there is a need of third platform at this station.

I would like to request the hon. Minister to start the construction work immediately after conducting the survey of problems regarding Railway line and platform.

- (1) The train which runs from Hapa to Jammu Tawi once in a week, should be run from Hapa to Jammu Tawi via Jamnagar daily or four days in a week.
- (2) The train which runs from Okha to Delhi-Haridwar-Dehradun once in a week should be run daily or four days in a week.

Those passengers who want to go to Dwaraka by Okha-Dehradun train, do not get reservation in this train as all berths of this train get reserved from Dehradun itself.

Considering the problems faced by the passengers, there is need to run a train from Delhi to Dwaraka daily.

Hon. Minister has made proposals for starting new Express trains. Porbandar-Kochuveli Express (weekly) which runs via Panvel Madgaon, should be run from Porbandar to Kochuveli via Jamnagar so that the people of Kerala who live in Jamnagar or around it should avail the facility of this train.

Saurashtra Janata (Train No. 9018) should be extended to Jam Khablia.

Sikandrabad Rajkot Express (Train No. 7017) should be extended to Hapa Railway station.

One first class AC and one-second class AC coach should be added to Saurashtra Express (Train No. - 19216).

The first class AC coach in Saurashtra Mail which runs to Rajkot station should be extended to Okha station.

Okha-Bhavnagar passenger train No. 207/208 has 8 coaches at present. The number of coaches should be increased to 10 because the number of passenger is high on this route and due to less number of coaches, the daily passengers face a lot of problems.

I request the hon. Minister to consider the suggestions given by me keeping in view the problems and facilities of passengers and appropriate action should be taken on them.

\*KUMARI SAROJ PANDEY (Durg): The hon. Minister of Railways Kumari Mamata Banerjee who is the supporter of naxalites is going to present the rail budget in the last week of this month. Kumari Mamata Banerjee is the hon. Railway Minister in the UPA Government which has completely neglected the interests of Chhattisgarh has proved to be very tightfisted and difficult than the former Railway Minister Shri Lalu Prasad in terms of providing facilities to the state. The South-East Central Railway has earned a profit of more than 20 percent to the Ministry of Railways but even then the Ministry has not extended benefit of even two percent to the state. What to talk of luxury, even the basic needs are not being met. Not only this Government is intentionally delaying the proposed Rajhara-Raoghat railway line for the supply of iron ore from Bhilai Steel Plant. The Rajhara-Raoghat via Jagdalpur rail line will connect the public of Chhattisgarh to the developed areas. Perhaps the hon. Railway Minister is not concerned about the development of the poor tribals. A single bomb explosion damaged the railway track which in turn led to the derailment of Gyaneshwari Express, many passengers were injured but the hon. Minister of Railways did not utter even a single word against the naxalites. In the name of action and to create inconvenience for the passengers, night train services during the night have been cancelled in the naxal-hit areas. The cancellation of night train service is still in effect. If these extremists carry out such an attack on the Coromandel and Delhi railway line then will the railways stop its operations on those routes also? Has the administration of the country become crippled to such extent that the lifeline of the country stops working in fear of handful extremists? If the Railway Protection Force is unable to face the naxalites, the responsibility of Railways should be entrusted to the Army. How long are the trains going to be operated like this? It is being estimated in political arena that Kumari Mamata Banerjee will resolve this problem after winning election from West Bengal with the support of naxalites. If this estimate is true, the number of accidents will increase in future. It is true that

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\*Speech was laid on the Table.



due to the patronage of many political leaders for their individual self interests anti social elements such as Virappan and dacoits of Chambal in the past and naxalites and communist extremists in present are frightening the general public. They have been harming public directly or indirectly. Can we expect that the forthcoming budget will be free from naxal terrorists and step motherly treatment towards Chhattisgarh? Will Chhattisgarh be able to get atleast 10 percent facilities in return for its contribution of 20 percent to the Ministry of Railways?

The passengers at Durg station have to suffer a lot for delay of trains due to cancellation of train operations during night on Rourkela-Kharagpur railway line. According to the Ministry of Railways the Mail, Express trains headed for upward journey such as Gyaneshwari, Howrah, Ahmedabad, Porbandar/Okha, Samarsata, Hatia etc. are being run from platform No. 2 in place of platform No. 1 because of the ongoing gauge conversion on that railway line. The logic put forth is that it saves eight minutes whereas this argument does not hold water. The fact is that it saves three to four minutes only. This unique method of time saving which affects the pockets of the passengers, create problems in loading and unloading of parcels, causes problems to patients and physically challenged passengers seems dear to the Railways. But it takes more than half-an-hour time to route the said trains from Kalmana to Nagpur via Itwari, what logic the Ministry of Railways has to put forth in this regard? Infact it is necessary for all the train heading for upward journey to cross through platform No. 1 of Durg station, therefore, an additional rail line may be laid between Kalmana and Nagpur for upward trains or else the distressed passenger will be helpless to take stringent steps.

The South East Central Rail zone had placed eight demands before Railway Board during the last rail budget. The demands were made for Bilaspur-Allahabad Express, Bilaspur-Dalli Rajhara passenger, Durg, Guwahati Express, Korba, Gondia Fast Passenger and Korba Kurla Express but only one demand of Durg-Jammu Tavi Express was accepted out of the said eight demands. One more demand was partially accepted by introducing Raipur-Rajhara Express in the year 2011. If it is extended upto Korba, it will fulfill the demand being made by the public for the last seventeen years. Two major mining cities of the country, capital of the state Raipur, important foodgrain market Bhatapara, zone headquarter, Bilaspur where High Court is situated and Champa, all will be interconnected. The Chief Minister of the state Dr. Raman Singh had recently repeated the demand for Durg Guwahati Superfast express train on

his meeting with the hon. Railway Minister. The said train should not be run upto Guwahati only rather it should be run upto Tinsukia so that it may directly connect with seven sisters (seven states of Eastern India). One more issue is worth noting here. The demand for direct Superfast train from Durg to Guwahati is being raised by zonal officers but the Kurlan-Guwahati train which has been introduced recently does not have a stoppage at Durg station. Durg city, which generates the second highest revenue for the state, and the most populated city has been deprived of stoppage of three more trains. Such an insult towards the so-called model station is intolerable.

Technically, the trains that run from Kurla Bhubaneswar to Kurla Puri via Jharsuguda and Jharaguda and trains running between Shirdi and Howrah stop at Durg Station but the passengers at Durg cannot board the train from there. In view of the importance of Durg station, these trains should be given immediate stoppage like the trains Super Express 2869/2870 and Hatiya Express 2811/2812 which run during the same duration. In the past, Howrah to Tatanagar Stell Express and Howrah to Rourkela Ispat Express used to run. Two cities rich in steel were linked with Howrah separately but Asia's largest steel Plant Bhilai was not considered fit for it. It was the height of neglect when instead of Bhilai Durg, Ispat Express was directed towards Sambalpur. Now this train runs till Titlagarh. Considering the proposal of the last year's budget, Iron City Express should be run till Howrah Durg.

The time table of Wainganga Express which runs from Korba to Yashwantpur, is inconvenient for the passengers of all the places. 2252 Korba Yashwantpur Express reaches Kachiguda, an outstation in Hyderabad, at 1.30 am. and Yashwantpur at 1.30 p.m. At the time of returning, this train reaches the station Yashwantpur at 11.30 p.m. an outstation in Bangalore. To run the train at

There is also a huge demand for extending the destinations of few trains. The topmost demand is for the extension of Maharashtra Express route till Durg. At present it runs between Kolhapur and Godiya and stays there for 12 hours. This would benefit lakhs of Maharashtrains residing in Aaggaon, Dongargarh, Rajnandgaon, Durg, Bhilai and Raipur. The present time table can be kept as it is and 5 DR Durg Raipur and RD Raipur Durg local's running time can be adjusted in the form of link local. This train would leave for Kolhapur from platform no. 1 and the local train would have already arrived at platform no. 6 by then and the local train



would be available at platform no. 5 for the Raipur-Bhilai passengers deboarding from Maharashtra Express at platform no. 4. This would make the changing of trains convenient for passengers and they would no longer need to undertake the painful process of changing platform.

There is a direct train available for the people of Durg, Bhilai and Raipur to travel to three out of 4 sacred pilgrimage destinations namely, Jagannath Puri, Dwarka and Kanchi (Chennai) but there is no train available to Haridwar for Badrinath Extension of Gondwana Express route till Haridwar would make the lines of passengers easier. Likewise, in the view of the demands of the people of Punjabi origin for a Superfast Express to Amritsar the Samta Express should be run till Amritsar. No direct trains have been provided for Indore since the last three 10.30 a.m. from Kachiguda is not pragmatic as well. Not only there is a need for, altering the time-table but also run this train on all days against the present practice of running it for only two days and the six zonal proposal of running Hyderabad Express from Durg is also the need of the time.

The people in Dapoom railway zone also need new trains urgently. The 'Bilaspur-Raipur-Visakhapatnam-Tirupati Express' was actually demanded by the residents of Bhilai but it was diverted towards Bilaspur. Now the 'Tirupati Local Link' should be run between Raipur-Balaghat to cater to the needs of train passengers of Durg-Bhilai, Rajnandgaon Dongargarh, Gondia and Balaghat. There is an urgent need for running the Goa Express from Bilaspur to Vasco-do-Gama via Nagpur, Manmad, Kalyan, Panvel, Ratnagiri and Madgaon. The railway line laid down from Durg Headquarters to Ahiwara is there for decades for supplying dolomite to Bhilai Steel Plant but no passenger train has been run on it till date. In the view of traffic jams and road accidents the running of midnight train between Durg and Ahiwara should be introduced. If the Bilaspur-Allahabad Express, demanded in the last budget, is run from Lucknow via Bilaspur, Katni, Allahabad and its time table is synchronized with the Dayodaya Express, running between Jabalpur-Jaipur, at Katni then it would benefit thousands of passengers. A lot of demands would be resolved. decades. From time to time there have been demands for running the Indore-Bilaspur Narmada passenger train till Durg and so have been the assurances of the officers. Ceding to this demand it seems necessary to run the Indore Nagpur Nagpur/Trishatabadi/Superfast Express till Raipur. The Railways

officers had said that the Garibrath that runs from Lucknow to Raipur was waiting for the third line between Durg-Raipur. Now, despite the construction of the third railway line, why are the passengers of Bhilai-Durg not getting the direct train (Garib Rath) till Lucknow? The route of passenger trains running between Gondia and Chandrapur should be extended till Ballarshah for the convenience of passengers so that the connection for express trains in the South is available.

If the top railways officials and the hon. Minister of Railways himself examine the statistics and are present on the platform at the time of train departure then they would be able to gauge the intensity of problems that passengers face for seats in all the express trains and the problems they bear while travelling in reserved and general coaches. This problem is a lot more^especially in the trains that do not run regularly. Therefore, there is a need to run the Korba-Yashwant Express for five days instead of two and Korba, Trivandrum, Cochin Express for five days instead of two.

There is a need to run Durg Jaipur weekly Express and Durg weekly Express four days a week. Puri Jodhpur Weekly Express three days a week and Bilaspur Pune Weekly Express four days a week while considering the waiting list of reservation in Gevra Road Nagpur Shivanath Express, there is a necessity to add atleast three sleeper coaches and two general coaches to this train. Coaches should be also added to Puri-Jodhpur and Azad Hind Express immediately. Considering the convenience of the passengers, it is quite necessary to change the schedule of some trains. Nautanwa Express which runs from Durg to Gorakhpur, reaches Gorakhpur at 8 or 9 O'clock and at Nautanwa at 11:30 O'clock in the night. This timing is completely unsafe both at Gorakhpur and Nautanwa. If this train departs at mid-day instead of 7:30 O'clock in the evening from Durg, then the train schedule will be convenient at all places. The daily rail passengers organisation has demanded many times to change the schedule of some local trains and it should not be neglected. The Ministry of Railway boards of the facilities being provided to the passengers but the reality is entirely different. Has anyone ever thought about what is the reality of the facility being provided by the Railways? When a passenger having an unreserved ticket sits in the reserved coach to avoid the skipping of the train, the Railway staff charge him to the hilt. Can the Railway not display their important laws on board? The only person sitting in the Railway Enquiry Office answers to the questions of the passengers, find out the latest status



of trains with the help of computer and write them down on board also. Is it possible to pick up a call in such situation. The fact is that the facility of local enquiry at almost all Railway stations has closed. It is not possible for everyone to enquire about trains by dialing 139. If attempts are made, one does not get the required answer or the phone is cut after saying thank you for the enquiry. If there is shortage of staff at all stations, then why does the Railway not conduct new recruitments and if this is not possible, why is this work not entrusted to any recruitment agency or simcard seller.

Letters were written to hon. Railway Minister Kumari Mamata Banerjee for expanding the rail facilities and fulfilling the necessities and aspirations of people of my state Chhattisgarh and my Parliamentary Constituency Durg. The demands of the following works and facilities in the operations of trains were made in these letters.

1. DURG-JAIPUR EXPRESS- This train runs from Durg to Jaipur once a week. Demand has been made to run it thrice a week.
2. VIDHARVA EXPRESS- This train runs from Gondia to Mumbai. Gondia is situated at the distance of two hours journey from Durg. Therefore, it has been demanded to run this train from Durg.
3. BILASPUR-PUNE EXPRESS- This is the only train linking Bilaspur to Pune and it runs once a week. It has been proposed to run this train thrice a week.
4. INDORE-NAGPUR EXPRESS- There is no direct train linking Durg to Indore. If this train is run from Durg instead of Nagpur, residents of this area will get a direct train for Indore.
5. RAIPUR-PURI INTERCITY EXPRESS- This train runs from Raipur to Puri. Raipur is situated at the distance of only 30 Km from Durg. It is demanded to run this train from Durg, so that it is convenient for the Odiya people who are living here.
6. AHMEDABAD-PURI EXPRESS- This is the only train which links Durg to Puri. Therefore, this train remains crowded and the passengers feel inconveniences. A demand has been made to add two more reserved coaches to this train for the convenience of the passengers.

7. DURG-JAIPUR-AJMER- Since, there is no train available linking Durg to Ajmer, a proposal has been made to run Durg-Jaipur Express to Ajmer.
8. DEMAND FOR THE INTRODUCTION OF NEW TRAINS- Demand has been made to start a new train from Durg for Bhuj so that Chhattisgarh and Gujarat could be linked directly.

Apart from them, Demand has been made to make stoppage of the following trains which pass through Durg.

1. Puri-Lokmanya Tilak Express-2745-2746
2. Hawarah-Shirdi Express-2573/2574
3. Guwahti-Mumbai Express-5611-5612
4. Hawarah-Pune Express-2221/2222

Alongwith this demands have been made to the Minister of Railways for the following construction work for infrastructures.

1. The construction of overbridge or underbridge at Nehru Nagar Railway Crossing, Bhilai
2. The construction of overbridge or underbridge at Hudco Railway crossing
3. The construction of overbridge or underbridge at Maroda Railway crossing
4. The construction of washing line in Dongargarh
5. The conversion of Raipur-Dhamtari narrow gauge into broad gauge and taking it to Kauker and Kondagaon in the state.

\*SHRI SUDARSHAN BHAGAT (Lohardaga): I would like to tell the hon'ble Minister of Railways that baised attitude has been adopted against Jharkhand state in the rail budget. Only one construction work related to laying of another railway line in Lohardaga is going on in my Parliamentary Constituency, Lohardaga. The local residents will get significant relief by laying of this railway line. Therefore, laying of another railway line from Lohardaga should be completed at the earliest.

There are a lot of problems related to railway in Lohardaga Parliamentary Constituency, which is a tribal

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\*Speech was laid on the Table.



dominated Parliamentary Constituency. It has been ignored by the Minister of Railways. The problems are as follows:-

1. Tie construction work of another railway line in Lohardaga is running behind the schedule since the inception of the project. There is dire need to expedite its work so that the common man may get immediate relief.
2. The locals are feeling the need of other two railway lines since last many years:-
  - (a) Railway line from Lohardaga to Korba-via-Gumla Jaspur should be constructed.
  - (b) Railway line from Lohardaga to Jharjuga should be constructed.
  - (c) Railway service from Lohardaga to Jamshedpur, Dhanbad be started.
3. Train Number 13352 LFP Express should be provided stoppage at Pokal station.

[English]

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): Hon. Chairman Sir, I rise to support the Budget. There are 16 Demands for Grants, out of which 1 to 15 deal with Revenue Expenses, Appropriations to the Fund and the Dividend Payment. These are three parts of Demand Nos. 1 to 15 and Demand No. 16 deals with Works Expenditure.

So, I am very glad to see that the Annual Report of 2009-10, which has been circulated amongst the Members, has given a very clear picture of the highlights of the performances of the Indian Railways. If we better go through this, we can get an overall idea of what were the performances, how these were implemented and all that. The Annual Report has given a very clear picture.

Sir, a separate list and a separate publication have also been circulated where safety performances of Indian Railways, which has been circulated, is also informative. If we go through, we can easily find out what steps the Government is going to take so far as safety is concerned.

On this subject, I must say that anti-collision device sanctioned to cover eight Zonal Railways, which is a long pending demand of the people of this country for the safety reason, out of 17 Zonal Railways is commendable. It is for the first time that it has ever

happened. It is a very costly arrangement, but certainly a step towards safety.

GPS based fog-save device is to be developed. The fog is one of the causes, on different occasion, of accidents. But this time the hon. Minister has made a claim that due to fog, incidents or accidents have not occurred in our country.

Unmanned level crossing has also become a problem so far as safety is concerned. So, in this Budget, 3,000 unmanned level crossings have been proposed to be eliminated and all India security helpline is there on a single number set up. These are the few steps which have been categorically highlighted into the Budget Speech of Madam Banerjee.

I was hearing the speech that only Bengal is being looked after and that other States are being deprived. Sir, it is a common feeling of the people of the Eastern Zone of India that after Independence, due to regional imbalances, Eastern Zone, which include Bihar, Bengal, Orissa, Jharkhand and other States, has suffered a lot. So, naturally, development of any of these States should not be criticized by the persons belonging to either of these States.

In this Budget, it has been categorically mentioned also and we must appreciate for these reasons, nobody has mentioned it, that all State capitals of North-Eastern Region, except Sikkim are to be connected by rail in next seven years.

KUMARI MAMATA BANERJEE: Sikkim also. I have given a project to Sikkim. The Savok to Gangtok project has already been started.

SHRI SUDIP BANDYOPADHYA: A bridge factory in Jammu & Kashmir and a state-of-the-art institute for tunnel and bridge engineering is proposed at Jammu.

If the State of Jammu and Kashmir is taken into consideration, if North-Eastern Region is taken into consideration, why will it be only told that these sectors are neither being looked after or nor being taken into consideration? Only my previous speaker was saying that the Budget is taking care only of West Bengal. So, our imagination and outlook must be bigger one.

I must mention a few important points which are to be taken into consideration. This time also, there is no hike in passenger fares and freight rates. It is a



revolutionary step. Railways are always passenger-friendly. There is no doubt about it. Highest-ever plan outlay of Rs. 57,630 crore is proposed for Railways. This is the highlight: Rs. 9,583 crore provided for new lines; 1300 km. new lines; 860 km. doubling of lines and 1017 km. gauge conversion together is targeted in 2011-12. Sir, 56 new Express Trains, 3 new Shatabdis and 9 Duranto trains are to be introduced. These are the trains to be introduced. I must say, as Girija Vyas ji was mentioning in her speech, that the broad outlook has been projected in this Budget in which safety and security has been given all priority and importance, in the speech delivered by the Railway Minister. She has also admitted in her speech that she could have been happy. She has said: "I appreciate that the demands of every hon. Member and citizen are genuine." It is not that she is denying the facts; she is of the opinion that all the demands placed before the Ministry or submitted before her are genuine. It is their right to which she has absolutely agreed. She has also said: "I believe in positive approach and action."

But, Sir, actually, if it can be assessed that if all the proposals placed before the Railways are to be implemented, more than two lakh crores of rupees are needed at this juncture. Normally, the Members of Parliaments, who come over here, firmly believe that the hon. Railway Minister has full sympathy and feeling and she is completely involved in the proposals which they submit and she always tries to go into details with open mind, without taking any narrow view. She is of the opinion that all steps can be taken part by part whenever it will be given an importance.

A Diesel Locomotive Centre will be set up in Manipur. Nobody is mentioning all these places. A Centre of Excellence in Software will be set up at Darjeeling. Additional mechanised laundry units are to be set up at Nagpur, Chandigarh and Bhopal. Nobody is mentioning all these places. So, all the parts, more or less, of the country, are covered. There may be demands for some more lines, for some more stations. A few MPs are asking for more stoppages of the super-fast trains. Naturally, difficulties are also to be shared. With transparency and with honesty, the way the Railway Department has tabled this Budget this time - I have gone through it - I think it is one of the best Railway Budgets ever placed on the floor of the House, in Parliament after Independence.

Sir, there is a target of 18,000 wagons to be procured during 2011-12. A scheme for desirable projects, namely, Pradhan Mantri Rail Vikas Yojana with Non-lapsable Fund has also been proposed. In some social cases,

concession to physically handicapped persons is to be extended on Rajdhani and Shatabadi trains. Concession of 50 per cent to Press correspondents with family has also been increased to twice a year. Senior citizens concessions have been increased from 30 per cent to 40 per cent. It is said about the recruitment for 1.75 lakh vacancies for Group C and D including to fill up backlog of SC/ST initiated 16,000 Ex-Servicemen to be inducted by March, 2011. Unemployment has gone to a sky-rocketing height, and the Railways is giving a positive signal that they are thinking through their Department that unemployment problem would be taken care of with top priority.

Sir, these are the proposals, which are to be appreciated from all sides of the House, which have not yet happened. Many proposals have been appreciated but many have been criticized very wrongly, which we do not accept.

Freight loading of 993 Metric Tonnes and passenger growth of 6.4 per cent is estimated for 2011-12. We should not forget that the Indian Railways is the world's third largest rail network, which is functioning under a single management. How many people are dying in road accidents in comparison to the rail accidents? Have we ever taken note that under what condition the Railways is functioning? People may ask that there are so many proposals. How would they be estimated? I am very confident that all this would be estimated. In her Budget Speech, while dealing with the Budget Estimates for 2011-12, the hon. Railway Minister has very categorically mentioned as to how mobilisation of resources would take place. She has mentioned very clearly in paragraph 73 of the Railway Budget that 'the Railways' earnings are set to exceed Rs. 1,00,000 crore mark.' This is the first time that it is happening in the history of the Indian Railways. These earnings including Ordinary Working Expenses, which have been assessed at Rs. 73,650 crore. This represents an increase of 9.9 per cent over Revised Estimates of 2010-11 to cater for annual increment of salaries. In addition, appropriation to Pension Fund is placed at Rs. 15,800 crore and to Depreciation Reserve Fund at Rs. 7,000 crore compared to Rs. 5,700 crore in the Revised Estimates. So many steps have been announced.

Sir, the hon. Railway Minister has very categorically said as to how she is proceeding for resource mobilisation process. We should not forget that the Indian Railways has 7,083 stations carrying 2.20 crore passengers everyday. What a huge amount of passengers are using



this passenger-friendly rail transport! According to the Ministry, the rail fare is 1/4th of the road fare. So, why should we not take this Budget as a most accepted and most colourful Budget?

People have some feelings about the passengers' services. Of course, improvement in passengers' services is very necessary.

People have a demand that the catering service sometimes creates some problems. Passenger amenities and cleanliness are also very common demands of the common people. People often want to see clean toilets. But when you are purchasing a ticket for Rs. 4, how can you expect clean toilets all the time? Even when we use the toilet of Parliament, if 10 people go together, then and there one person is coming and cleaning the toilet. Assuming that two crore people are using trains and using the toilets, how many people are to be recruited and how much payment is to be made for them? So, all the political parties should make an appeal to the Government for more Central assistance. The Railway Budget is the Budget which is read on the floor of the House in Parliament and not all other Budgets. There are two Budgets, one is the General Budget and another one is the Railway Budget. So, why can we, all the political parties, not come together and ask for more and more Central assistance?

So far as the Indian Railways are concerned, they are trying to mobilise their resources at their level and we should make all out effort to see what more a Minister can do with the one time Budget placed on the floor of the House. It is a country with such a huge area with so many States. From corner to corner, major problems have to be taken care of, and accordingly, we firmly believe that this Railway Budget has been broadly appreciated by the people of this country.

It should not be pointed out that it is like an East India Company Budget or it is a Budget only aimed at West Bengal's development. It is not like that. My previous speaker representing from Bihar categorically accused that it is a Budget aimed at West Bengal's development. Bihar had three former Central Railway Ministers. If they cannot look after their State in that manner, we cannot help it.

Madam Mamata Banerjee, the hon. Railway Minister is with a very transparent outlook, with great managerial efficiency and honest approach to the people of this country. People certainly believe that when the Railway

Budget and the proposals in the Budget are going to be implemented step by step, it will add one feather in the helm of the Railway Minister's head. We firmly believe that the Minister remains committed to fulfil the proposals which she has made. This is her identity and political character. We are certainly waiting for the success of the Budget and people will be benefited greatly. So, we, those who are satisfied with the rail lines, those who are deeply satisfied with the proposals, firmly believe that all those proposals will be taken care of by the Minister in due course of time. We are of the opinion that this Railway Budget will give a new dimension and uplift to the UPA-II Government with the blessings of both the hon. Prime Minister and the UPA Chairperson.

[*Translation*]

\*SHRI ANURAG SINGH THAKUR (Hamirpur, H.P.):

SHORT-SIGHTED AND DISAPPOINTING (BUDGET) - I would like to commend hon'ble Minister of Railways for presenting the budget providing windfall of concessions for railway passengers, but in reality no far-sightedness is seen in the budget. This budget has nothing for the common people. The railway employees have got nothing in this budget except praise. The Minister of Railways has disappointed the railway employees by not making any mention of housing scheme and granting job to children of class IV employees in the budget. The railway employees have not been given any importance in it. This budget is election budget for West Bengal. Railway Budget has been politicised. Keeping in view the Legislative Assembly election to be held in West Bengal, Uttar Pradesh and Uttarakhand, the railway budget has been dedicated to political interests instead of the common people. No attention has been paid towards security, issues, theft incident, sanitation and encroachment on railway land. The income of railway has decreased and expenses increased. In such circumstances, budget announcement are like building castles in the air. Preparing budget, keeping in view elections of Legislative Assembly in one state in highly condemnable.

RAILWAY BUDGET HAS INDUCED CONCERNS AND FAILED TO IDENTIFY SHORTCOMINGS IN RAILWAYS-

Railway Budget is likely to create concerns. It is quite surprising that while presenting this budget no mention was made of the problems of railways. No

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\*Speech was laid on the Table.



efforts was made to review the problem to identify the shortcomings. The biggest requirement of Indian Railways is enhancement of capacity, but it has nowhere found mention in the Railway Budget that upto what extent the capacity of railway will be enhanced, what is required for this purpose and as to how this target is likely to be achieved. The Minister of Railways has made a mention of network and connectivity, but no clear picture has emerged.

#### INSTEAD OF GIVING A LEG UP THE GOODS CARRYING CAPACITY HAS BEEN GOING DOWN-

During the Budget speech she said that when the economic growth rate is 8-9 percent, the the goods transportation capacity increase by 1-2 percent, but what will happen when it is 6 percent? Last years, 30 percent decrease was registered in coal transportation against the targets set by railways. It is clear that less revenue was earned, less internal income was accrued on the basis of this fact. But it should be made clear as to why it happened. One more thing, 100 goods trains have been converted into passenger trains. It means arrangement to increase the capacity of trains has not been made, instead the 30 lakh tonne goods transportation capacity has been reduced. I do not understand the logic behind it. Otherwise, the condition of railways is very poor. It is taking aid from the Government for operations. But if prices are hiked further, then what will happen. Then how come Railway will compensate its loss. If the hon'ble Minister wants to fulfill its social responsibility by running loss-making railways, then it is a different matter, otherwise, one fail to understand the logic behind this kind of budget.

#### RAILWAY BUDGET IS A MERE BUNDLE OF ANNOUNCEMENTS-

Railway Budge is presented separately because it is presumed that the Indian Railways will mobilise resources for operation on its own but it is not happening. Last time it was in 1996, that such railway budget was presented when Railway earned profit and gave it to the Union Government. We had surplus budget at the time, but after that this has never happened. Now-a-days Corporation are being constituted everywhere. Some corporations are being set up for deciding land use and some for other purposes. Mobilisation of resources with public private partnership is often discussed. But experience says it cannot be successful. No private industrial house intend to invest in railways and then wait for a long time. When Railway gets budgetary support at the rate of 7 percent

interest from the government, then why it should raise loan from private industrial houses at the rate of 14 percent. It will further add to the losses. When private sector suffered losses due to public private partnership in railway wagons, the government tried to balane it in freight charges. In such circumstances, this kind of budget is a mere bundle of announcements. The future of Railway cannot be seen in it. I would like to say that without augmenting the capacity and income of railway the railways which is currently running in losses, will not be able to operate in the future.

#### RAILWAY BUDGET IS NOT THE BUDGET OF COMMON MAN-

The Prime Minister, Dr. Manmohan Singh has hailed the railway budget presented by Kumari Mamata Banerjee as the budget of common man. He meant to emphasis that neither passenger fares nor freight charge have been increased. Not only Mamata Banerjee, but former Railway Minister Shri Lalu Prasad always tried that there should not be any type of financial burden on common man. It is all right but question arises whether the rail journey has become comfortable and secure? Whether the cleanliness has improved in trains and at stations. Whether the quality and nutrition of food available at stations and served in trains has improved? Whether corruption in railways has been minimised and irregularity taking place at the time of reservation has been checked? Whether trains are running on time and passengers are not forced to travel on roof and footboards of trains due to rush? If answer to most of the questions is negative then how come this budget is of common man?

#### RAILWAY BUDGET HAS BEEN PREPARED KEEPING IN VIEW ELECTIONS IN WEST BENGAL-

During her entire tenure, Km Mamata Banerjee did not stay in Delhi, but was in West Bengal most of the time, where Legislative Assembly elections are going to be held shortly and Km Mamata Banerjee's eyes are on the Chief Minister's chair. Therefore, this year budget presented by her is clearly election budget. Many gifts have been showered on West Bengal. Metro Coach Factory in Singur, Rail Industrial Park in Nandigram, Integrated suburban Network for Kolkata and 34 new services for Kolkata are prominent among them. Due to this reason, MPs from many states particularly from Bihar, Uttar Pradesh and Kerala have created uproar on these announcements made in the House. It is true that railways Minister are more inclined towards their states and show prejudice against the other states but Km



Mamata Banerjee has shown no restraint in displaying her love for West Bengal, which in fact is election-centric. Due to this, prima facie her budget has been transformed in election rail budget. Km. Mamata Banerjee has made her Ministry hollow. The provision of Rs. 57,630 crore for plan expenditure has been made in the budget, which is maximum till date, but Rs. 20,954 crore would have to be mobilised from market for this purpose. Extra burden due to recommendations of Six Pay Commission has been cited as the reason for poor financial condition. It is beyond comprehension that how the financial condition will improve, give the fact that this deficit-budget has assured just 6.4 percent increase in the number of passengers and tough competition from the transport sector (Railway has market share of just 35 percent). The Prime Minister argues the investment in railway infrastructure will help in making the pace for development. It is right for actual position is that the work has not been initiated on the schemes announced in the past. There is a provision of laying new 1000 kilometres railway line in next financial year. Actually we have made little headway in this direction after independence. Therefore, one should not hesitate to say that our railway has not been able to understand the challenges of economic development.

#### RAILWAY MINISTER HAD DOWNPLAYED THE PITIABLE STATE OF ECONOMY WITH JUGGLERY OF FIGURES

Reality is the biggest casualty in this railway budget. The operational cost of railways has got reduced to mere 92 percent. Reality is that whatever railways earn from passenger fares and freight charges, more than half of it is spent on the salary of employees. It means that the Indian Railways which used to earn one rupee by spending 99 paise in 1991, now earn one rupees by spending 92 paise.

#### 144 RAILWAY PROJECTS ARE PENDING FOR YEARS-

The Ministry of Railways has hidden the figures related to pitiable economic condition of railways. The Ministry of Railways has very cleverly hidden the fact that 144 railway projects of 47 thousand crore rupees are pending and are gathering dust in the files by making announcement of 25 new railway projects. The oldest of these project is of central railway which was announced in 1972 and was passed in the budget, but has not been completed so far. Though the Ministry of Railways had ordered review of these projects for bringing them on ground, but their present condition and money required for their completion has not been revealed.

Though the Minister of Railways has announced 103 new trains including 56 new Express trains, 9 new trains, 3 Shatabdi trains, 22 new DMUs and 13 passenger trains besides extension of 33 trains in the budget. Due to laying of only 700 kilometres of train and not starting of rail route and projects announced earlier the question will always arise, till when the dilapidated railway tracks will cry on their pathetic condition in celebration of introduction of new trains.

#### THE CLAIM OF RENEWAL OF RAIL TRACKS HAS BEEN EXAGGERATED-

Claim of renewal of rail tracks has been exaggerated, the reality is that the railway track should be replaced within 8 years instead of 12 years. The pace of renewal of railway tracks has been so slow during last five years that more than half of the rail routes are in pitiable condition. The dilapidated tracks are not in condition of bearing the burden of passenger and goods trains. The question is not of increasing the speed of trains. The trains with enhanced speed will be capable of running on these double lines amid the rising number of trains. It would have been better if the rail administration had laid one more line on the busiest routes, before formulating scheme for Superfast trains. It is known that only 1017 kilometres of railway tracks, on 28 routes have been doubled during the new financial year. Therefore, the task of doubling or tripling of railway tracks should be taken on priority basis at present.

#### A fall of 13 percent decrease in freight was registered during the last year

It is known that the freight rates of railways are linked with market conditions. There has been a 13 percent decrease in freight between October and December during last year. The truth is that railways has not maintained the number of trains commensurate to the need of economy and its status of being the country's main mode of transport. Its ratio is  $\frac{1}{2}$  i.e. if the growth rate of the country is 9 percent then the transport should increase by 1018 percent. In view of this fact, railways should increase its manpower and update its working system. If we analyse this on the basis of budget, there has been a 30 percent decrease in freight during the last few decades but the figures are turning into a growth of 25 percent but during the last budget the railways had transported 45 thousand crore tonnes of goods which should have definitely increased by 11 percent at least.



### **Non-profit schemes have not been withdrawn**

It is still a mystery as to why the hon. Minister of Railways did not withdraw more than 100 schemes, deemed non-profitable, during the last year of the 11th Five Year Plan. He had promised in his speech to review the less popular trains but despite that the projects involving increase in number of trains and train fares whose rationale is dubious from economic point of view were included. She knows this very well that 10 times more revenue can be generated by canceling one passenger train and running three goods trains as plenty of space and time are made available by doing so. It can very well be imagined as to how much of adverse impact these new trains have caused to the freight system. The day overly eager Ministry of Railways, to make Indian Railways Commercial Undertaking, will be driven by social concerns it will ensure continuous understanding into the common passengers.

### **No upgradation of trains even after 63 years of independence in Himachal Pradesh**

I would like to express my displeasure by drawing the attention of the hon. Minister of Railways towards non-availability of funds in Rail Budget for Himachal Pradesh. Himachal Pradesh is a hilly and border region but the way it has been neglected always is not good for the country. Even after 63 years since independence no work has been done in Himachal Pradesh for upgrading the train system and to expand their network in H.P. Only 36 kms. of broad gauge rail track has been laid down which is negligible. The way Himachal Pradesh has been always neglected regarding train services is a cause of inquietude.

### **Hon. Minister of Railways has done gross injustice to the peace loving people of Himachal Pradesh**

I would like to draw your attention towards the state of Jammu and Kashmir where the Ministry of Railways is upgrading trains, considering it a national project, while terrorism is at its peak there. The residents of Himachal Pradesh are peaceful people. Only 36 kilometres long railway track has been laid there in the last 63 years after independence. I would like to say to draw the attention of the hon. Minister to no longer take undue advantage of the peaceful nature of people in Himachal Pradesh. If the work of expanding the rail network in Himachal Pradesh continues at the same pace then the day is not far when people of Himachal Pradesh may turn to violence.

Himachal Pradesh is a very important place from the strategic point of view because it shares its border with China. Laying down only 36 kilometres of railway tracks during the last 63 years of independence is not sufficient at all. This shows that the trains for hilly areas have always been neglected and ignored.

### **The construction of Ghanauli-Dehradun line should be started immediately**

Recently the hon. Chief Minister of Himachal Pradesh Prof. Prem Kumar Dhumal had requested for laying down of railway tracks in Himachal Pradesh. I have urged many times in the House for laying down of Ghanauli-Dehradun railway line via Nalagarh-Baddi-Surajpur-Kala Amb-Paonta Sahib railway line which comes under my Parliamentary Constituency.

Hon. Minister of Railways had made a declaration for the survey of this railway line, I would like to compliment her for this.

The importance of this railway line can be gauged by its connectivity with Ghanauli in Punjab located on the border of Himachal Pradesh. It is crucial to link it with Dehradun in Uttarakhand because the area in between, for which I have urged you to link with railway line, includes our industrial areas like Nalagarh, Baddi, Barotiwala, Kala Amb and Paonta Sahib etc. This railway line will largely benefit the people of these areas.

The said area is a big industrial area where lakhs of labourers and employees work. Paonta Sahib is located in this area which is a world famous Gurudwara built in the memory of Guru Govind Singh ji, the tenth Guru of Sikhs, where lakhs of devotees from all over the country as well as world come each year to pay their tributes. Within this area lies the most famous and ancient religious place of Hindus, Haridwar, which has been called as the gateway of God and lakhs of Hindus as well as other people come here for holy bath in Ganges. The construction of this railway line will make traveling convenient for them as well. This railway line would not only bring together the industrial, religious, social and political network but also generate a lot of revenue for railways, but till the time this work is not completed in the set time limit in a time bound manner and the laying down of railway line is not declared, the progress of people in Himachal Pradesh is not possible.

During the NDA government's rule when Shri Nitish Kumar was Minister of Railways, the foundation stone



for converting the railway line into broad gauge from Kalka to Parvanu was laid down. I would like to urge the hon. Minister of Railways to allocate sufficient funds for the same to complete it as soon as possible.

From the strategic point of view a decision was taken during the tenure of NDA government to construct a railway line from Manali (Himachal Pradesh) to Leh and around 500 crore rupees were arranged for the same but the U.P.A. government has not done anything during the last 5 years. I, through you, would urge the hon. Minister of Railways to include a provision for this railway line in this budget.

The stations between Kalka and Shimla which were more than 100 years old were shut down few years ago. the farmers of this region had to bear a lot of difficulties and economic loss due to closure of these stations. For example, the Jabli railway station (Kasauli) and many other stations.

I would request that it should be started again so that the people living there especially the farmers could easily avail the facility of commuting and transportation of their produce.

The cemented floor of the Railway Platform at Kalka has been constructed using very substandard quality of materials. I demand that the same must be investigated. The entire platform of Kalka must be covered by making a roof over it.

A scheme should be formulated for the beautification of Shimla, Solan and Kandaghat Railway stations. Kalka-Shimla Railway line has been declared as heritage railway line. The beautification of this line should be done on a large scale.

Baba Bhalkhu was a menial employee in the regime of the British. When the survey of Kalka-Shimla Railway Line was being conducted, the Britishers were failing again and again. They could only complete the survey of that line with the help of the spiritual power of Baba Bhalkhu at that time.

I would like to draw the attention of hon. Minister of Railway towards Una Railway Station situated on the only under construction broad-gauge railway line of Himachal Pradesh. This Railway Station was constructed 15 years ago. Three trains depart from this railway station for Ambala and Delhi. It includes Himachal Express, Jan Shatabdi and a D.M.U. train running from Ambala to Churudu.

The number of passengers boarding the trains at Una Railway Station is increasing continuously. The Railway Board is earning a revenue worth lakhs of Rupees every month but the Board has not provided any facilities at Una Railway Station for a very long time. There facilities are nominal comparing to those of Nangal Dam Railway Station. Neither any shade has been constructed for passengers to take rest nor the facility of canteen has been provided at this railway station. Only few benches have been installed at the platform under the open sky while hundreds of passengers from Una, Hamirpur, Kangada and Chamba district come to this station for boarding trains for other states. Due to the lack of the facility of Canteen, the passengers have to roam here and there for snacks and food as a result of which they have to face a lot of problems. Apart from this, station does not have the facility of a maintenance yard. Demands for providing this facility are being made since very long time but the Railway Board is not paying any attention to that. I would like to urge the hon. Minister for providing the following facilities at Una Railway Station immediately:-

1. Sheds should be put at platform of Una Railway station immediately so that during winter shivering passengers waiting for trains could get the facility of sitting under the shed.
2. Arrangements of benches and chairs in enough number should be made for the passengers to sit so that they do not have to sit on the floor in winters.
3. The tube lights installed along the roads leading to station do not work often because of which it remains dark outside at night. Therefore, it should be ensured that the tube light keep functioning during the night so that the roads do not remain dark during night.
4. The facility of yard maintenance should be provide at Una Railway Station.
5. The trains coming to Nangal should be extended up to Una.
6. A direct train should be started from Una to Haridwar.
7. Considering the tourists sites situated in Una and Kangra areas, the number of trains should be increased from Una Railway Station to Delhi and other famous cities so that alongwith the



development of tourism in Himachal Pradesh, the income of Railways could also increase.

8. Canteen facility must be provided at Una Railway Station immediately.

Apart from this I would like to give the following suggestions. I would also request to take immediate action after considering these suggestion given by me for the development of Himachal Pradesh.

1. **The construction of railway crossing at KM 68/3-2 in Nandpur Bhatoli village on Pathankot-Gogindernagar Railway Line-**

The demand for the construction of railway level crossing (gate) at KM 68/3-2 in Nandpur Bhatoli at Pathankot-Jogendra Nagar narrow gauge railway section is being made for a long time. This railway line passes through almost the middle of Nandpur Bhatoli town and due to this the people have to travel a distance of almost four kilometer to cross this railway line. Nandpur Bhatoli is an important town of Kangra district. The people have to travel a long distance for going from one part of the town to another due to which sheer wastage of time, labour and wealth is taking place. The present Chief Minister of Himachal Pradesh, hon. Professor Prem Kumar Dhumal has been requesting for the construction of this railway crossing continuously since when he was an MP in the Ninth and Tenth Lok Sabha and after that when he became the Chief Minister of Himachal Pradesh for the first time and now when he is the Chief Minister of the State for the second time. When I was elected as an MP to the previous Lok Sabha, I had met and requested the then Railway Minister Shri Lalu Prasad to construct the said railway crossing immediately but it could not be possible till now due to certain reasons. The preceding Railway Minister to Shri Lalu Prasad had also announced that the railway crossing would be constructed in Nandpur Bhatoli but nothing could be done. Many MPs of Himachal Pradesh before me had requested the Minister of Railways many times but there had been no positive outcome and the problems of the people continue the Ministry of Railways has asked the Himachal Pradesh Government or local bodies of raise funds for the construction of said railway crossing and the local administration has asked the Himachal Pradesh Government to raise the funds. It is well known that the financial resources of the Himachal Pradesh Government are very limited. In such a situation, the Himachal Pradesh Government or the local administration is not in the position to bear the expenses of the construction of railway crossing.

2. **Una-Talwada Railway Line should be directed and connected Himachal Pradesh from Amb-**

The only broad-gauge railway line of Himachal Pradesh, Una-Talwada has been constructed from Una to Chumdu at present and the construction work from Amb to Talwada is in progress. I would urge that this railway line should be laid upto to Ranital through Chintpurni, Pragpur (Haritage village), Nadaun and Jwalamukhi by turning it in Himachal Pradesh from Amb. As a result of it, the railway lines passing along the border of Himachal Pradesh will pass through the middle of Himachal Pradesh. The tehsil headquarters of Hamirpur district Nadaun and Chintpurni, the world famous religious sites like Jwala Ma, Brigheshwari Devi and Chamunda Devi could be linked with railway line. As a result of this not only the income of railways will increase but also the pilgrims who could not visit there places due to lack of rail service will be able to visit these service will be able to visit these holy places due to lack of rail service will be able to visit these holy places. A large number of people who want to enjoy the beauty of Himachal Pradesh but are unable to come due to limited and costly air services will also be able to visit there. Availability of railway services will help people commute in a simple and easy way.

3. **Rail link should be provide to Baddi Barotiwala industrial region of Himachal Pradesh from Kalka-Parwanoo railway line-** An industrial region has rapidly developed in Baddi and Barotiwala, Tehsil Nalagarh, district-Solan, Himachal Pradesh wherein renowned industrialists of the country have set up their industries. Therefore, Baddi and Barotiwala may be linked to Kalka-Parwanoo rail route.

4. **The construction work of Bhanupali-Bilaspur-Beri railway line should be started-** The discussion with regard to the said railway line has been going on since 1994. This railway line was approved during the year 2008-09. The estimate cost of this project was Rs. 1046 crore, and Rs. 350.33 crore was sanctioned for the construction of 20 kilometer long railway line during the first phase but the construction work has not been started so far. Many cement factories have been set up on this railway line. Many industrial areas have been developing at fast pace. It will facilitate farmers, fruit and vegetable producers to take their produce to markets by rail. At present they take their produce to market by road which results in wastage of time and money. Availability of rail service in this area will increase the income of railway tremendously. Moreover, it will contribute in the economic



and social development of the region. Therefore, I request you to get this work carried out at fast pace.

**5. Change in the schedule of Janshatabdi Delhi to Una, Himachal Pradesh-** The Delhi-Chandigarh Janshatabdi was extended upto Una on the immense demand of the public of Himachal Pradesh and by the unceasing efforts of the hon. Chief Minister of Himachal Pradesh, Prof. Prem Kumar Dhumal but due to the odd timing of the train the people of Himachal Pradesh are unable to get the benefit of this train. Therefore, the people of this region are demanding change in its departure time. The departure of Train No. 2057 which at present departs from Delhi at 15.00 hrs reach as Chandigarh at 19:30 hrs and Una at 22:10 hrs may be changed to 11:30 hrs from Delhi so that it may reach Chandigarh at 15.55 hrs and Una at 18:30 hrs. If the timings of the train Nos. 2056, 2058 and 2055 are partially changed, it will vitally benefit the people of this region.

**6. The Introduction of intercity rail service from Una to Delhi and addition of six more coaches in Himalyan Queen train-** I request you to start an intercity rail service from Hazrat Nizamuddin to Una and addition of six more coaches in Himalyan Queen Train No. 4059 (Hazrat Nizamuddin to Kalka). These six coaches may be separated from Himalyan Queen at Chandigarh and taken to Una through rail link No. 130, this service will facilitate the local passengers and lakhs of army personnels.

**7. The construction of Bilaspur-Mandi-Manali-Leh/Ladakh broad gauge-line-**The People and the Government of Himachal Pradesh have been putting their untiring efforts to link interior parts of Himachal Pradesh to the Leh Ladakh border areas so that the development of the entire region may be possible. The technical survey of this railway line is being carried out by the Ministry of Railways. The construction of the said line is a must from the strategic point of view. This railway line will ensure the supply of ammunition to military in border areas. This will also help developing the interior parts of Leh Ladakh and Himachal Pradesh from tourism point of view. The Indian Army is also in favour of the construction of this line from strategic point of view. Therefore, I believe that you will not consider such an important work as a routine work in the interest of the country and approve the construction of this railway line on priority basis considering it a national project which will prove the life line of border areas.

**8. Conversion of Parwanoo-Shimla narrow gauge line into broad gauge line-** The Parwanoo-Shimla narrow gauge railway line was laid more than 100 years ago but its gauge conversion has not been carried out so far. The tourists from all over the country visit Shimla and other hill stations of Himachal Pradesh. If the narrow gauge line is converted into broad gauge line, it will increase the number of tourists and also increase the goods carriage capacity which will be beneficial for the Railways.

**9. Conversion of Pathankot-Jogindernagar narrow gauge railway line into broad gauge line-**The Pathankot-Jogindernagar railway line was laid around 150 years ago during the British rule to carry heavy machinery for hydroelectric power projects but this railway line has become one of the most important railway lines of Himachal Pradesh. If it is converted into broad gauge line, it will promote tourism in Himachal Pradesh and increase the income of Railways.

**10. Survey of Ranital to Deotsidh via Jwalamukhi or Una to Deotsidh railway line should be carried out-**There are many renowned and ancient shrines in my Parliamentary Constituency near famous sikh shrine Anandpur Sahib such as Jwalamukhi, Chintpurni, Brijeshwari, Chamunda Devi Temple etc. Anandpur Sahib is connected to railway line. National Fertilizer factory is situated in Nangal. Thousands of people travel daily from Delhi to Bhakara Nangal hydroelectric power project.

**11. Lying of 20 kilometer long railway line from Anandpur Sahib to Shri Naina Devi-** Shri Naina Devi temple is an ancient shrine in district-Bilaspur where thousands of devotees reach for darshna every year. This place can be easily linked to Anandpur Sahib by the construction of 20 kilometer long railway line. Around 8 lakh devotees come to Jwalamukhi and Shri Naina Devi Temple for darshans every year. The railways can generate high revenue by making less investment and Himachal Pradesh may get the railway facility.

**12. Rail Link from Una to Haridwar-** I would like to propose that if some coaches are attached to the Himachal Express Train upto Ambala and from Ambala these coaches are attached to the trains heading towards Haridwar, the people of Himachal Pradesh will easily get the accessibility to Haridwar through railways. A large number of people from Himachal Pradesh visit Haridwar for the funeral rituals and the immersion of the ashes of their family members, but they face many problems for want of railway line. Therefore, this proposal may be immediately approved.



**13. SETTING UP RAILWAY RESERVATION CENTRE IN PAONTA SAHIB (DISTRICT SIRMOUR) HIMACHAL PRADESH-** Paonta Sahib district Sirmour of Himachal Pradesh is very ancient, famous and pious Sikh pilgrimage place where lakhs of sikh pilgrims from all over the country come on pilgrimage. This place has been the meditation place of Guru Govind Singhji. If Railway Reservation facility is provided here, then it will be helpful and convenient for the old aged pilgrims to have darsana of there pilgrimage sites.

**14. TO PROVIDE A STOPPAGE OF JAMMU-HARIDWAR TRAIN AT DASUA-** It has been a long pending demand of the local people that the said train must be given a stoppage at Dasua.

**15. THE CONSTRUCTION OF GATE OF RAILWAY CROSSING OF TRIPPAL VILLAGE ON KANGRA VALLEY NARROW GAUGE LINE-** There are villages on both sides of the Railway line where thousands of families reside. Due to absence of a gate at the railway crossing the villagers have to face difficulties in carrying their heavy items. Therefore, there is a need for construction of gate at this narrow gauge rail line near Village Trippal.

**16. NEED FOR EXPANSION OF RAILWAY LINES FOR THE WELFARE OF THE DISPLACED PEOPLE OF BHAKRA DAM IN HIMACHAL PRADESH-** As the country knows that Bhakra dam was constructed in the decade of 1960 with a view to provide electricity to Punjab, Haryana, Rajasthan and Delhi in which thousands of villages got submerged in water and lakhs of people got displaced. The people of Himachal Pradesh let their green field and houses submerged under water so that Delhi, Punjab and Haryana could get electricity, the industries could develop and the deserts of Rajasthan could become fertile but the Central Government failed to its promise of rehabilitation of the displaced people with dignity. As a result of that today there are many displaced people of Bhakra dam who have not been rehabilitated properly even after 47 years, the displaced people rehabilitated in areas of Punjab, Haryana, Rajasthan are being discriminated. The places where these people are rehabilitated are facing lack of facilities of roads, drinking water, school and other basic necessities. If railway network is expanded in Kangra and Bilaspur where large number of people have been rehabilitated, it will prove to be helpful for them.

**17. SETTING UP THE COMPUTERISED TICKET BOOKING CENTRE AT JAWALI FOR THE ARMY PERSONNEL OF HIMACHAL PRADESH-** As it is known

that there are almost no industries and cultivable land in Himachal Pradesh. The people of state feel pride in serving the nation by joining the army. This is the reason that whether it is war of China with Pakistan in the year 1962 or India's war with Pakistan in the year 1972 or the war of Kargil or any other wars, many army personnel of Himachal Pradesh have guarded the country's respect and ruined the ill intentions of the enemies by sacrificing their lives. Although their families do get many medals for their bravery after their death but even today the army personnel have to go to Kalka, Pathankot or Chandigarh to get their ticket reservation done in trains. Therefore, through you, I would like to urge the Central Government to set up a computerized ticket booking centre at Jawali, the tehsil headquarter of Kangra district.

18. The items like grains, sugar, kerosene, wood and coal etc sent to Himachal Pradesh should be unloaded at Rai Mehatpur or Una Railway Stations instead of Kiratpur Sahib of Himachal Pradesh.

19. Una must be linked with the broad gauge of Hoshiarpur.

20. Unchahar Express which runs from Allahabad to Ambala cantt. at present must be extended upto Una.

21. Train No. 1 SUN/2 SUN which runs between Nangal land and Saharanpur at present should be extended upto Una.

22. There is vast unoccupied land available in Una. Therefore, a factory for the repairing of Shatabadi and Janshatabadi Express trains should be set up there so that the people of Himachal Pradesh could get employment opportunities.

23. The narrow gauge between Pathankot to Nurpur must be converted into broad gauge.

24. The works of repairing and other nature of the narrow gauge trains are done in Pathankot at present the same must be shifted to Nurpur.

25. The arrival time to Shalimar Express, Train No. 4645 at Pathankot is 4:10 in the morning and the departure time of the train from Pathankot to Jogindranagar is 4:00 O'clock in the morning. Therefore, the people of Himachal Pradesh who want to board the train for Jogindranagar can not board the train after deboarding Shalimar Express and they have to wait for three hours as the next train for Jogindernagar starts at



7 O'clock in the morning. Therefore, the arrival time of Shalimar Express at Pathankot should be fixed at 3:30 in the morning so that the people of Himachal Pradesh could board the train for Jogindernagar.

26. 4717/4518 Unchahar Express running between Allahabad and Ambala must be extended upto Una via Sirhind so that the people of this area can avail this rail facility of long distance after electrification in day time. This train should be run as rake of 24 coaches by removing the air conditioned coaches adding general category GS coaches. This train should be extended upto Allahabad. This policy will also help the development of small stations.

27. The construction of the proposed Una-Pathankot railway line must be carried out at the earliest so that it may not remain a branch line rather it becomes a main line and connects with main metropolitan cities to provide an alternate railway line to Jammu from strategic point of view and the development of the backward region may take place and the number of freight trains to Jammu could be increased.

28. The conversion of Jammu Baramulla railway line into broad gauge line should be carried out at a rapid speed and the electrification of the line should also be done so that the power available in Himachal Pradesh and Jammu and Kashmir could be utilized to provide low cost and pollution free transportation service to the state.

29. The Himachal Express 4553/4554 may be extended beyond DlelM up till Nimach via Mathura-Bayana-Kota during the day time so that the state may be connected to the cement manufacturing cities of Madhya Pradesh. It will also reduce the traffic congestion on Delhi Terminal. In addition to this the train must be operated with 24 coach rakes.

30. A computerized Rail ticket booking centre must be set up at Jwalamukhi, district Kangra, Himachal Pradesh.

31. Approval must be granted for the passage of all sorts of traffic under culvert No. 286 located on Pathankot-Joginder Nagar narrow gauge line and the construction of railway crossing must be carried out at KM. 68/2-3 in village Nandpur Bhatoli.

32. A gate should be made on Kangra Valley narrow gauge line near village Trippal.

33. Direct rail service should be provided from Una to Mumbai and vice-versa.

34. Computerised rail reservation centre should be set up at Himachal Mitra Mandal office in Mumbai.

35. The Lucknow-Chandigarh Express Train No. 4231 must be extended from Chandigarh to Una and Kalka.

36. The construction of Kalka-Parwanoo broad gauge line should be completed at the earliest.

37. Chandigarh-Jagadhari-Ponta Sahib-Dehradun railway line should be constructed.

38. The construction of Ghanauli-Pinjore railway line via Baddi must be carried out.

39. The construction of Kumarhatti (Himachal Pradesh) to Dehradun railway line must be carried out.

40. 40 kilometre long railway line should be laid between Kalka and Nalagarh.

41. A new railway line must be laid between Una-Pathankot via Talwara so that it may become the main railway line and decentralize the transportation on this route. The office of the Chief Engineer of this project should be set up in Una instead of Chandigarh.

42. The Express train running between Jammu and Haridwar must be extended upto Dehradun-Rishikesh.

43. Manali (Kullu) must be linked with the broad gauge railway line.

44. Computerised rail reservation centre should be set up at Reckong Peo district headquarter of Kinnaur.

45. Meerut-Ambala train No. 311/312 should be extended further upto Una via Sirhind and beyond Meerut up till Hathras via Khurja-Hapur.

46. There is shortage of passenger facilities at Una railway station. There is no shelter at Una railway station. Cold drinking water is not available during summer season. The condition of the road to railway station is very pathetic which results in accidents daily.

47. **Passenger Reservation System:** The timing of railway ticket reservation counter at Una railway station is from 8.00 a.m. to 2.00 p.m. whereas at all other



railway stations the same facility is available from 8.00 a.m. to 8.00 p.m. in two shifts as a result of which the passengers have to face severe problems after 2 p.m. in getting reservation and cancellation of tickets. Therefore, the reservation facility at Una railway station should be provided in two shifts like all other stations.

**48. Start new trains from Una to New Delhi:** I, through you, would like to inform that a large number of people from Himachal Pradesh live in Maharashtra. Sachkhand Express train No. 2716 runs between Amritsar and Nanded. If some coaches of this train are run from Una railway station and attached to Amritsar-Nanded Sachkhand Express at Ambala station, the passengers from Una, Himachal Pradesh will be able to travel to Nanded directly and conveniently. The manner in which coaches are attached to Paschim Express No. 2926A (Kalka-Bandra Terminus) Train No. 2926 (Amritsar-Bandra Terminus) from Ambala, similar provisions may be made to Sachkhand Express on trial basis. Through this service the tourists, pilgrims and army personnefrom all over the country will be able to travel to Himachal Pradesh conveniently.

- (a) An additional train should be run from Una to Manmad via Delhi, Agra cantonment, Gwalior, Jhansi, Bhopal. It can directly connect Himachal Pradesh to North Central Railway, Central Railway and South Central Railway.
- (b) By doing so the passengers will be able to travel comfortably to Hindu shrines Mathura, Vrindavan and Shirdi.
- (c) Sikh pilgrims can conveniently go to Anandpur Sahib for darshans where Khalsa religion was formed.
- (d) It will facilitate defence personnels to access Army Headquarter, Delhi, Ambala Cantonment, Mathura, Agra Cantonment, Gwalior, Jhansi, Bhopal, Manmad and Aurangabad.

**49. Toilet facility in Churdu-Takarala-Una rail:** I, through you, would like to inform that train No. 2 CNA, ICNA runs between Churdu and Ambala Cantonment via Takarala, Nangal Dam, Chandigrah. It is a six hour journey, but, this train has no toilet facility in it. That is why the passengers have to face many problems in this regard. Particularly senior citizens, women and children have to face severe problems. Therefore, I would like to request to provide toilet facilities in this train.

[English]

\*DR. MIRZA MEHBOOB BEG (Anantnag): When we talk about and even think of speaking on Rail Budget, we test the performance of the Railway Department on three things, railway safety, cleanliness and making railway stations a world class. Parameters on safety should come by number of accidents in a year, responsibility for accidents and efforts and measures taken or to be taken to prevent accidents. This is a good thinking that States ensuring trouble free train services and get more train services. On cleanliness we are not able to provide Green Toilets in the trains. We are not even near to convert our stations into world class stations.

In your Budget speech, Madam Railway Minister, you have not mentioned about reserves and revenues to make more and more improvements.

Privatizing Airports and bringing in private airlines was made a huge improvement in air travel. Why cannot we think of privatizing Railways? Madam, when you would take over as C.M. of West Bengal, after that Railway Budget can become part of General Budget so that it becomes a National Budget and not a State Budget.

Economic Survey, 2011 expresses concern over lack of progress in Railway infrastructure.

At Qazigund (Kashmir) 3 Prime Ministers Rajiv Jee, Gujral Jee and Deve Gowda Ji laid foundation stones to connect Kashmir with West of the country. Now, you are saying that 300 km route, 20 km from Qazigund to Banihal railway line will be laid. Please tell us, when will Kashmir get connected with Jammu?

In Kashmir, we have lakhs and lakhs of unemployed youths looking for the jobs and Government is the only job provider, therefore it receives a big concern. Kashmir youth should get jobs in Railways as well as get their land compensation. These matters should get priority.

[Translation]

\*SHRI KAUSHALENDRA KUMAR (Nalanda): There are three rail projects pending in my Parliamentary Constituency-(1) Unfinished work of Islampur-Nateshar railway line. (2) Unfinished work of Dinyanvan-Sheikpura line. (3) The opening of Harmant Rail Coach factory. All of these three are important rail projects which were launched under former hon. Minister of Railways

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\*Speech was laid on the Table.



Shri Nitish Kumar. But these three rail projects have not been completed yet. The work of all these projects should be started on war-footing in this financial year. There is a shortage of all basic facilities alongwith drinking water at all the railway stations of Bakhtiyarpur-Rajgir-Tilayya railway division under the eastern-central railways. There is no computerised reservation centre at Nalanda station. I have a few demands regarding new train and extension of Barambarta which are as following:-

1. A new super fast train from Rajgir till Mumbai should be introduced.
2. There is not even one train in the morning for travelling from Patna to Islampur. In such a situation, I urge you to run a new train from Patna in the morning.
3. Magadh Express 12391/12392 is never able to reach Islampur on time. The time for reaching Islampur should be fixed for this train.
4. The train no. 12947/12948 should be run daily from Patna to Ahmadabad. A lot of Biharis live in Gujarat.
5. Kolkata-Delhi Duranto Express should be run two times in a week up and down via Patna and should be given stoppage of one minute at Patna.
6. Halting of Local Express 551-552-553-554 an all halts and stations should be ensured. This will benefit all of the passengers between Islampura and Fatuhan.
7. One RPSF brigade should be deployed in Shramjivi Express 12391-12392 after Mughalsarai to prevent the anti-social elements in this train from pestering bonafide passengers in various ways such as, fighting, for no reason and sitting on their seats for fully. One RPSFs brigade should be deployed from Raigir to Mughalsarai also for the protection of bonafide passengers.
8. The route of 12353/12354 Anand Bihar-Patna Garib Rath has been extended till Bhagalpur but a stoppage of this train in Bakhtiyarpur would make travelling, of residents of my Parliamentary Constituency Nalanda, to Delhi a lot easier. I urge the Ministry of Railways to ensure to fulfill the said demands.

\*SHRIMATI JYOTI DHURVE (Betul): I would like to draw the attention of hon. Minister of Railways towards some problems in my Parliamentary Constituency.

Indian Railways Network in the biggest rail network in the world under one management system which over 63,974 kms. on which fleet of trains operate. Everyday crores of passengers travel in these trains.

In this rail budget Hon. Minister of Railways has talked about installing plants of many places, opening railways factories, coach factories etc. but she has not given anything to Madhya Pradesh. Hon. Minister of Railways has meted out step motherly treatment to my Parliamentary Constituency alongwith Madhya Pradesh in this year's rail budget. I would like to ask, is there no such place in Madhya Pradesh where rail based factories could be set up? Despite being a large state in terms of area and being in the middle of the country, Madhya Pradesh did not get due attention.

No railway station of my Parliamentary Constituency figures in the issued list of 236 modal stations in this rail budget. Although, I have written many letters in regard to declaring the Multai Railway Station, the starting point of holy river Tapti, as a modal station. This rail budget has been entirely disappointing. No train stoppage in my Parliamentary Constituency has been given despite my request for the same for a long time.

The hon. Minister of Railways had issued a list of 107 places during the year 2011-12 for starting survey for new lines but no such proposal for my Parliamentary Constituency has been made. There is no train route towards Amravati (Maharashtra) via Multai from Betul the proposal of which has been sent long time back to the Ministry of Railways.

For the most of the people of the districts along the National Highways and Railway tracks in my Parliamentary Constituency, train is the only main means of transportation. Like every year, even this year, there were many expectations from the Rail Budget regarding the stoppage of trains and enhancing the facilities, which have not been fulfilled.

I would like to draw your attention towards train stoppage and the expansion of Railway facilities in my Parliamentary Constituency. My Parliamentary Constituency falls under two railway zones-Mumbai and Jabalpur and in the same manner, Harda and Betul districts of my

\*Speech was laid on the Table.



Parliamentary Constituency fall under Bhopal and Nagpur railway divisions respectively. The stations which lack the facilities of trains stoppage under these divisions are following:-

#### NAGPUR RAIL DIVISION

1. **Betul Railway Station** - Despite being the district headquarters of my Parliamentary Constituency, Betul Railway Station does not have the facilities of stoppage of following trains which should be provided- 12389/12390 Chennai-Gaya, 12539/12540 Yashwantpur-Lucknow, 12687/12688 Chennai-Dehradun, 14259/14260 Rameshwaram-Banaras, 15015/15016 Yashwantpur-Gorakhpur, 16317/16318 Kanyakumari-Jammu Tawi, 16687/16688 Chennai-Jammu Tawi, 17609/17610 Purna-Patna Express etc.

- There is no railway line from Betul to Multai via Amravati (Maharashtra). The only means of transportation for going to Amravati from Betul is bus and because of which the people have to face a lot of difficulties. Please include the survey of this route for the introduction of new rail line in this Budget.
- The construction of bridge on which wheel chair can be used should be done for the transmigration of physically challenged/sick and old people between platform no. 1 and platform no. 2 at Betul Railway station.
- An Intercity Express should be introduced between Bhopal-Nagpur.
- There are only two entry gates for the light and heavy vehicles at Betul Railway station and the heavy vehicles come and go through only one gate. There are movements of trains from godowns also. Therefore, an entry gate should be constructed linking parking at the middle of the two entry gates for the medium sized vehicles.

2. **Ghoradongri Railway Station** - At the distance of 17 to 18 kilometer from this railway station, a plant of Madhya Pradesh Vidhyut Mandal has been installed for generating electricity in

Sami and there is a coalmine in Pathakeda wherein people from far areas are working. There is a need to provide the stoppage of 12159/12160 Nagpur-Jabalpur train at this station because the headquarters of Madhya Pradesh Vidhyut Mandal is situated in Jabalpur where a larger number of people go. Apart from this -12968/12967 Jaipur-Chennai, 12644/12804 Swarnajayanti, 12643/12803 Swarnajayanti, 12390/12389 Chennai Gaya Express.

3. **Multai Railway Station-** The main railway station of my Parliamentary Constituency of Madhya Pradesh at the border of Maharashtra is Multai. As the originating point of Suryaputri Ma Tapti river is situated in Multai, it has been declared as holy city. This place is very significant considering the religious and business importance. This place is related to religious faith being the originating point of Tapti river and because of it, the State Government has declared it as the holy town. Alongwith it, this is the big centre with the point of view of business and a large portion of population around this area is dependent on Multai Railway Station. Keeping these things in mind, there should be the stoppage of following trains here and Multai Railway station should be declared as Model Railway Station. 12644/12804 Swarnajayanti Express 12159/12160-Jabalpur Express 12807/12808-Samta Express 12615/12616-JT Express 12967/12968-Jaipur Chennai Express

- the length of the shades constructed at platform no. 1 and 2 of Multai station should be increased.

#### 4. **Amla Railway Station-**

- (1) 12159/12160 Nagpur-Jabalpur-Nagpur Express
- (2) 12968/12967 Jaipur Chennai
- (3) Apart from it, demand is being made continuously for extending the passenger train running between Amla and Chhindwara. Amla-Chhindwara train remains standing for 11 hours at Amla.
- (4) 51240/51239 Amla Barhul Shuttle train should be extended upto Itarasi. This train



stays put at Betul for 9 hours. The proper utilization of this time should be made so that public may be benefitted. It will also increase the income of railway.

#### 5. BARBATPUR RAILWAY STATION

Jayanti Janta Express should be provided stoppage here Besides, Inter-city Express from Bhopal to Nagpur and back should be run on daily basis. The maximum transport and business of this area takes place in Bhopal and Nagpur.

#### BHOPAL RAILWAY DIVISION

Harda district of my Parliamentary Constituency falls under Bhopal rail division. Three main railway stations namely Timarani, Harda and Khirkia in my Parliamentary Constituency falls under Bhopal railway division of Western Central Railways.

#### HARDA RAILWAY STATION:-

1. Harda is district headquarter and as it is located on Itarasi-Mumbai Main railway track, many trains pass from this station. National Highway No. 59 (A) and Khandwai-Hoshangabad road crosses through railway crossing in centre of Harda city, and many vehicles pass through these roads. Due to the passing of trains from this main railway track of Itarasi-Mumbai route, this railway crossing is closed most of the time. It result in long queue of vehicles passing through this railway crossing, due to which common man has to face heavy inonveniences. Therefore, action should be taken to construct overbridge on this railway crossing.
2. A large number of passengers commute from tyarda Railway Station. The local people are demanding the 12715/12716 Amritsar-Nanded Sachkhand Express, 15217/15218, 15219/15220 Pawan Express, 12627/12628 Banglore. New Delhi (Karnataka Express), and 12149-12150 Pune Patna Express should be provided stoppage here so that the passengers travelling from this railway station should be facilitated.

**KHIRKIA RAILWAY STATION:** This is a main railway station of Western Central Railways between Itarasi and Mumbai and is a main trading centre of Harda district. A large number of people travel in trains from here, but people faces many difficulties as just a few trains have

been provided stoppage there. People from Khirkaria and neighbouring areas are dependent on this railway station Providing stoppage of 19045/19046, 19047/19048 Tapti Ganga Express, 15217/15218, 15219/15220 Pawan Express and Jhelum Express at this station is in public interest.

A large number of people travel upto small stations. Therefore, people are demanding that Beed-Khandwa Passenger trains should be extended upto Itarasi so that the passenger travelling upto small stations may be facilitated. Further the number of bogies in Itarasi-Chaupan-Bhuswal Passenger train may be increased so that the people travelling upto small stations are facilitated.

#### TIMARANI RAILWAY STATION

1. Since longtime the local people are demanding the stoppage of Tapti Ganga and the Pawan Express at Timarani railway station, but no action has been taken in this regard till now. Action should be taken for providing stoppage to these trains in view of providing facility of the local people.
2. Besides no train ply upto Jaipur and Jodhpur on Itarasi-Bhusawal line. Therefore, by running Jodhpurjaipur passenger train upto Bhuswal-Jodhpur via Bhopal, the people of Harda district will be facilitated in commuting to Jaipur and Jodhpur.

#### BESIDES FOLLOWING FACILITIES SHOULD BE PROVIDED AT ALL STATIONS:-

1. Proper system should be set up for providing information related to train and telephones should be installed for making enquiry.
2. TTE staff do not were nameplates while doing checking, due to which it becomes difficult to differntiate between real and fake TTEs.
3. Edible items are sold above the marked prices in railway canteen.
4. Police post and First Aid Facility should be made compulsory at all the platforms.
5. Catering trollies should stand at marked place.
6. Shed and clean drinking water facility should be made available at all stations.



7. Even today clean bedding is not provided in many trains.
8. In spite of submitting letter for confirmation of railway ticket in the Ministry of Railways, many a times railway tickets are not confirmed.
9. The number of general bogies in trains should be increased because poor people face many difficulties in travelling due to less number of bogies.

Therefore, the Ministry of Railways needs to bring reforms in the said situation. In the absence of such reforms the people would not be able to get all the benefits of the railways.

SHRI DANVE RAOSAHEB PATIL (Jalna): I oppose the railway budget 2011-2012 presented by the honourable Minister of Railways. After reading this budget it seems as if the UPA government which regularly talks about the common man has in fact forgotten the common man as nothing has been done for the common man. Who is this common man? Is he the same man who speaks Bengali? Leave aside the promises made in this budget, even the promises made during this year 2010-11 have not been fulfilled till date and even today there is nothing else but empty promises.

My Parliamentary Constituency is Jalna. Dhanbad-Nagpur-Kolhapur Dikshabhoomi Express passes through Jalna but does not stop there. Jalna is an advanced industrial area. Steel and seeds are produced at a large scale. People come and go from Bihar, Uttar Pradesh in large numbers. People are staging protests. All of the parties are staging demonstrations in Jalna to press for the demand of stopping the trains. I urge you to provide stoppage of trains at Jalna. People in my Parliamentary Constituency, Jalna have been demanding for the same for many years. Jalna-Khamgaon railway line should be provided so that there could be direct rail line to Marathmara-Vidharb and Western Maharashtra.

Survey for Jalgaon-Ajanta-Verul-Sholapur rail line is in progress but no provision has been made for the same in the budget. It was said that Khamgaon Jalna would be included in twelfth five-year plan. Both these railway lines should be included in the budget. Sir, I, through you, urge the hon. Minister of Railways to immediately appoint guards at several unmanned gates between Aurangabad to Parbhani and construct gates there.

[English]

\*SHRI PRABODH PANDA (Midnapore): I would like to make my comments and make some proposals to incorporate in the Budget proposal.

Let me say at the outset that this seems as good as elections oriented document keeping in the mind West Bengal State assembly election. It is not out of place to mention that there are large number of last year declared projects, which not yet been taken up. Again came the further announcement. But question is how the proposed projects would be executed with providing adequate funding. Source of funding not has been mentioned. What about the approval of Planning Commission. So this is not a Budget in the real sense but a wish list of the minister.

Let me touch the points related to my Parliamentary constituency. To be noted that the people of Kharagpur generally get enthused when Railway Minister visits the place. The expectation goes up with an anticipation that the main problem would be sorted out at the earliest. That happened when Mr. Gani Khan Choudhari had visited. Electrification from Kharagpur to Midnapur had been made. After visit of Lalu Prasadji a large number of enlisted gangmen youth got recruited. This time Madam Minister made public assurance that Sukhi Griha project would be secure in Kharagpur and that would secure permanent settlement of the people who have been living in the Rly land decades together. But it is amazing that in the Budget proposal Kharagpur is not taken up for such project. This is a clear denial of her public assurance. Now about Adarsa Station-Dantan, Bakhrabad, Narayangarh, Kolaikunda should be declared under this category.

Hault station-Kansai in between Gokulpur and Midnapur.

Upgradation: Giri Maidan station should be upgraded into crossing station with necessary facilities like FOB and 2nd platform.

New line-from Belda to Kanthi and from Digha to Balichak via Egra. Survey work should be completed and construction of new line should be started. Modernisation of KGP workshop and inner printing press should be made.

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\*Speech was laid on the Table.



New Train: At least one new passenger train EMU should be introduced from Kharagpur to Balasore immediately.

Kgp station: Installation of escalator, augmentation and renovation of Khargpur Jn along with providing sufficient funding for bus stand in the Railway area should be taken up.

I draw the attention of the Minister to the above and seek her intervention at the earliest.

SHRIMATI J. HELEN DAVIDSON (Kanyakumari): Respected Chairman, Sir, I am very much thankful to you for giving an opportunity to speak on the Railway Budget 2011-12.

I rise to congratulate the hon. Railway Minister Mamata Ji for presenting a people-friendly Railway Budget. Also, I express my gratitude to the UPA Government for the steps taken for better facilities of passengers.

I would like to thank the hon. Railway Minister for considering the long-pending demand of the people, our leader, Tamil Nadu Chief Minister Dr. Kalaignar's demand and MPs' demand that the Chennai-Tiruchendur Express is made daily train from weekly once. I also thank the Minister for the introduction of DEMU train from Dharmapuri to Bangalore and MEMU services from Nagercoil to Kollam.

I thank her also for the introduction of gauge conversion of Palani-Pollachi line and also for the announcement that all the unmanned level crossings will be manned to avoid accidents.

Mr. Chairman, Sir, safety and security is very important for the railway passengers. More number of police forces should be deployed in all the trains and, particularly in ladies' coaches. Recently, in one incident a lady in Kerala was thrown out of the coach and killed while traveling in a train. It is a thrilling matter.

A large number of lady passengers are travelling alone in various trains. Lady security personnel must be deployed for their safe journey as people consider that train journey is the safest mode of journey. Trains should be kept thoroughly clean. There should be insect-free coaches. Availability of plenty of drinking water is a must. Modern methods of waste management should be adopted in trains and railway stations.

My humble request to the hon. Railway Minister is to give proper attention for MPs. In all major Railway functions like opening of new buildings, starting of new trains, etc., the people's representative, that is, the local MP, is not invited. This is very unfortunate. Most of the time when MPs request for the release of emergency quota for the confirmation of waiting list tickets, it is not done. So, emergency quota should be increased.

The revenue of the Railways is increasing every year. Funds are allocated every year to new projects, but work starts very late causing slow progress. After the allocation of funds, work should start immediately. I appeal to the Minister to allocate more and more funds for the on-going projects in our constituency for the early completion of the work.

Beautification of all railway approach roads is very important. This part is being neglected. To avoid delay of many trains, some new policies should be formulated. The people of entire Tamil Nadu are very much disappointed with this Railway Budget. We have demanded doubling of the line between Chengalpattu and Kanyakumari as also between Nagercoil and Trivandrum; but it has not found a place in this Budget. It seems that the Ministry of Railways thinks that only Chennai is in Tamil Nadu. Year after year no amount is allocated for southern Tamil Nadu and the Ministry simply keeps neglecting other areas beyond Chennai, up to Kanyakumari. I request the hon. Railway Minister to pay special attention for implementing the doubling of line between Chengalpattu and Kanyakumari as also between Trivandrum and Nagercoil by allocating enough funds for this project at the earliest.

Rayapura Railway Station, which is the oldest railway station, should be made a passenger terminal. All trains coming from North India to Chennai should be stopped at Thiruvotiyur Station for alighting passengers, so that the Central Station would be relieved of congestion.

There is a long pending demand of the people of Dharmapuri to establish a new railway link of 27 kms. between Dharmapuri and Morapur at an approximate cost of Rs. 109 crore. It is very much disappointing that the Railway Ministry has not taken up this project in spite of repeated representations. I request the hon. Railway Minister to pay special attention for this project and fulfil the dreams of the people of Dharmapuri. I request that the Golden Train Workshop at Thiruchirapalli and Madurai be converted into a Coach Building Unit.



For the larger interest of the people of my constituency, I make some demands and request that they may be immediately implemented. My constituency people's long time demand is for the formation of Parvathipruam Railway Station which is situated in NH 47 and having a number of educational institutions and hospitals, so that they can have access to Parvathipuram. Nagercoil town station should be developed. Train terminal facility at Kanyakumari and Nagercoil stations is required.

Bangalore to Nagercoil train which was announced in the Railway Budget of 2010-11 started operating from February 2011. This is running at an inconvenient time at both ends without stopping at important places like Sattur, Kovilpatty, Dindigul, Karur and Dharmapuri. There is a demand to allow stoppage at all main stations with the frequency of daily service. Presently, it is a weekly train.

Delhi is accommodating more than 30 lakh Tamil people, out of which more than 40 per cent people are from Central and South Tamil Nadu. The Indian Railways run maximum number of trains up to Chennai Central only. My request is to increase the frequency of Thirukkural Express as there is no connecting train from Chennai to travel to Central and South Tamil Nadu.

Moreover, the train has been running as a weekly train for more than eight years. There is a big demand of people for introduction of a new train between Kollam and Velankanni via Nagercoil. For the benefit of a large number of passengers of Tamil Nadu and Kerala, please consider it on a priority basis.

Many trains coming from Kerala are crossing through Kanyakumari constituency, but have no stoppage at one of the major stations, Kuzithurai. So, there is a demand for stoppage of these trains at Kuzithurai.

Mr. Chairman, Sir, as you are aware, Kanyakumari is an important tourist destination. Foreign tourists from all over the world as well as tourists from all over the country are visiting Kanyakumari in huge number every year. So, a huge amount of revenue is generated to the Government through the Railways. Therefore, we demand to include Kanyakumari in the list of stations under Rail Tourism.

I would request the hon. Railway Minister, Kumari Mamata Banerjee, to consider these demands of the people and do the needful in public interest. Thank you.

\*DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad West): It is unfortunate that since many years the allocation of main railway budget is to the State from Railway ministers are representing. It is not a healthy sign for democracy.

During the regime of UPA-2 Ministry, the present Railway Minister has prepared the Union Railway Budget and if it is for particular state. It is more serious that this Budget is presented only with the view to have assembly election of that particular State. Chairman Sir, this sort of approach is not fair for the federal structure of the country and for democratic system also. I am representing Ahmedabad constituency of Gujarat System. In the Budget it is an illusion for Gujarat.

1. Our demand to set up terminal station of Sabarmati and Maninagar are ignored. Since Kalupur railway station is over burden and it is in congested area, there need of the hour to start Sabarmati and Maninagar Railway Station and to turn long routes trains from there.

2. Our need to start New trains are not accepted in this budget.

- (i) Ahmedabad-Rajkot-Hapa Shatabdi Train. Since there is not a single high profile train in Saurashtra, it is badly needed.
- (ii) Ahmedabad-Delhi Duranto Express.
- (iii) Ahmedabad-Delhi Rajdhani Express via Anand, Dakor and Godhara.
- (iv) Ahmedabad-Jaipur Shatabadi Train
- (v) Ahmedabad-Haridwar-Deharadun Superfast Express
- (vi) Ahmedabad-Amritsar Superfast.
- (vii) Palan-Mumbai Superfast.

3. Gauge Conversion: Following are the demands (Broad gauge)

- (i) Ahmedabad-Botad-Bhavnagar
- (ii) Ramuj-Chanasma-Beeharaji-Katosan and Kalol
- (iii) Ahmedabad-Udaipur

4. New Broad gage Lines

- (i) Chanasma-Harij-Radhanpur



(ii) Ahmedabad-Mehana-Delhi double line

5. Different Intercity trains between Ahmedabad to Patan, Palanpur, Rajkot, Bhuj, Bhavnagar, Surat, etc.

6. Head Quarter of Western Railway to Ahmedabad.

It is a long standing demand and manor network of western railway and revenue is from Gujarat. Hence it is very important to shift the Headquarter of Western Railway to Ahmedabad.

In this budget, there are many announcement if surveys of different lines which is quite illusive and earlier also such many survey had been carried out without any concrete results.

I demand the declaration of various surveys should be completed in time limits and thereafter necessary actions should be taken in due course of time. The Railway Minister should give assurance in this regard.

Regarding present Rajadhani Train between Ahmedabad and Delhi, I strongly demand to have official stoppage at Sabarmati on both the ways.

The rest of Ahmedabd-Delhi Rajdhandi should be replaced with German reck.

[Translation]

SHRIMATI J. SHANTHA (Bellary): Hon. Minister of Railways has presented the annual budget. This was his constitutional responsibility. But the country needs answers to some fundamental questions. The railway budget is a purely economic activity which has a direct bearing on the progress of the country. The public naively expects from the concerned ministers to solve their problems and provide relief along with better facilities without any discrimination during this process. But does this even happen?

Would the economic policy of India be dictated by politics even after 64 years of Independence? Politics during the elections is understandable but politics in budget is against the interests of the country. To use the position for petty political interests is a political sin. What is the topic of discussion in the whole country today? Even a layman is saying that 'didi' has started showering gifts for Bengal due to the elections in West Bengal. If the minister is from Bengal, would coach factories, industrial parks, railways software centres, trek machine industries be opened in that state only? Would the

Duranto trams, all the express trains and passenger trains, 'DEMU', 'MEMU' services and all kinds of services would be provided for only one state? Would the Union Ministry be left at the whims and fancies of one person? The country has reached a stage where it needs answers to all questions. I have no grouse against any person but against the system. The previous Railways Minister belonged to Bihar. At that time the whole budget was concerned with Bihar. I would like to ask, when would this mindless tradition stop? At the time of making policy in the Ministries or drafting budget, when would the business consideration prevail over the individual consideration. This question is making the young generation restless in the country. Common people are losing trust in budget. People are beginning to understand the whole farcical game. People say that monarchical mentality resides within the democratic structures in our country. Democracy believes in unanimous decision. Monarchy is centred around personality. The need of the hour is that an bipartisan system should be developed which is capable of taking decision considering the interest of society as a whole instead of a person. The suggestions of the experts should be respected. The Minister of any state will protect interests of the state while the Union Minister will take care of the whole country. It should be ensured.

I would like to raise one more fundamental question. It has not been very long time. During the tenure of the UPA-1, we as well as the entire country saw or to say, we were shown that the development of Indian railways has achieved great feats. Since the Minister was very powerful person therefore he made his announcements firmly. The country was misguided. Railways was projected to be wallowing on 'Surplus money'. The Minister got appreciations in the country as well as from abroad. But he forgot that he cannot be fool the people of this generation by playing with words and data. He had to pay the price of it politically in his own state. Of course, he had boasted about the profits of railways but the condition was so bad that just after entering into the office the new Railway Minister Kumari Mamata Banerjee had to bring 'White Paper' on the working of the former Railway Minister. The country also came to know about the reality. In this budget, Hujroosa Mamata Ji herself has accepted that the Railways is passing through the period of crisis. The economic crisis is staring on us. My basic question is how the country will come to know about the true reality of the Railways? The people are getting tired of the Government data. The people think that facts are fabricated as per the convenience of the



presenter, otherwise with the change of Minister, the data should not have changed. The Railway which had been shown earning huge profit should not have fraud in the those of crisis overnight. Being part of the Government and distorting the data is not only harmful for the country but also an immoral and criminal behaviour. This is deceit, conspiracy, fraud and misuse of the post.

I would like to warn that the citizens of the country have become aware. They understand the difference between honesty and deceit in the working of Government. The Government cannot trap this generation into the web of darkness and deceit or fraud. The country wants to know the reality. Government data should be based on reality. It is the question of the faith of the people. The reports and suggestions which are prepared by our experts and bureaucrats professionally and which are based on the true data, are changed by the Government with one stroke of the pen. It is a dangerous tendency for our democracy and works against the interests of the country.

I would like to comment on some provisions of the Rail Budget. Kumari Mamata Ji has tried to get appreciations by making announcements about the introduction of new trains, increasing the frequency of trains and not increasing the fare or freight. But no appropriate road map has been presented for combating, the challenges of the Railways. The announcements of new trains are okay. But proper consideration have not been taken as to how the funds will be mobilised for making them a reality. It is found out from the data of the Budget that the Railways is spending 95 rupees for earning 100 rupees. It cannot be called better transportation data. It strengthen the doubt whether the Railways will be able to implement new projects on its own in the absence of any profit. All know that the earlier announcements made by Kumari Mamata Ji have not been implemented even now. There was need of doubling the single lines and extending them further to bridge the requirements. The announcement of new trains is being made but there is no one to care the railway tracks. At present, the entire railway network of the country is so busy and under pressure that there is no scope for new trains. The issues like increasing crowd at railway stations, lack of clearliness in trains and on platforms, catering facilities, departure of train on schedule, safety, the problem related to women passengers could not draw the attention of the hon. Minister. Her attention was centred on the West Bengal elections instead of these important issues otherwise she must have addressed these issues. Safety is the most important of all issues.

A large number of passengers have to loose their lives in rail accidents every year. There is a need to use new technology comprehensively for it. Due to the increasing number of trains, a little manual mistake can cause big accidents. By reforming the signal system, it can be controlled to a large extent. For preventing the collision of trains, the discussion on anti-collision equipment has been going on for a very long time. Now, the Minister of Railways has announced that Railway will install anti-collision equipment in 6 zones. My question is what crime the people of remaining 10 zones have committed that they are being left in the hands of God. Whether those people do not love their lives? It would have been better it announcement had been made in regard to installing this system in all 17 zones. It can still be done.

This railway budget will encourage regional disparities Real Challenges before railways have been ignored and efforts have been made to present one-sided rainbow picture. The Minister of Railways is a women. Being a women I would like to ask her whether she has done anything for women except reducing the age to quality for senior citizens for women from 60 to 58 years? The number of working women is continuously increasing. Whether new special trains for them should not be introduced? Whether number of ladies coach in local trains in cities should not be increased? Women security is a big issue in the long distance trains. The incidents of criminals entering in women coaches and indulging in looting and eve teasing come to light daily. Therefore, I would like to say that being a women, Kumari Mamata Banerjee should at least show some sensitivity on these subjects. She has forgotten her duty as women.

The people of South India find it hard to let their problem reach the Minister of Railways. The people of my area had great expectations from the Minister of Railways. But it appears that their expectations have been belied. I regularly receive suggestions and reports of Passengers-Unions/advisory/committees/experts/aware citizens of various zones of Karnataka. Being a public representative, I raise these issue in the House from time to time. Through zero hour, Rule 377 and by asking questions, I have raised many issues related to railways and taken them to the Government. But after hearing announcements in the railway budget, I felt cheated. Introduction of some new trains, laying of new line, doubling and upgradation for Karnataka has definitely found mention in Karnataka but it is like a drop in the ocean. Karnataka, particularly its Billari area is rapidly



emerging in coal, steel, iron and other industries on the map of India. A large scale mining takes place there. Road network is rapidly increasing in the state. But everybody is aware that the railways do not come under the State Government. It comes under Central Government and we get struck as that point. The progress of this sector is more or less, dependent on railways. But we can do nothing except making request and pressurising railways. Decision-making is not in our hands.

I would like to reiterate some of the demands of my area related to railways in brief and would like to request that sympathetic consideration is given towards those demands and these are fulfilled.

#### INTRODUCTION OF NEW TRAINS

1. Chennai Mumbai via New Pakala-Solapur
2. Yashwantpur-Jodhpur via Guntakal
3. Hubli-Chennai via Grang Bellari
4. Hubli-Sikandarabad via Gadag
5. Mysore-Vijayapur via Chiradurg
6. Dharuvas-Hubli-Gulbarga

#### INTERCITY SERVICE

1. Bellari to Bangalore via Raidurg
2. Guntakal-Hubli-Dhailwad via Bellari
3. Guntakal-Haspet

#### EXTENSION OF EXISTING TRAINS

1. 8 Trains No. 06554 from Solapur to Chennai
2. Yashwanpur-Solapur Train No. 6551 to Shirdi
3. Kurla-Yashwanpur Train No. 01215 to Chennai
4. Train No. 057471 from Guntakal to Gulbarga
5. Train No. 56904 from Haspet to Gadag
6. Train No. 57475 from Tirupati to Bellari

#### INCREASING THE FREQUENCY OF TRAINS

1. Running Train No. 6539 from Yashwantpur thrice a week

2. Running 17225 from Hubli-Vijaywada on daily basis
3. Running Kolapur-Tirupati Train No. 17451 on daily basis

#### CHANGE IN TIMINGS OF TRAIN

1. Running Hampi Express going towards Hubli at 22.30
2. Running Hubli-Tirupati Train No. 57421 at 6 O'clock

#### DEVELOPMENT SCHEMES

1. Raidurga-Pavagada-Tumkur new railway line
2. Bellari-Gulbarga via Tekala kot new railway line

In the end with full humility I would like to tell about Bellari that it is a very big city and has got the status of Corporation. Being iron ore dominated area, a large number of iron and steel industries have been set up there in the recent years. Setting up railway coach factory in the district will be most appropriate. There is no coach factory in South India at present. The rising demand of rail coaches will be easily fulfilled in future by setting up rail coach factory in Bellari.

\*SHRI DHANANJAY SINGH (Jaunpur): I would like to attract the attention of the Government that the policy makers of the country should be serious with regard to the interest of the country.

I think and as per my information the Railways is undergoing financial crisis. If this condition prevails, its consequences may cause complicated problems to the country. The Railways made incredible profit till recent past but now it seems to have lack of vision. The strategical issues of the country should be taken seriously.

I think many of the works of the Railway have been or are being privatized. It is called outsourcing in railways. This system is based on the exploitation of labourers at the cost of their rights. Lakhs of posts are vacant in railways, what is all this?

I think the railways should play a comprehensive role in the field of transportation. Why do our policy makers extremely rely on road transport? None can surpass railways in the field of transportation. If we do

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\*Speech was laid on the Table.



not take it seriously, it will not be in the interest of the country. It should be taken seriously irrespective of party politics. I think that it is the need of the hour to frame national transport policy by establishing coordination among all the transportation systems and the Railways should play a vital role in this regard. Metro train is one of the examples as far as the substitute of road transport is concerned. Today, there is a need to re-define the transportation system. A committee should be constituted headed by the Prime Minister and a comprehensive road map should be prepared with regard to it.

It was announced in the last rail budget that the RoRo (Roll on Roll off) scheme would be included in the zonal railway gradually, nothing has so far been done in this regard while this scheme is the panacea for the various problems and is in national interest. We have come to know that the Agriculture Ministry in collaboration with Railway Ministry is interested in making arrangement for transportation of vegetables. The RoRo scheme is beneficial for the railways whereas it will be beneficial for the country in many other ways.

1. It is permanent and effective measure to check bribery and inflation.
2. It will reduce road accidents remarkably and reduce the road transport and the burden of goods carriage.
3. It will also reduce fiscal deficit and the burden of subsidy due to less usage of petroleum products to a great extent.
4. It is a good initiative from social point of view.
5. It will also contribute towards the marketing of agriculture produce and supply to market.
6. It is an important step towards environment conservation due to less usage of petroleum to a great extent.

I would like to attract the attention of the hon. Minister towards the following issues.

My party and the State are of the view that the schemes announced for Uttar Pradesh in the last budget have not been implemented so far. The work on some projects announced in the past has not been started so far. If at all work has been started on some projects, those projects are lying pending. The announcement to develop Lucknow railway station as a World-class station

has not been implemented even now. No step has been taken by the Ministry of Railways to implement the announcement with regard to setting up railway medical college and nursing college and to develop Kanpur, Varanasi and Gorakhpur railway station as a world class station. Neither budget hotel could be constructed in Lucknow nor the water bottling plant in Amethi with public private partnership (P.P.P.). Even the construction work of multi-purpose complex at various stations in the state has not commenced yet. The doubling and electrification of railway lines is incomplete and progressing at a slow pace.

A declaration of running 56 new express trains in the budget has been made, out of which just 5 trains have been announced for Uttar Pradesh. A declaration of constructing 10 thousand houses under 'Sukhi Grahsthi Yojana' has been made. Uttar Pradesh has been left out and not given any benefit from this scheme. The important sites from the religious and tourism point of view in big industrial cities in Uttar Pradesh have been ignored.

Can progress of India be imagined while ignoring the state with the population of 20 crore people. Isn't the slogan of 'Bharat Nirman' hollow? Our best wishes are with the hon. Minister. She may win the West Bengal Legislative Assembly elections but as a Minister of Railways should have thought about the expectations of the people. Regional imbalance should not be encouraged because it is not in the interest of the country in the long run. My demands are as follows:-

1. A new train should be run from Jaunpur to Mumbai. You have taken a step in the direction on our insistence by running a train once a week from Faizabad Shahganj to Mumbai. I urge you to run this train daily to make the travelling for people of eastern Uttar Pradesh living in Mumbai easier.
2. Jaunpur Railway Station should be upgraded as a modal station.
3. Necessary steps should be taken for timely completion of various projects in Uttar Pradesh so that it can be once again proved that your declarations taken concrete form.

Hon. Minister of Railways has provided three important trains for Jaunpur. I give her my best wishes for the upcoming elections in West Bengal.



[English]

MR. CHAIRMAN: Shri M.B. Rajesh.

SHRI M.B. RAJESH (Palakkad): Sir, I seek your permission to speak from this side.

MR. CHAIRMAN: Okay.

SHRI M.B. RAJESH: Mr. Chairman, Sir, in her Budget Speech, hon. Railway Minister, Kumari Mamata Banerjee, at one point of time said that she loves Kerala, but I am sorry to say that her love for Kerala is not reflected in her Budget. I would call this Budget a statement of broken promises and utter failures of the Railway Ministry. The long list of unfulfilled promises will be more than the length of new lines added in the last one year.

Sir, as you know, I represent Palakkad constituency. A coach factory was offered long back in 1980 by the then Prime Minister, Shrimati Indira Gandhi, but nothing had happened over the next two and a half decades. Then when Shri Lalu Prasad was the Railway Minister, he offered a coach factory as compensation to the bifurcation of Palakkad Division during the tenure of UPA-I Government. Then, the coach factory was included in the last Budget presented by Kumari Mamata Banerjee, but in the last one year no steps have been taken to set up the coach factory.

The State Government had offered the land requested by the Railways' consultancy wing, RITES. While the RITES had demanded land to the extent of 426 acres, the State Government within a record time, within a span of one month, acquired 430 acres of land, which is more than the land requested, without awaiting a single person. The value of the land is Rs. 65 crore. The land had been made available to the Railways seven to eight months back, but the Railways have not taken any step to take over the land. What are the reasons? Hon. Railway Minister in her Budget Speech said that there are some problems. I would like to know what the problems pertaining to the setting up of Palakkad Coach Factory are. If there are some problems, let her make them clear. Why is the Railway Minister playing the game of hide and seek.

Then, our hon. Minister of State for Railways, Shri K.H. Muniyappa, in a recent statement has accused that the State Government has gone back from its commitment to provide land for the coach factory. I would tell frankly that it is an absurd, untrue and irresponsible statement made by the hon. Minister of State for Railways,

Shri K.H. Muniyappa. It is a mere political statement aimed at some cheap political gains ahead of elections. That is not the truth. The State Government has made available 430 acres of land. On the day previous to the day of presentation of Railway Budget, some of us had put a question regarding Palakkad Coach Factory. Why is the hon. Railway Minister not making it clear if there are some problems in setting it up? What are the problems pertaining to the setting up of the Palakkad Coach Factory? The answer given to me is that: "information is being collected." Are you collecting information for the last one year? Why are you not answering about the problems relating to the setting up of the Palakkad Coach Factory? You may have some political reasons. If you are waiting for a political change in Kerala, then I would tell you that it is not going to happen in Kerala. ...*(Interruptions)*

So, we are not expecting empty promises. We are demanding immediate steps to set up the Palakkad Coach Factory because we have had the experience of betrayal. The Palakkad Coach Factory was offered to us long back in 1980. I am using such harsh words because this is the feeling of the people of Kerala and the people of Palakkad. We have been waiting for the Palakkad Coach Factory for over three decades, and if you are again going to drop this promise and if you are going to betray the people of Kerala, then I will tell you that we are not going to allow this to happen again. We are going to resist your attempt to betray the people of Kerala. ...*(Interruptions)*

KUMARI MAMATA BANERJEE: Just a minute, please. You said something against my colleague Mr. Muniyappa. I think that Mr. Muniyappa did not say anything wrong. He only stated about the present status of the project. He said that the earlier State Government said that they will give the land free of cost, but now they have said that they want to do it on equity basis. You tell me whether it is correct or not. If I am wrong, then I will be happy.

Secondly, in spite of all the odds, I had announced in my Budget speech that the Palakkad Coach Factory will be there, and we will do it.

SHRI KODIKKUNNIL SURESH (Mavelikkara): The Palakkad Coach Factory is the UPA's baby. ...*(Interruptions)*

MR. CHAIRMAN: Mr. Suresh, please take your seat.

...*(Interruptions)*



SHRI KODIKUNNIL SURESH: The Palakkad Coach Factory is the UPA's baby. ...*(Interruptions)* Why are you claiming it? It is an election propaganda. ...*(Interruptions)*

MR. CHAIRMAN: Nothing is going on record. Please take your seat.

...*(Interruptions)*\*

SHRI M.B. RAJESH: Sir, let me respond to the Minister's statement. Actually, I do agree that there was some sort of confusion in the initial stage, but later the Government has consented and agreed – as per the request of the Railways – that the land will be given on lease. According to my information, the Kerala Cabinet had decided that the land will be given on lease. What are the problems remaining in this issue? Therefore, I stick to my position that all that the hon. Minister of State for Railways said is totally wrong.

Finally, my demand is that the Railways should take over the land immediately. The Government is offering the land, and you should take over the land immediately and set up the coach factory at the earliest. ...*(Interruptions)*

MR. CHAIRMAN: Mr. Rajesh, please wind up your speech.

SHRI M.B. RAJESH: There has to be allocation for the setting up of the coach factory.

As far as the new trains are concerned, many announcements have been made in the Budget speech, which are misleading. For example, I will tell you that there is an announcement of Nilambur Road-Trivandrum Rajya Rani Express. What are you going to do? It is a link express, and two or three bogies will be linked to an existing train and you are claiming that it is a new train. These are some of the announcements made in it.

As far as MEMU is concerned, a new MEMU is announced, namely, Ernakulam-Kollam, which was announced in the last Budget also. What happened to the last Budget's promise? In Palakkad, the MEMU shed is ready for operation. Why are you not operating MEMU in Palakkad-Ernakulam region? Why are you not operating MEMU in Palakkad-Coimbatore region, which is connecting the two States? What happened to your promises made in the last Budget, namely, bottling plant in Trivandrum; medical college in Trivandrum; world-class

railway station in Trivandrum, Cochin and Calicut; and nursing college in Kollam? There has been no dearth of promises.

KUMARI MAMATA BANERJEE: All promises have been kept.

SHRI M.B. RAJESH: No promises have been kept. This is the reality.

KUMARI MAMATA BANERJEE: It is only your Government that did not keep their promises. I am sorry to say this. ...*(Interruptions)* You were there in the UPA for five years. Why did you not do MEMU, DEMU, etc.? The coach is not available. We will give all the trains – whatever we have announced – when the coaches will be available.

SHRI M.B. RAJESH: I am going to conclude. One of our long pending demands is that there should be at least one daily new train to Bengaluru. Irrespective of political differences, all MPs were demanding a new train to Bengaluru. What happened to it? The Minister has promised a weekly train to Bengaluru. I strongly demand that there should be one daily train to Bengaluru from Kerala, and one daily train, at least during the peak season, to New Delhi, the national Capital.

Recently, a tragic incident happened in my constituency in Kerala where a girl was brutally attacked, raped and killed in a moving train. I am thankful to the hon. Railway Minister that she has immediately announced payment of compensation of Rs. 3 lakh. But what has actually happened? When I contacted the General Manager of the Southern Railways, his response was that the compensation should be paid from my MPLAD funds. That was the reply.

KUMARI MAMATA BANERJEE: Do not say like that? What is this? I have already given the instructions to pay the compensation to the victims.

SHRI M.B. RAJESH: Sir, I am thankful to the hon. Minister for this. What I am saying here is my own experience with the railway authorities. I talked to the General Manager, and his reply was that the compensation should be paid from my MPLAD funds. It was then that I contacted the Railway Minister's Private Secretary and she had given the compensation. I agree with that.

My demand is that there should be provision for immediate payment of compensation in these cases in

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\*Not recorded.



the future. At the same time, I request that there should be urgent steps taken to ensure the safety of passengers, especially women passengers traveling in the train. With these words, I conclude.

[Translation]

\*SHRI SATPAL MAHARAJ (Garhwal): I represent the economically backward mountaineous region of Garhwal in Uttarakhand. The rail budget presented by the hon. Minister of Railways Kumari Mamata Benerjee in the House has brought relief to the common people. Hon. Minister has not added to the economic woes of common people by keeping the fares same and it shows the commitment of the government to the progress of common people. I welcome this budget. This budget has been formulated keeping in mind the interests of all the classes and without any discrimination against the poor people.

Not only do I believe but have total faith in the leadership of UPA Chairman hon. Shrimati Sonia Gandhi, hon. Prime Minister Dr. Manmohan Singh and the young leader Shri Rahul Gandhi. Under their leadership there will be an all-round development of railway network and every citizen of this country would benefit from it. Under their able leadership Indian Railways will not only make a name for itself in the country but in the whole world.

Hon. Minister of Railways has clearly stated that the response to the policies formulated by her to enhance investment in infrastructure, rolling stock or service sector has been encouraging.

I am grateful to the UPA Chairman Shrimati Sonia Gandhi, hon. Prime Minister Dr. Manmohan Singh, hon. Minister of Railways Kumari Mamata Banerjee and young Member of Parliament Shri Rahul Gandhi for declaration of a new Ramnagar-Haridwar link Uttarakhand and introducing a provision in the budget for making the Ramnagar station as a multi functional complex and developing Kathgodam as a modal station. I would also like to urge to change the name of Ramnagar-Haridwar link Express to Nanda Devi Express after tallest peak and pride of Uttarakhand, Nanda Devi to honour the Himalayas.

I would like to thank the hon. Minister for the completion of surgery works of new railway lines of Tanakpur-Bageshwar, Rishikesh-Daiwala, Roorkee-Haridwar, Dehradun-Kalsi, Haridwar-Kotdwar-Ramnagar,

\*Speech was laid on the Table.

Ramnagar-Chaukhutia and Piran Kaliyar Sharif Haridwar of Uttarakhand and for including the commencement of works on these railway lines in 12th Five Year Plan.

I would like to thank the hon. Minister for running Nizamuddin-Dehradun Express (12205/12206) daily by increasing from 6 days a week and sectioning for the improvement of Haridwar station and approaching roads under Rail Business Scheme collaboration with the Ministry of Tourism in proportion of 50:50 in the Budget.

For the construction of 125.09 long Rishikesh-Karnaprayag railway line, the amount of 4 thousand 2 hundred 95 crore 30 lakh rupees was allocated in the Rail Budget 2010-11 in which the amount of 40 crore rupees of the allocated money had been used for the construction work till the financial year 2010-11. I would like to thank for making provision of Rupees 6 crore 60 lakh and 60 thousand in the budget 2011-12 now. I would request the hon. Minister of Railway, Kumari Mamata Benerjee to lay its foundation stone immediately.

Recently, Uttarakhand has faced a severe natural calamity. Uttarakhand is rich with natural resources but due to the lack of proper means of transportation, this area is the victim of backwardness even today. The entire state has immense possibility in the field of tourism and its proper use is possible only with the availability of means of transportation and communications.

I had informed the House in the past also that when I was the Minister of State in Ministry of Railways, the Ministry had started research on the biological toilets in the interest of the nation. With the use of such toilets, Railway Stations would be free from any kind of filth as it could be contained in one tank and then can be disposed off through vacuum. If this biological toilet are constructed, the filths would no longer be a problem at railway tracks and stations and India would develop on the international level.

Today, trains are running at a very great speed in various countries of the world. Even in China trains are running at the speed of even 350 kilometer. But Indian Railways is lagging far behind in international competitiveness. The speed of the trains of our country should also be increased. The hon. Minister of Railways would have to pay attention towards it. It will save time, as well as it would be easy to reach the remote areas in case of any calamity. The dominance of Indian Railways will increase at the international level.



I would like to draw the attention towards some other new suggestions which will add new caps in the feather of Indian Railways in future.

- A direct train should be introduced from Dehradun to Lucknow and First A.C. coaches should be added to the trains running to Lucknow.
- Ramnagar is the entry gate of Jim Corbett National Park. Where lakhs of tourists visit every year. Therefore, there should be a direct rail link from Ramnagar to Dehradun.
- Direct Super Fast Train should be run from Mumbai to Dehradun, Rishikesh and Kotdwar. A large number of tourists not only from entire India but also from different countries of the world keep coming of Uttarakhand for enjoying the natural beauty of the state.
- The First and Second class A.C. coaches should be added to Dun Express (13010) running from Dehradun to Hawarah.
- First class A.C. coach should be added to Link Express (14114) which runs from Dehradun to Allahabad.
- First and Second class joint A.C. coaches should be added to the Train No (15013/15014) between Delhi and Ramnagar so that a large number of people from national capital region going to Garhwal and Kumaon are benefitted.
- A direct train should be introduced from Dehradun to Kumaon and the speed of the trains running to Kanpur should be increased and the facilities of First class A.C. coach should be provided.
- A direct train should be run from Guwahati to Haridwar also. Many people of Uttarakhand are in working in the Army. They have to face many difficulties in commuting while on vacations due to deployment at hoarders. The famous temple of Kamakhya Devi is also situated in Guwahati.

Uttarakhand is a holy land with a lot of pilgrim sites. Running of a train from Guwahati to Haridwar would make travelling convenient for pilgrims.

- There should be a double rail line for Kotdwar. A double track should be laid down from Haridwar to Dehradun also.

- Goods carrier terminals should be constructed in Kotdwar, Rishikesh and Ramnagar. All these three are major cities of Uttarakhand from the business point of view.
- IRCTC and the Government of Uttarakhand should come up with a tourism package.
- There is a need for opening up more reservation centres in Uttarakhand for the convenience of tourists and people from remote areas because there is a large outflow and inflow of tourists throughout the year.
- Uttaranchal Express (19566) should be run daily from Dehradun to Okha (Gujarat) instead of only on Sundays. This would benefit the passengers commuting to and from Gujarat. It would also generate more revenue for railways.
- Nazibabad Junction is the main gateway of Uttarakhand. Thousands of army personnels, businessmen and other people of Uttarakhand and Uttar Pradesh travel by train through this gateway. The passengers face a lot of inconvenience due to absence of stoppage of trains such as, 12331-12332 Himgiri Express, 15653-15654 Amarnath Express, 15651-15652 Lohit Express, 12327-12328 Upasna Express and 15097-15098 Jammu-Baroni Express, on Nazibabad Junction. Therefore, there should be stoppage of these trains at Nazibabad Junction.
- Two extra coaches should be added to the Golden Temple Mail No. 2903/2904 from Mumbai to Dehradun and Mumbai to Kathgodam. These coaches should be detached at Gaziabad Junction and one coach each should be attached to Mussorie Express (14042) and Ranikhet Express (15013) and sent to Dehradun and Kathgodam.
- The major pilgrim sites should be interlinked with trains for promoting tourism and the convenience of tourists.
- A train should be run to Taj Mahal in Agra on the lines of 'Palace of Wheels' in which tourists go in the morning and rest in the evening.

Once again, I heartily congratulate the UPA chairperson hon. Shrimati Sonia Gandhi, hon. Prime Minister Dr. Manmohan Singh, hon. Railway Minister Kumari Mamata Banerjee and the young Member of



Parliament Shri Rahul Gandhi, who presented such a good budget keeping the interests of the common people in mind. I support this rail budget. I would like to urge the hon. Minister of ensure the laying the foundation of constructing the Rishikesh-Karnaprayag railway line so that the people could benefit from it as soon as possible.

[English]

SHRI MOHAN JENA (Jajpur): Respected Chairman, Sir, I thank you for allowing me to speak on the Railway Budget (2011-12). If we imagine the Indian subcontinent as a human body, the railway lines can be compared to its veins and arteries. Just like the veins carry blood from the heart to the limbs and different parts of the body, the Railways carries development and prosperity to every nook and corner of the country. From this perspective, we should formulate our Railway Budget policy, so that every Indian in every remote corner of this country will get his or her due share in the process of railway development. In a nutshell, what I mean to say is we should adopt the principle of social justice as our guiding principle, at the time of policy making. But it is a matter of regret that this principle of social justice is overlooked in real practice.

Sir, as per Article 1 of the Indian Constitution, every State of this federal structure is a member of the Indian Union. The slogan of the UPA-II Government is 'Bharat Nirman' which should be reflected in every step of the Government. How can there be equitable development if some States languish in deprivation? Against this backdrop, I would like to mention about my State Odisha which is always at the receiving end. Prior to the announcement of the Railway Budget, our hon. Chief Minister Shri Naveen Patnaik had placed a demand for an allocation of Rs. 2,085 crore before the Central Government. But we have got only Rs. 1,168 crore which is too inadequate, considering the dismal railway scenario of our State. For the kind attention of the Union Government, out of 30 districts of our State, seven districts of KBK area of Odisha remain unconnected by railway network, even after 63 years of Independence.

The Ministry of Railways is raising high-sounding slogans like 'Socially Desirable Project'. But the seven districts which are left out are mostly inhabited by tribals and Dalits. Is it not desirable to give priority to these deprived sections of the community? If the Union Government thinks otherwise, it should come forward to provide service for bringing these marginalized sections into the mainstream. I hope the hon. Minister of Railways will take note of it.

Mr. Chairman, Sir, I would like to highlight about some important on-going railway projects which are languishing since decades, from my college days.

For example, the Khurda Road-Bolangir Railway line project with the length of 289 kilometres was sanctioned way back in 1994-95. At present, only one small portion up to Begunia is going to be completed this year. If only 36 kilometres takes 15 years to get completed, we can imagine the fate of the total stretch. How many decades do we have to wait to see integration of Eastern and Western Odisha? Only Rs.60 crore has been sanctioned for this line, when we need at least Rs. 1000 crore. Is this not a travesty of justice?

Another example is Talcher-Bimlagarh Railway project which is of 154 kilometre stretch. It was sanctioned in 2004-05. The estimated cost at that time was Rs. 810.78 crore. The Government, in this Budget, has sanctioned only Rs. 65 crore as against our demand of Rs. 150 crore for this project.

Another important Railway project is Angul-Duburi-Sukinda Road Railway Project which is of 99 kilometre stretch. It was commissioned in the year 1997-98. The original cost of this project was Rs. 442.62 crore. But the Government allocated only Rs. 27 crore. Similarly, the Haridaspur-Paradip Railway project which connects the steel hub Kalinga Nagar with Paradip Port, still awaits to see the light of completion. In addition to this, the progress of work is only 15 per cent. We need at least Rs. 804 crore for the completion. But the Government has sanctioned only Rs. 10 crore which is too meagre.

Another important Railway project which was commissioned in 1993-94 is the Langigarh-Junagarh Railway line. This stretch covers 56 kilometres within the KBK area. As per the latest estimate, we need Rs. 153 crore for the completion of project, but the Government has sanctioned only Rs. 10 crore which is grossly inadequate.

The Government of Odisha had submitted a proposal for immediate gauge conversion of two railway line projects, namely, the Rupsa-Bangripasi and Nuapada-Gunupur lines. But so far the Railways has not paid any attention. As far as doubling of railway line of Odisha is concerned, the fund allocation is inadequate and work will remain pending for decades together. Only one doubling project of Odisha figures in the list of railways which is the Khurda-Baranga Road.



I would like to draw your kind attention to Puri which is a famous tourist site of the country. In this context, I would like to appreciate the decision of the Railway Ministry for the inclusion of Puri in the list of Rail tourism. Earlier 17 pairs of trains were plying to Puri. Now the Government has added four more pairs of trains to Puri. But where is the track to accommodate so many trains? So far as doubling of the railway line from Khurda to Puri is concerned, only 15 kilometres of doubling work has been completed which is up to Delanga Railway station. From Delanga to Puri, the distance is of 29 kilometres which is a single line. There is no adequate pit line and coaching complex. So, allotment of more trains without track and sufficient infrastructure will create problem and lead to traffic jam. On the other hand, the sanctioned amount is also not sufficient.

In the present Railway Budget, the Government proposes to conduct survey of two proposed railway lines from Paradip Port to Dhamara Port and another from Bhadrachalam in Andhra Pradesh to Kharagpur in West Bengal. We welcome this step as it will connect the Southern border of Odisha to the Northern border.

The survey work relating to Paradip and Dhamara Ports should also consider connecting Jajpur town, the ancient capital of Odisha which is a home to a pre-Mahabharata era pilgrim centre called Navigaya. There are three Gays in the country – one is Mastak Gaya at Bihar; second one is Pada Gaya at Rajahmundry in Andhra Pradesh and the third one is in my State called Navigaya which is a very important place for *Pitra Shradha*, according to religious scriptures.

I would request the hon. Railway Minister to kindly consider a survey work of the stretch between Jajpur-Keonjhar Road to Jajpur town.

**16.00 hrs.**

This stretch of 30 kilometres will have vital commercial importance as it connects the steel hub Kalinga Nagar with Dhamara and Paradip Port. Dhamara is very near to Jajpur town and Paradip Port. It will also serve as a gateway to different Buddhist sites located in Jajpur District.

The East Coast Railway Zone is the smallest zone consisting of only three railway divisions - Khurda Road, Sambalpur and Waltair. It is a matter of regret that several mineral rich areas, important cities and industrial centres remain outside the jurisdiction of East Coast Railway.

For example: steel city of Rourkela, industrial belt of Jharsuguda and Brajaraj Nagar, the mineral rich area of Bandhamunda and coastal business centre of Balasore, all are under South Eastern Railway Zone. In addition to those important railway stations, the proposed Dhamara-Bhadrak, Rupsa-Baripada, Baripada-Bangiriposi ongoing railway lines are also under the purview of South Eastern Railway.

Even the stretch from Bhadrak to Lakhmannath as well as Jharsuguda, Rourkela, Bandhamunda, Brajaraj Nagar also fall outside the purview of East Coast Railway jurisdiction. Hence the revenue generated from the entire area is going to South Eastern Railway depriving Odisha and East Coast Railway Zone. Though this zone is small in size the total income of East Coast Railway this year at the end of March, will be around Rs. 8,315 crore which will be around 8.5 per cent of the total Indian Railway income. That is why the reorganisation of railway zones pertaining to Odisha has to be done immediately.

Against this backdrop I would like to draw the kind attention of the Ministry to the proposal submitted by our Government or Odisha regarding the creation of new railway division. The new division should be called Jajpur-Keonjhar Road Railway Division starting from Cuttack railway station to Lakhmannath railway station including Paradip-Haridaspur, Daitari-Banspani, Angul-Sukinda, Talcher-Bimlagarh, Jakhapura-Daitari, Dhamara-Bhadrak, ongoing railway projects should also be brought under the jurisdiction of the new Division.

Bhubaneswar is the Capital city of Odisha. So, Indian Railways should give proper attention to the railway station there. This railway station has only four platforms and no foot overbridge to connect one end with the other. In the last Budget, hon. Railway Minister had declared that Bhubaneswar and Puri railway stations will be made world-class railway stations. On the contrary, the station lacks even basic passenger amenities.

The Railways constructed a gigantic building at a cost of Rs.84 crore to work as headquarters at Bhubaneswar known as ECOR Sadan, having two wings -South Block and North Block. South Block is functioning since 2008 but North Block is yet to start functioning. East Coast Railway has a sanctioned staff strength of 53,000 but 11,000 posts are lying vacant till today. There are no adequate staff quarters also there.



16.04 hrs.

[DR. GIRIJA VYAS *in the Chair*]

In the last budget, hon. Railway Minister announced one wagon repair workshop for Odisha. This year also she announced the same. I came to know from the Government sources that availability of suitable land is the main hurdle. I can suggest that seven hundred acres of railway land is lying vacant near Kantabanjhi railway station in Bolangir District. Railways can utilise that land as that area comes under the most-backward KBK area. There are about 500 acres near Chhatrapur and 700 acres near Kantabanji of Bolangir District and both these are railway lands. ...*(Interruptions)* Kalahandi is also within KBK area. But there is no land.

I would also like to draw the kind attention of the hon. Minister to the Jharsuguda-Sundergarh, Kunkuri-Ambikapur (Chhattisgarh) railway line. I would request the hon. Minister to start the survey work. ...*(Interruptions)*

[*Translation*]

MADAM CHAIRMAN: Please sit down. Whom do you want clarification from? ...*(Interruptions)*

SHRI BHAKTA CHARAN DAS (Kalahandi): Kalahandi is a backward and poor area. This is why hon. Minister had proposed setting up of a wagon factory in the last budget but the State Government did not provide land for the same. The State Government had recommended land on two separate locations. Therefore, hon. Minister of Railways should clarify whether a rail factory would be set up in Kalahandi or not.

[*English*]

SHRI MOHAN JENA (Jajpur): Now, I would like to draw the kind attention of the hon. Minister to the station at my home village, that is, Dhanmandal Railway Station. This is an old railway station; it is a station of the pre-Independence era. This railway station is backward and it is in a precarious condition.

SHRI B. MAHTAB (Cuttack): Odisha Government has already written to the Railways; a land of about 500 acres is available in Chhatrapur. ...*(Interruptions)*

MADAM CHAIRMAN: Please conclude. Your time is over.

...*(Interruptions)*

SHRI MOHAN JENA: 500 acres of land is available in Chhatrapur. ...*(Interruptions)*

[*Translation*]

SHRI BHAKTA CHARAN DAS: The State Government did not provide land in Kalahandi due to political reasons while the land is private. If there is no governmental land then we would buy the private land there. ...*(Interruptions)*

[*English*]

SHRI MOHAN JENA: Madam, we are not doing politics. This is our genuine demand. We are not against Kalahandi. ...*(Interruptions)*

MADAM CHAIRMAN: Please do not discuss it now.

...*(Interruptions)*

[*Translation*]

KUMARI MAMATA BANERJEE: If the government provides land we are ready to set up the factory there but only when we get land in Kalahandi. We are ready to set up one more factory there. But it should be Kalahandi

[*English*]

because that is an under developed area. ...*(Interruptions)*

SHRI B. MAHTAB: You can write back to the Government. We have submitted a proposal; we want to set up this wagon factory. In Kalahandi. ...*(Interruptions)*

[*Translation*]

Kalahandi is also in Odisha

[*English*]

Odisha Government has written about that

[*Translation*]

Wagon factory should be set up as soon as possible.

[*English*]

SHRI MOHAN JENA: Madam, we are not against Kalahandi. Kalahandi belongs to our State. But 500 acres of land is available at Chhatrapur.



[Translation]

MADAM CHAIRMAN: Please conclude, your time is up.

[English]

SHRI MOHAN JENA: Madam, please give me a minute. Due to disruptions, I lost my time.

I want to say something about Dhanmandal Railway Station, which is my birth place. This railway station is a very old railway station. This is the gateway to our Buddhist tourist sites.

[Translation]

This railway station is in a dilapidated condition.

[English]

so, the Railways should give proper attention to this old railway station.

I also demand the stoppage of Express Trains such as Puri-New Delhi Purushottam Express, Puri-Kolkata Dhauli Express, and Puri-Keonjhar Express at Dhanmandal. I also demand the stoppage of Rajdhani Express at Jajpur-Keonjhar Road Railway Station because this is the Headquarters of my constituency and close to Kalinga Nagar Steel hub.

With these words, I conclude.

\*SHRI P. KARUNAKARAN (Kasargod): Railway is the most important public undertaking in our Country. It is really a symbol of National Integration. Success of railway mainly depends upon its public character. When we introduce private participation in railways, we should give due importance to this specific features. Privatization of the Railway should not curtail the main system of the railway itself. Some of the actions taken by the Govt, has diluted & deviated the Public character of the Indian Railway.

Years back there was 17 lacs railways employees in the railway. Now it is declined 13-14 lacs. While every railway Minister announces new scheme and new services. But number of the railway employees is declining. How is it possible for the smooth functioning of the Railway - which is the highest public undertaking

in India with this limited work force. Our railway minister in her budget speech said that there was 1.75 lacs posts are vacant. It shows the very serious situation prevailing in Railway. It is not only the question of number of workers but also the safety of the passengers and protection of the railways itself. So I request you to take immediate steps to fulfill the vacant post.

In almost all the department & ministries the working hours are fixed it as 8 hours. It was decided decade ago and our country also accepted. But in railway the worker has to remain in their post hours together exceeding 8 hours. It is true in the case of station masters, train crew and other sections. Though sufficient reservation counters opened in many stations due to the lack of employees very few counters are functioning in major station. This is really effects the passengers who need reservations. The sufficient fund should be allotted for Palakkad Coach Factory and wagon factory in Cherthala. No amount is allotted in the present Budget.

The minister has announced various scheme and large number of train services. But the same time the amount allotted for doubling & electrification is not at all sufficient for many projects. The case of Shornur-Mangalore railway line, the amount allotted in last year was 60 crores but nothing spends. In this year budget, no new allotment is made. So how is it possible to run the trains without providing sufficient fund for doubling & electrification.

Thousands of ROBs are included in the Budget for last many years. I agree that concerned State Govt, has to give land for the construction of ROBs. There should be a coordinated schemes for the railway with the consultation of the states to ROBs in the Budget out of this only 20 ROBs work is completed. Six ROBs work in progress. Govt, of Kerala has allotted 240 crores of rupees for the construction of ROBs alone.

I like to come to my own State Kerala, Hon'ble Minister has announced some new trains and some of them have extended. While I appreciate the decision of new trains. I would like to point out some of the important issues of Kerala. Large number of keralites are working or residing in various parts of our country. So I request you to increase the frequency of some of the trains. Such as Rajdhani, Sampark Kranti, Duronto at least two more days from the existing status. Considering the very high passengers traffic in the state. I propose to introduce a train from Trivandrum to Mangalore. The train facility in the Northern part of the Kerala is still suffering specially

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\*Speech was laid on the Table.



for the local passengers. So I request you to introduce a passenger train from Kannur to Mangalore. To have the better connectivity to other States a new train from Mangalore to Hyderabad may also be considered.

The Hon'ble Minister has referred about the new lines in the State. Sufficient fund should be allotted for Tellicherry-Mysore, Nilambor-Nangincord and Calicut-Angadipuram. In last budget Kanhingade-Panathur was included and the survey was positive. But the next phase Panathur-Kaniyar has to be taken. The minister may give direction to take the second phase of the survey.

Passengers safety has become more important nowadays. In very few long distance trains & passengers trains there are police protection. The unfortunate incident of Soumya who was killed by a criminal after attacking her and inhuman action against her. Railway also should give adequate compensation & employment to her family members. So women passengers and other passengers need more protection by enforcing sufficient R.P.F & G.R.P.F. Railway should deploy armed policemen and policewomen especially in the long distance trains. Railway should start a helpline number where passengers can call and inform the railways authorities in case of emergency in running train by their mobile phones. So that in next coming station they can get help from railway authorities. In maximum long distance trains there is no first aid facilities in case of emergency. So I request you to kindly look into it because these things are very important in long distance travel.

Many of the trains in Kerala are running with lesser coaches. This makes more difficulties to the passengers so in all the long distance train starting from the state should provide 2 or 3 more coaches.

The minister has announced number of Adarsh Station in her budget speech. I have already given my suggestions specially in the northern part of the state, I suggest some stations as follows:- (1) Nileshwaram, (2) Payyannur, (3) Cheruthur, (4) Parizhangadi, (5) Mangeshwaram, (6) Kotikulam, (7) Kannapuram.

Though the long distance train which starts from Kerala they have limited stops especially for Rajdhani & Duronto Exp. So I request you to provide stops to Rajdhani at Kassargode, Thirur & Alapura.

[Translation]

\*SHRI JITENDRA SINGH BUNDELA (Khajuraho): I would like to thank the hon. Minister of Railways for

\*Speech was laid on the Table.

laying emphasis on social justice in her budget speech of the year 2009 and paying attention towards the backward states of India where the railway facility is not available. Today she has talked about the deep relationship between the Railway transportation and the economic development of the country.

But I would like to ask the hon. Minister whether the country will develop with the development of West Bengal only. I have come here after being elected from Madhya Pradesh. My Parliamentary Constituency is located in Bundelkhand where the world famous heritage site Khajuraho is situated. The constituency encompasses district Panna which is famous for temple and a tiger sanctuary as well as Katni which is the industrial belt of Madhya Pradesh. In the discussion of Railway Budget (2009), I had requested to start the construction work of Panna-Satna and Panna-Khajuraho sections under Lalitpur-Sigrauli scheme on the priority basis but it has not started yet.

You have allocated the tiny amount of Rs. 34 crore for this railway section and I would like to thank you for it but it is not going to serve the purpose.

Panna is the such district of the country where there is no railway station. The people of Panna have seen train in T.V. and newspapers. The dream of seeing a train in reality has remained a dream for the people of Panna district. To fulfill this dream, the people of Panna district are putting efforts to bring train to the district under Panna Rail Lao Abhiyan.

My Constituency and entire Bundelkhand alongwith Panna district wish you to become the Chief Minister of West Bengal at the earliest. In the budget of 2009, I had said that it has come to the notice that the state from which the Minister of Railways belongs, gets the major part of Budget and the development schemes also. I think there is a need of a code of conduct at least for the Minister of Railways because like my colleagues, I can not even say this that the Minister of Railways belonging to my state will be able to develop Madhya Pradesh because, the Members of Parliament like Kamalnath ji, Suresh Pachauri ji, Kantilal Bhuriyaji from my state have been the Ministers in the Union Government. In the tenures of some of them, the state has not seen any positive development regarding their respective department whether it is Road or the living standards of the tribal people. The Union Minister belonging to my state have sworn not to help Madhya Pradesh because they feel lest Shri Shivraj Ji should take the credit of



development away from them. I would like to request the hon. Minister to import training to the Minister of this Government belonging to my state and if they bring 50% of it into practice, the development of Madhya Pradesh will take place.

The Minister of Railways had talked about setting up Computerised Railway ticket reservation centre on the request of the Members of Parliament in her first budget speech but I would not like to give the examples of other. I would like to ask where the Computerised Railway Reservation Centre has been set up on my proposal.

I would like to request the hon. Minister of Railways inform the House whether the Ministry has implemented all of the provisions made in her first budget speech. Today, the country wants to know whether the three good budget speeches which you have delivered are likely to see the light of the day. You have talked about upgrading Kajuraho Railway station as a Model Station. Please, inform the House whether all the works have been completed at Khajuraho railway station as per the standards of a Model Station.

I would like to request you again to start the construction work on Panna-Satna and Panna-Khajuraho railway sections. The people of Panna district are very devout people and their wish is to work for everyone as I have been elected for the biggest temple of Democracy. Your dream of becoming the Chief Minister will be fulfilled, otherwise it may remain just a dream like the people of Satna. I have following proposals to make before the hon. Minister of Railways for the development of my Parliamentary Constituency, Khajuraho.

1. The construction work of Kajuraho-Panna-Satna should be started.
2. Jabalpur-Nagpur 12159/12160 should be extended to Reeva.
3. The Garib Rath running between Mumbai and Jabalpur should be extended to Reeva.
4. The Katni-Jabalpur DMU train should be introduced.
5. The Overnight Express-11471/11472 running between Bhopal and Jabalpur should be extended till Katni.
6. Tulsi Express 11069/11070 running between Mumbai and Allahabad should run daily and

be linked with Khajuraho so that Mumbai could be linked with world famous Khajuraho directly.

7. For the washing of trains at Katni Railway Station, a washing apron should be constructed there.
8. Mudwara station should be developed as the Model station.
9. The stoppages of the following trains should be provided at Katni Railway Station:-
  1. 12141-12542 Lokmanya Tilak-Rajendra Nagar
  2. 12539-12540 Yashwantpur-Lucknow
  3. 12165-12166 Lokmanya Tilak-Varanasi
  4. 11055-11056 Lokmanya Tilak-Gorakhpur
  5. 1055-11060 Lokmanya Tilak-Chapra.

Out of them, there are eight such points which have been made and requested in the earlier Budget speech. Will they be fulfilled now? Not only, I but also my state will wish you to become the Chief Minister.

\*SHRI SANJAY DHOTRE (Akola): I would like to draw the attention of the hon. Railway Minister towards some important issues.

My Parliamentary Constituency is Akola in Maharashtra. Madam, there was a proposal of gauge conversion of railway line between Akola and Ratlam via Khandwa in the Rail Budget in 2008-09 but nothing has been done in this regard so far. This is an important railway line. This meter gauge line was from Ajmer to Kachiguda and it was considered as an important railway line in pre-independence era. The demand of gauge conversion of this line has been raised for many years. This demand is not being made for the development of any particular region or state rather for the progress of the nation and the Railways.

Any single state is not going to get the benefit of this project. This project will benefit various states. Andhra Pradesh, Tamil Nadu, Karnataka, Vidarbha, Marathwada, Madhya Pradesh, Rajasthan, Gujarat, Punjab, Haryana, Delhi and Uttar Pradesh. After gauge conversion of this railway line it will be the shortest route to connect Southern India to North India. It will open a new corridor from North India to Southern India.

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\*Speech was laid on the Table.



Rate of return (RoR) is given priority for any railway line. The rate of return of this project is more than 25 per cent, which hardly any other railway line has. From this point of view the Cabinet Committee on Economic Affairs had accorded approval to this proposal in the year 2007-08 and this proposal was included in the Railway Budget of the year 2008-09. But I am sorry to say that this project has been forgotten for the last two years and work on this project is yet to be started.

I urge the Union Government that keeping in view the benefit of this project to various states and the Railways the said work should be completed at the earliest.

I am sorry to say that the works of gauge conversion, laying of new railway lines, electrification etc. are not being carried out with transparency. Putting the rate of return (RoR) at stake which is a must, the said works are not carried out where those are required to be done. On the contrary these works are being carried out where these are not necessary to be done by violating all the rules.

I would like to thank the hon. Railway Minister that fares have not been directly hiked this year too. But the gullible passengers have been burdened on the one or the other pretext.

I would also like to urge the hon. Minister that the decision of not increasing the fare should not be taken at the cost of facilities and security provided to the passengers. The number of rail accidents are multiplying day by day. The financial condition of the railways is also deteriorating but due to vote bank politics the security and facilities to passengers are being put on stake.

I would like to draw the attention of the hon. Minister towards one more important issue. Some trains were introduced from Akola to Vijayawada and Akola to Tirupati during the summer season on trial basis, which had caused enthusiasm among passengers. The said trains got very good response but suddenly those trains were withdrawn.

I would like to request the Government to start these trains again. Similarly, keeping in view the convenience of passengers a train was introduced from Nanded to Shri Ganganagar with great pomp and show, but the services of that train was stopped just after four days and then it was started from Nagpur.

I would request the Government to restart the said train so that the passengers who have been deprived of the services of this train may avail the services of this train again.

Mostly businessmen live in Murtijapur of my Parliamentary Constituency. They travel daily from Murtijapur to Darshapur, Achalpur, Karanja, Yavatmala and Amravati districts for business purpose but they have to face many problems as Azad Hind Express and Gondwana Express do not halt at Murtijapur station.

I urge the hon. Minister to provide stoppage of these trains at Murtijapur station so that the businessmen can do their business properly. Apart from this, I urge the hon. Minister to run the train number 12720, which runs from Hyderabad to Akola via Ajmer, everyday to make traveling easier for passengers.

Likewise, the Nagpur-Pune Express should also be run everyday instead of just three days in a week.

For a very long time, there has been a demand in my Parliamentary Constituency for running a new train from Akola to Pune to benefit the large number of passengers traveling to Pune but their reasonable demand has always been neglected.

I urge the hon. Minister to introduce this train as soon as possible.

\*SHRI SAJJAN VERMA (Dewas): I support the rail budget (2011-12) and I request the hon. Minister to include the recommendation which I present here.

Her Excellency the President had mentioned in her budget speech that priority will be accorded to laying down a new railway line in the scheduled castes/scheduled tribes populated areas and the hon. Minister of Railways had also emphasized in her 2010 budget speech that a new railway line will be laid on no-profit, no-loss basis in the scheduled castes/scheduled tribes populated and backward areas. My Parliamentary Constituency is populated with scheduled castes/scheduled tribes. In the past few years the survey for laying a new railway line from Ramganjmandi to Ujjain via Jhalawad and Agar has been completed. This important scheme of 850 crore rupees is pending till date. I request the hon. Minister get this work started and I also urge her to provide a stoppage for Indore-Amritsar Express at Shajapur station because it is a big

\*Speech was laid on the Table.



industrial and commercial city. Passengers face a lot of inconvenience because this train does not stop here. The same is the case with Berchha Mandi. A stoppage of Indore-Bhopal Express here is necessary because this is a big commercial market. Therefore, I urge the railways to get these tasks done on priority basis.

[English]

\*SHRI RADHA MOHAN SINGH (Purvi Champaran): The Station Masters of Indian Railways have decided to conduct an Indefinite Hunger Fast from 2nd March 2011 for their 10 demands including Minimum Grade Pay of Rs.4200. It is very unfortunate to note that none of the Railway Board Officials have taken it seriously and made any attempt to concede rather rectify their genuine demands.

It is learned that they have intimated to your good office regarding their demands and action programme.

I feel the genuineness of their demands especially for the Minimum Grade Pay of Rs. 4200 has been analyzed with the facts and figures. It is also understood your Ministry has agreed upon revising their minimum Grade pay from Rs. 2800 to Rs. 4200 and both the Ministry of Finance and the Railway Board is delaying the issue.

Hope you will do the needful to approve the revision and pass necessary orders.

Further with regard to their demands which, are directly related to the safe running of trains *i.e.* abolition of continuous Night duty, 12 hrs Duty and not posting the Additional Station Masters in majority of Stations etc are in the interest of the Travelling Public.

I stand with their genuine cause and considering their strenuous nature of Duty, I hope you will intervene and settle these issues too.

[Translation]

\*SHRI CHANDU LAL SAHU (Mahasamnd): Chhattisgarh has been cheated once again in the budget presented by the hon. Minister of Railways. Economic progress of a country hinges on rail transport. It seems that Ministry of Railways and the UP Government do not want Chhattisgarh to develop. The Bilaspur Division located under the South East Central Railways has an important place from the economic point of view in Indian

Railways. Bilaspur Division alone contributes 16 percent of total revenue but despite this the total length of railway line in Chhattisgarh is just 1608 kilometers which is 1.66 percent of the total length of railway lines in the country. There are 32 percent scheduled castes in Chhattisgarh who are still backward due to inadequate transport facilities and they are also battling with naxalism.

This is despite the sufficient availability of natural resources in Chhattisgarh, water, rivers, nallahs, hills, coals, iron, bauxite, diamond and aluminium are also available here. Due to insufficient transportation facilities, mining and usage of these resources is not possible at present. It is imperative to extend rail facilities for proper exploitation of these resources and tackling the naxalite problem. The important demands of my constituency are as follows:-

1. Mahasamund Railway station should be upgraded to model station and Mahasamund Mandir Hasaud and Bagbehra and Komakhan station should be separated from Sambalpur Railway Division (Orissa) and included in Raipur Division (Chhattisgarh).
2. As per the demands of common people of Bagbehra, trade association and Green Care Society, Bhubaneswar Kurla Express (3145/3146) should be provided stoppage in Bagbehra.
3. The railway line from Mahasamund Bagbahra (Chhattisgarh) to Titlagarh (Odisha) should be doubled and the frequency of trains should be increased.
4. The narrow-gauge line from Raipur to Dhamtari and Rajim should be converted into the broad gauge for which the Chhattisgarh state has approved the allocation of Rs. 86 crore as its share.
5. The survey should be conducted for laying new railway line from Mahasamund to Pithora, Basna and Saraipali to Sambalpur (Odisha).
6. The survey should be conducted for laying new railway line from Raipur to Rajim, Gariyaband, Mainpur, Devbhog (Chhattisgarh) to Dharamjaigarh (Orissa).
7. Rajimnagar of Raipur district of Chhattisgarh has been declared as the site of the fifth Kumbh.



Lakhs of devotees keep coming and going from Raipur (Chhattisgarh) to Haridwar (Uttaranchal) Shantikunj, Rishikesh. Therefore, the Gondwana Express running between Raipur to Delhi should be extended to Haridwar or a new train should be introduced.

8. A Duranto Express should be run from Raipur to Delhi.

\*SHRI MURARI LAL SINGH (Sarguja): First of all, I would like to thank the hon. Minister of Railways for presenting the Rail Budget. But Chhattisgarh has been neglected outrightly once again in the Rail Budget. As a result of it, the entire Chhattisgarh is shocked. Chhattisgarh gives the highest revenues to the Railways and despite of it, Chhattisgarh has been neglected. Chhattisgarh shares its boundaries with six states and yet, no new train has been introduced for linking Chhattisgarh with other states.

My Parliamentary Constituency, Sarguja is the tribal majority district in Chhattisgarh and it is the biggest district of Chhattisgarh. It has got rich natural resources and there are many mines of the SECL. Bauxite and other mineral resources are also found in enough quantity. Because of the transportation of these mineral resources, the Railways receive a good measure of revenues. Comparing to the amount of revenues the Railways gets from Chhattisgarh, the development of Railway service is almost cypher.

I would like to put following demands and proposals before the Minister of Railways:-

1. The survey work of Ambikapur to Barvadeeh railway line was started in the year 1936. If this line is constructed, it will link Chhattisgarh with Jharkhand. This demand is very old. Therefore, it is necessary to fulfil it.
2. A new train should be introduced after conducting the survey from Bhatgaon, Chhattisgarh to Renukut via Pratap pur and Vadrafanagar.
3. A new railway should be constructed from Surajpur Road to Korba via Surajpur, Ramanujnagar, Premnagar Tara.
4. Korba should be linked with Pendra via Katghora road.

\*Speech was laid on the Table.

5. Shivprasadnagar Railway stoppage on Ambikapur to Anup pur rail line should be upgraded to railway station from halt.

6. Chhattisgarh Sampark Kranti 12823/12824 from Durg to Hazrat Nizamuddin should be run daily instead of three days in a week.

7. For the people of Sarguja, the express train running between Ambikapur and Durg is the only train which runs via the capital city Raipur. One entire A.C. two tier coach and one other A.C. three tier coach should be added to this train.

8. A coach used to be added to the train from Bishrampur to Delhi for the passengers going to Delhi from Ambikapur in the past but it has been stopped due to certain unknown reasons. Therefore, a train should be run again.

9. The passengers of Ambikapur (Sarguja) and Koriya districts have to wait for 5 to 6 hours at Anup pur for going to and coming from the capital of the country, New Delhi. The passenger train running between Ambikapur to Manendragarh should be extended to Anup pur and a train should depart from Anup pur for Ambikapur around 9-10 O' clock in the morning so that the passengers need not face so many problems for such long time.

10. Bilaspur Railway zone is the highest revenue producer zone and considering this fact, atleast Bilaspur Railway station should be enlisted in 'B' grade stations instead of 'C' grade of the country.

11. The sleeper coaches should be added to the Chair train running between Ambikapur and Jabalpur and a stoppage should be provided at Surajpur road.

12. Two railway tracks should be constructed from Ambikapur to Anup pur.

For the development of my tribal area, I would like to seek special attention on the above old demands and proposals.

[English]

SHRI ANAND PRAKASH PARANJPE (Kalyan): Respected Madam, I thank you for giving me an opportunity to speak on the Railway Budget 2011-12.



All of us in this august House had the opportunity to hear three Railway Budgets - 2009-10, 2010-11 and 2011-12, being presented by the hon. Railway Minister, Kumari Mamata Banerjee.

In her speech, she commented on the performance of Railways in the year 2010-11; she read out the new proposals for the year 2011-12. I really thank her because in the very first year, when she took over the Railway Ministry, she came out with a Vision Document, 2020; the targets for infrastructure were set in it, regarding new lines, gauge conversion, electrification, doubling, etc. In the last year 2010-11, much of these targets have been achieved, and whichever have been left over will be achieved in this year, along with new targets.

I would also like to thank her for the announcement of 700 MW gas project at Thakurli which is in my constituency, Kalyan, Maharashtra. I request her that this project should be taken up on a fast pace so that the new power project at Takurli comes up within a short time.

I also thank her for the new recruitment policy; the changes which she made in that are welcome, respecting the local language and local people, and giving job opportunities to the sons of the soil.

Recently, under the leadership of our youth icon Shri Aditya Thackeray, we had an opportunity to meet the hon. Minister and she wholeheartedly responded to the demands of Shri Aditya Thackeray regarding the problems which the youth and senior citizens face while travelling in the Mumbai suburban section.

I would like to restrict myself to the issues related to Mumbai and Maharashtra. With regard to the key proposals of the Budget for the year 2009-10, 50 stations were announced to be upgraded as world class stations. Last year, when she announced Thane Station, I was really happy that Thane will be soon converted into a world class station. But this year, the Minister has regretted that because of the cost parameter no progress on this could be made and assured that it will be looked into. I would like to request her to respond as to whether Thane Station will be upgraded in terms of world class station or multi-functional complex.

Another ambitious scheme of Adarsh Stations was announced in the Budget of 2010-11. Nearly 584 stations were short listed and in the last two years 442 stations have been completed and the remaining 142 stations

will be completed this year. A new list of nearly 236 stations was also announced. A number of stations in the Mumbai suburban section were included in this list. A lot has been done in this regard but still a lot more needs to be done. People travelling in the Mumbai suburban section face a lot of problems regarding adequate drinking water, proper sanitation, waiting room and good catering services. I would request the hon. Minister that Adarsh stations listed in the Mumbai suburban section should be looked upon and see to it if anything more can be given to these stations. It will definitely help the people.

Construction of Multi Functional Complexes in station premises of Manmad, Nasik, Lokmanya Tilak Mumbai Terminus and Vasai Road was announced by the Minister. Though the project has started but its timely implementation, execution backed by proper financial provision, is necessary.

I would also like to point out that in the 2009-10 Budget seven Nursing Colleges were announced on the railway land. One of such colleges was announced at Kalyan, Mumbai but no progress has been made in this regard. I wish the hon. Minister may respond to it in her reply.

Mumbai Division in the Central Railway Zone operates the most-dense suburban system in the world. Nearly 1573 suburban trains covering 76 stations cater to 45 lakh commuters. These 76 stations fall under sections CSTM-Karjat/Khopoli, CSTM-Kasara, CSTM-Panvel, CSTM-Andheri and Thane-Vashi-Nerul-Panvel. We contribute nearly Rs. 3,350 crore by way of Gross Traffic Receipts to the revenues of the Central Railway and Railway Board but what we get in return is very disheartening.

In the Budget of 2010-11 101 new additional services were announced for the Mumbai suburban section; 16 on main line, 18 on harbour line, 35 on Trans harbour line and 32 from Thane-Kalyan-Karjat-Khopoli-Kasara. I am sorry to say that out of 32 additional suburban services announced on Thane-Karjat-Khopoli-Kasara till day only 11 have started and 21 are yet to start. Thane station is 'A' category station in Mumbai Division contributing nearly Rs. 32 lakh daily, Rs. 9.42 crore monthly and Rs. 114 crore annually to the Railway revenues. It caters to nearly 4.5 lakh commuters daily. Thane Station was announced as the world class station but no progress has been made in this regard. I would like to draw the attention of the hon. Minister that a proposal amounting to Rs. 8.5



crore regarding renovation and improvement of Thane Station to provide more passenger amenities is pending with the Railway Board. No provision has been made for this project. I sincerely request that a provision of Rs. 8.5 crore is given for this project because we do not know when it will be upgraded as the world class station but at least it can be upgraded as a model station.

But at least it can be upgraded as a model station. This Rs.8.5 crore will definitely help the passengers there. Under that scheme, it was for a third FOB because nearly four platforms have been added at Thane Station in the last five years. Only two FOBs are there which are 4.88 metres and there is a likely chance that in evening peak time or morning peak time a stampede can take place because nearly five lakh commuters come to Thane Station.

Another demand of a new railway station between Thane and Mulund is there. The late hon. M.P., Shri Prakash Paranjpe who was representing Thane Constituency had demanded for this. The new Station between Thane and Mulund will reduce the commuter congestion by 60 per cent at Thane Station. This demand has been supported by all political parties. This proposal also needs examination.

Kalyan Junction is a very important Junction connecting Mumbai with North East and South East of the country. Thane-Kalyan line was inaugurated by Lord Elphinstone in 1854. It is a very old line. The first train ran on 16th April, 1853 between Boribunder and Thane and immediately within one year in 1854, the Thane-Kalyan line was started. Kalyan Station also contributes nearly Rs. 130 crore annually to the revenue but Kalyan Station is also not given its due. Kalyan Station re-modelling and improvement proposal of Rs. 11.5 crore is pending with the Railway Board. That also needs to be given funds this year because no funds are given. The dilemma is that all the projects are made and anticipated cost is done but no financial provision is made for any of the Stations in suburban section.

At Kalyan Station an Electro-Loco Shed for maintenance facility of WAG-9 Locos project is also pending.

MADAM CHAIRMAN: Please wind up now.

SHRI ANAND PRAKASH PARANJPE: Madam, I am representing nearly one crore people who are traveling by suburban trains. Please allow me. We do not break

the discipline of the House. So, please allow me to speak.

Nearly 143 trains each side originate from CST Mumbai. Therefore, I strongly demand a new coaching terminal at Kalyan. Railway has its own land of nearly 143 hectares at Kalyan which can be used for this new coaching terminal. The feasibility report by the General Manager, Central Railway has also been done.

Diva Junction is another important junction. Diva-Panvel line was started in 1965 and Diva-Vasai line was started in 1983. But still the DEMU services are there only on these two routes. I would strongly request that EMU services should be started on these two routes. Both the routes should be taken under suburban section which will definitely help.

During the NDA regime, Mumbai Rail Vikas Corporation Limited was conceptualised. She has in her own speech praised the Mumbai Rail Vikas Corporation and said that the same Corporations would be developed for suburban services in Kolkata, Hyderabad and all such cities. MRVC has been implementing MUDP Phase-I and Phase-II and Phase-I will be completed by June 2011 and Phase-II is under implementation and it will be completed by January 2014. Its time to move ahead and MUDP Phase-III should be taken up where Virar-Vasai-Diva-Panvel corridor will be taken under the suburban section.

MADAM CHAIRMAN: Now wind up in one minute.

SHRI ANAND PRAKASH PARANJPE: I will conclude in two minutes. I know you will kindly allow me. Now there is nobody else from my Party who is going to speak.

New suburban services from Diva Junction to Chhatrapati Shivaji Terminus are required. In her speech, this year only 47 additional services were introduced between Thane-Vashi-Panvel, Bandra-Virar, Andheri-Virar, Borivali-Virar. It is gross injustice to the main line commuters where no additional services have been introduced. I also recommend that 15 coach rake on Central lines from Chhatrapati Shivaji Terminus to Kalyan should be started. More funds are required for the development of Mumbai stations. Regarding the ROBs and RUBs, in her speech she has said that nearly 300 ROBs and RUBs will be constructed.

The ROB proposals in my constituency for Kalwa, Kharigaon and Diva Junction are pending.



MADAM CHAIRMAN: You need not take the names. You can now wind up.

SHRI ANAND PRAKASH PARANJPE: The construction of ROBs on Dombivili and Thakurli is most important for the 750 MW power plant because if that is not constructed then there will not be any road to this power plant. So, this should be taken up.

Madam, once again, I thank you very much for allowing me to speak on the Railway Budget.

*[Translation]*

\*SHRI SHIVRAJ BHAIYA (Damoh): Hon. Minister of Railways has provided a few rail facilities in my Parliamentary Constituency Damoh and I earnestly thank her for the same.

First of all I would like to thank the hon. Railways Minister for providing Damoh-Bhopal Inter City train and alongwith it I would like to urge her to run that train on 1st April, 2011 so that the residents of Damoh and Sagar district may travel conveniently to Bhopal, the capital of Madhya Pradesh. I also urge her to provide stoppage to Inter-city train on Ganeshganj station as there is no stoppage of Damoh Bhopal Inter City on Ganeshganj Station at present.

A declaration of laying down a railway line from Jabalpur to Panna via Damoh, Kundalpur was made last year but sufficient funds have not been provided for the said railway line till date due to which the construction work for the same has not been started yet. I urge you to allocate sufficient funds for the construction of railway line from Jabalpur to Panna via Damoh, Kundalpur so that the said railway line could be laid down as soon as possible and the public may benefit from the same.

Likewise a declaration for surveying of railway line, from Bhopal to Khajuraho via Sagar and Chhatarpur was made last year. There is a railway line from Bhopal to Sagar and from Chhatarpur to Khajuraho but due to non-allocation of funds for surveying of railway line from Sagar to Chhatarpur, the public does not have the said rail transport facility. Therefore, I urge you to allocate sufficient funds for laying down railway line between Sagar and Chhatarpur so that the construction work of the railway line could be started for the convenience of general public.

Hon. Minister of Railways has declared the surveying for a new rail line from Sagar to Chindwada in this budget speech. I have informed the hon. Railway Minister many times that the residents of Bundelkhand travel to South India via Beena, Bhopal, Itarsi which takes more time and money therefore, I urge her to lay down a new railway line from Sagar to Nagpur via Rehli, Denri, Kareli so that Bundelkhand could be directly linked to South India and the residents of Bundelkhand are neither forced to travel hundreds of Kilometers via Bhopal, Itarsi, Bilaspur and Raipur nor waste more time and money.

They survey from Damoh to Hata, Khajuraho railway line has been included in this rail budget. I earnestly thank the hon. Railway Minister for the same. Khajuraho is a world-renowned tourist spot. Lakhs of foreign tourists visit Khajuraho throughout the year. They have to come here via Jabalpur, Sagar or Nagpur and pay more fare alongwith wasting more time.

Therefore, I urge the hon. Railways Minister to provide sufficient funds, for the survey and laying down of Damoh-Hata-Khajuraho rail line, in this financial year so that the construction work for the same could be commenced.

Now, I would like to draw the attention of the hon. Railways Minister towards some burning issues. Damoh is the headquarter of my Parliamentary Constituency and also the district headquarter but a few major trains do not have stoppage there. Due to this the train nos. 12549/12550 Durg-Jammutavi, 19605/19606 Kolkata-Ajmer, 08469/08470 Jaipur-Durg (Utsav Express) and 12823/12824 Durg-Hazrat Nizamuddin (Chhattisgarh Sampark Kranti) do not stop at district headquarter and the passengers travelling from, or to Damoh face a lot of inconvenience. Therefore, I request you to provide stoppage for the said trains in Damoh.

Alongwith this please provide stoppage to train no. 11465/11466 Dayoday Express on Patharia Station and train no. 1071/1072 Kamayani Express and 8477/8478 Utkal Express on Ganeshganj Station for the convenience of general public.

A declaration for converting the Damoh station into a modal station was made in the last rail budget but the basic facilities at Damoh station have not been provided till date. Therefore, please provide all the necessary arrangements of a modal station at Damoh immediately. There are no sheds, drinking water, toilets or Chairs for the passengers on railway stations such as Bandalpur, Aslana, Pathariya, Ganeshganj, Giriwar etc.

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\*Speech was laid on the Table.



Therefore, I urge you to make arrangements for shed and other facilities at the said stations as soon as possible. I oppose this rail budget due to failure in providing basic facilities.

\*SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI (Sant Kabir Nagar): I would like to express my views on Railway Budget and would like to present some points in this context before the hon. Minister of Railways. Hon. Minister of Railways has a vision to strengthen railway system, but I feel that Eastern Uttar Pradesh has been totally ignored in this regard.

I regret to say that even after so many years of independence, Gorakhpur, which is the headquarter of North Eastern Railways, is deprived of any trains of Rajdhani, Shatabdi, Duranto class. Around 20 MPs come to this House from Eastern Uttar Pradesh. The population of 16 districts of 4 rail division, use Gorakhpur-Lucknow rail route to commute to New Delhi or other places in North India. Despite undertaking development works, this area is still struggling with the shortage of railway resources and the common man put his life at risk by travelling on this route.

It will not be any kind of exaggeration, if N.E. Railway is called the most neglected area. I would like to request the Minister of Railways to introduce Rajdhani or Duranto trains, which adhere to their scheduled times for arrival and departure, from Gorakhpur to New Delhi. The people of the area will be grateful to him.

The Minister of Railways has announced introduction of new trains in memory of Swami Vivekananda, Gurudev Ravindranath Tagore and Mother Teresa. In this context, I would like to say that my Parliamentary Constituency, Sant Kabir Nagar is the land of great Saint, Kabir. It is also the land of Mahatma Buddha, the sermon given from here by him holds its relevance even today in the entire world. I would like to suggest that Kabir Express and Budh Express rail service should be introduced in memory of these great men. Alongwith it, Railway has been assigned special responsibility of expanding and popularizing Buddhist circuit. Shrawasti, Lumbini, Kapilvastu, Sarnath and Kushinagar in Eastern Uttar Pradesh which are specially linked with Gautam Budh should be effectively connected with railway services, it will prove beneficial for common man also besides tourists and pilgrims.

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\*Speech was laid on the Table.

SHRI DEVENDRA NAGPAL (Amroha): Mr. Chairman, Sir, through you, I would like to draw the attention of the hon. Minister of Railways. I would like to begin my speech by reciting a couplet:-

"Gamo ki anch par, Ansoo ubal kar dekho,  
Banege rang kisi par dal kar dekho,  
Apna dukh karna hai to kisi ka kanta nikal kar deho!"

I agree that she has presented railway budget in very good manner.

First of all I would like to congratulate her for presenting very good budget for all sections of the society and common man as a result no hike has been made in the freight charges and passenger fare. While giving preference to social responsibility, the project related to railway connectivity and infrastructure has been sanctioned. Alongwith, it is also a fact that those who are incapable will become capable in the future. Through this budget, schemes under vision 2020, which are lying incomplete may get completed. I would like to say that Western Uttar Pradesh has been grossly neglected in the railway budget. I would like to request her that attention should be paid towards the demands of Western Uttar Pradesh.

Madam, I would like to congratulate the hon. Minister for granting sanction to Gajraula-Sambhal railway line. I would like to demand that as survey of Meerut-Bijnor-Aligarh-Mathura-Chanpur-Baijor via Natar-Nogauma-Amroha and Sambhal, Gajraula-Sambhal route was conducted earlier also, therefore, work in this regard should be started at earliest. Brijghat Garh Ganga which connects Ganga is located in our area, and is divided in many parts, therefore, there is a dire need to carry out work at Luxar, Buxar and Kasganj. Doubling and electrification of railway line from Gajraula to Dehradun via Bijnore, Luxar, Shahdra to Sahampur via Shamali, Meerut, Muzaffarnagar should be carried out upto Haridwar. New trains like from Sahampur to Mumbai via Shamli, Kotdwar to Mumbai via Bijnore and from Madbha to Dwarka and Aligarh have been introduced. There is a dire need to construct over bridge on railway crossing number 51 lying on Ghaziabad, Moradabad railway line, and railway crossing number 45C lying on Gajraula-Bijnore stretch located on Ghaziabad to Moradabad stretch. I would also like to tell that Gajraula is an industrial area where hundreds of industrial units are located due to which traffic jam stretching upto many kilometres remains here. I would like to request the hon. Minister that she has approved only flyover number 51C. Please give



approval for 45C, 44C, 28C and 46c also. Garhmukteshwar in my Parliamentary Constituency is a Garhganga dham. I want that a bottling plant should be set up here. National Capital region outer railway line like Panipat to Meerut, Hapur, Palwal, Palwal to Rewari, Rohtak, Panipat should be renovated and linked with Meerut and Rewari for the convenience of lakhs of commuters.

Hon. Minister, I have received a lot of suggestions from passengers regarding basic infrastructure of railways and rail facilities in Uttar Pradesh and National Capital Region. These suggestions include new flyovers, new trains, new lines, new stations and with regard to stoppage of existing trains etc.

I would like to bring to your knowledge that during the last 63 years only a single railway line, from Deoband to Roorkee, has been laid, in the Western Uttar Pradesh. Otherwise, Western Uttar Pradesh has remained largely neglected till date. This is for the first time that hon. Minister has approved a railway line from Gajraula to Sambhal. I am grateful to her for the same. But we still have a lot of demands besides this. I would like to urge the upgradation of facilities which falls under (B) grade category Amroha and Gajraula stations in my Parliamentary Constituency, which is why these stations only have facilities at par with 'B' grade stations. I would request hon. Minister to kindly consider this and arrange for the upgradation of these stations. Alongwith this I would also like to urge the hon. Minister to run a Shatabadi train from Delhi to Moradabad for the convenience of lakhs of people in my constituency.

I have submitted a lot of proposals to the hon. Minister of Railways for stoppage of new trains at Gajraula, Amroha and Garh. I would urge her to consider those and provide stoppage of trains at these stations. There is an underground level crossing between pole no. 1424 and 28/50 between Ajahi and Chhata on Delhi-Agra railway route in Mathura district. Construction of railway crossing here would make commuting convenient for people in thousands of nearby villages. This is extremely necessary in the interest of public. I would urge you to complete this work as soon as possible.

In the end, I would like to urge the hon. Minister to discontinue the extra and VVIP freight train no. 362 down DU, AGS as this is causing major inconvenience to people of this area. Najibabad to Gajraula passenger train should be run till Haridwar and there is an urgent need to construct a division for Luxar on Narayan junction

between Gajraula to Maoujampur. I am hopeful that hon. Minister will consider my proposals with a sympathetic view.

\*SHRIMATI SUMITRA MAHAJAN (Indore): Discussion has begun on this year's rail budget. Rail budget is extremely important for the whole country. Railway operations, freight carriage is not only linked with transport but also development of life quality across the country. But this year the entire railways department has been limited to development of only one state. There is a saying in Malwa 'Andha baante rewari', 'Apna apne ko de'. The 2011-12 rail budget does not convey shortage of rail facilities in any other state. The allocation of rail projects from the point of view of density is also showing a negative picture. New rail project are not being started anywhere except a limited area. There are few ongoing schemes on paper in Madhya Pradesh, a backward state with regard to railway facilities. If those schemes would progress at the same pace as they have been progressing in the past and at the increased expenditure in comparison to the budget allocations made for them it does not seem that they would ever get completed and it would be good fortune of Madhya Pradesh if they get completed by the end of this decade.

The foundation stone for Dahod-Indore project was laid by the Hon. Prime Minister 5 years ago and the residents were given assurances that this scheme would be completed within three years. The Member of that area is in Cabinet and he had assured everyone at the time of laying of foundation stone that the trains would start running on this route by the year 2011 and people will avail railway facilities very soon.

The same project is still in its initial phase. The expenditure for the project has got escalated 6 times more in comparison to the amount allocation till date and 75 per cent of land has not been acquired till date. In such a scenario only god knows when this project would be completed. The same is the case with other projects of Malwa. Not only Dahod Indore, Chhota Udaipur Dhar but also Ratlam Akola gauge conversion project which is also important from railway point of view railways have been left out in the budget. This clearly indicates the biased view of Ministry towards states.

The announcements regarding introducing new passengers trains are merely illusions with regard to Madhya Pradesh and especially Indore because the

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\*Speech was laid on the Table.



introduction of new trains for Indore of which the announcements have been made, are not useful from this city's point of view. For example, Indore Jabalpur train or Indore Kota train. The said cities are already linked with Indore through the short routes and a convenient rail service is already available. Not making announcements regarding long pending demand for the introduction of direct rail service on the routes from Indore to Bangalore, Hyderabad, Puri, Bareilly etc. which has been accepted by the Railways also is a unique example of bias and discrimination. The Western Railways itself has been making demands to regularize the trains running from Indore to Patna, Howrah and Pune and we have also been demanding to run the Indore-Pune train daily as there are a large number of people travelling on this route but the Ministry of Railways has been neglecting it. The Ministry of Railways does not accept the demand of running additional trains during the summer vacation for these places and there is no need to show the intention of the Ministry of railways regarding its negligence towards this area as such additional trains are being run for other areas. We were demanding much whereas we have been given very less. We have been demanding trains linking Indore to Bangalore, Hyderabad, Puri and Bareilly but the Ministry of Railways has not paid any attention to it.

In order to conceal the economic condition of Railways, the help of Sixth Pay Commission has been taken in the current Budget presented whereas, in reality, the reasons behind bad operational condition and negative operations of trains during the previous years are being concealed. Even the allocation of funds for many projects being in operation in this financial year, have been stopped. If we spend money on these projects in limited amount only and keep the projects pending for many years instead of completing them in the fixed time

period, it will not only lead to the Railways losing any profit on the money spent, but also it becomes impossible to complete the project due to escalation in cost and there is the root cause behind the poor financial condition of Railways. The measures taken for security purposes also reflect biasness. The Anti-collision device (ACD) should have been installed across the entire railway network so far about the installation of this device exclusively in certain chosen areas only and with a view to serve some special political interests shows that politics is more important than the safety of passengers.

In the situations of not making efforts to search for new source of income despite poor financial condition and making announcements regarding no increase in the fares for cheap popularity, it will be a very difficult challenge for the next Ministers of Railways to re-establish the Railways which is getting bankrupt. Even now, there is time and we need to work considering the financial condition of the Railways with the thought by rising above the politics that the Railway belongs to the country.

[English]

\*SHRI SOMABHAI GANDALAL KOLI PATEL (Surendemagar): With sorrow full heart, it is to stated that, The Budget granted for Assets Acquisition, Construction & Replacement for 2011-12 of Western Railway for following Nos. of Items are very less, which should be revised and increased as per below:

It is came to know that, The project, which could be completed within 5 years, are going to be finalized or completed after 15 years, due to sanction of less Budget, hence it could be effected to the progress of infrastructure of western Railways. Hence Kindly outlay proposed for following Nos of Items may be increased and oblige to the peoples of Gujarat State, as per below:

Item No.	Particulars	Outlay proposed for 2011-12	Outlay should be revised for 2011-12
1	2	3	4
10	Rajkot-Veraval-Wansjalia-Jetalsar with new material modification Shapu-aradiya (46 Kms) & Veraval-mnath (281 Kms) & Somnath-Kodinar (36.96 Kms)	1,00.00	10 Crs
26	Shahibaugh-Sabarmati 3th line connectivity by gaun. Track on Mg. Bridge No. 733.	1,05,00	02 Crs

\*Speech was laid on the Table.



1	2	3	4
42	Viramgam-Additional & alteration in passenger/goods yard for separate up & dn main line.	68.91	15 Crs
60	Jamnagar-Addl. Loop line	80.00	01 Crs
61	Chharodi Addl. Loop line	39.00	01 Crs
332	Mehsana-Palanpur Rebuilding (Bridge No. 917.) Bhavnagar work shop Facilities for periodical overhauling of 50 brod gauge coaches per month	1.00	06 Crs
396	Bhavnagar work shop Facilities for periodical overhauling of 50 brod gauge coaches per month	7,30.21	30 Crs
404	Ahmedabad-Conversion-renovation meter gauge Pit line	1,27.14	06 Crs
409	Porbandar-(Coaching Depot)Sick line shed with EOT crane	63.57	05 Crs
429	Bhavnagar Division -Replacement of Quarter	10.00	05 Crs
430	Vadodara Division	10.00	05 Crs
431-432	Bhav Nagar Division	10.00	05 Crs
433	Ahmedabad Division	10.00	05 Crs

L.C. Named Nilki at Viramgam Rly.Station should be provide Over Bridge (under Ahmedabad Division, W.Rly.) L.C. No. 105 B. near Surendranagar Gate Railway station should be provided under Bridgef under Bhavnagar Division) W.Rly. Two

Ticket window should be remain open for all time at Viramgam Railway station (Ahmedabad Division W.Rly. Work of Law hight Under Bridge Bet Joravarnagar-Surendranagar Gate Rly station is not start since last 6 months. Undersigned haremitted full amount for construction of above under Bridge under Bhavnagar Division on W.Rly.

SHRI BIBHU PRASAD TARAI (Jagatsinghpur): Madam Chairman, I thank you for giving me the opportunity to participate in the Railway Budget, 2011-12 in this august House.

If the Railway Budget which is placed in the august House would be implemented, it will create regional imbalance, acute discontentment and local disparity instead of inclusive growth of Indian Railways as claimed by the hon. Minister.

Resources may be scarce and scanty but equal distribution is essential for balanced development of the

East Zone. A handful of States are getting a lion's share of budgetary allocations including facilities and privileges at the cost of other States.

Railways is the lifeline of India and Odisha is the lifeline of Indian Railways as it is the mineral bowl of the country having the highest resources of ores, bauxite, coal, chrome, etc. The Indian Railways is getting Rs. 7000 crore as revenue from my State instead of low density of tracks and negligence of Indian Railways.

The demands put forth by our hon. Chief Minister, Shri Naveen Pattanayak, have not been considered properly when Odisha has become the most favoured destination of industrial houses. On the other hand, industrial proposals for Rs. 6.7 lakh crore have been cleared by our State which requires high investment in rail infrastructure for transportation of goods and communication for passengers.

I, on behalf of the people of Odisha, urge upon the hon. Minister to consider favourably on some points that I am raising now. The Eastern dedicated freight corridor from Ludhiana to Dankuni should be extended to Berhampur via Paradip so that vast northern and central parts of the country will have an access to the upcoming



modern ports along with East Coast. Besides this, another dedicated corridor in the coal region Angul-Talcher belt and Nayagarh-Bansapani iron ore region be started.

I would request the hon. Minister to take up construction work of the proposed Bhadrachalam-Talcher rail link via Malkangiri Jeypore - Lanjigarh and Sambalpur - Berhampur rail link via Phulbani on priority basis, with adequate Budgetary provision.

Further, I would request the hon. Minister to extend the survey work from Gopalpur to Digba in the coast of Bay of Bengal so that many upcoming ports coming along the coast, including Paradip - Dhamra can have rail connectivity and enhance the tourism potential of the country.

In my constituency, there is a small village called Pandua where *Biswakabi* Rabindranath Tagore had composed his legendary poetry "Chitrangada" and now, his 150th birth anniversary is going to be celebrated there. In this context, I would urge upon the hon. Minister to start a Kabi Guru Express from Paradip to Howrah.

All along I have been demanding better services to Paradip due to its growing industrial activity as Paradip has a very good berth capacity, as it is a major sea port. On the other hand, within its adjacent areas, there are so many industries worth thousands of crores of rupees. Major industries are either already there or going to come up, like one oil refinery has been started; one steel plant is going to be started by the ESSAR Company; two fertilizer plants are already there, that is IFFCO and PPL; and one vegetable-based industry, that is CARGIL, is there; two carbon factories are there.

We are thankful to the Union Cabinet for the Union Cabinet in the recent past has decided to make a PCPIR region at Paradip at a cost of Rs. 1.78 lakh crore. We feel it a privilege. So, in this context, for augmenting the communication facility, I would urge upon the hon. Minister to run two more express trains from Paradip to New Delhi and Mumbai.

I would request the hon. Minister to make more Budgetary provisions and to give more funds to expedite the Haridaspur rail link.

I demand the hon. Minister to make the Budget a fair deal and I demand a legitimate share for my State, for the sake of equity and justice.

[Translation]

\*SHRI HARISH CHOUDHARY (Barmer): On the behalf of the people of my Parliamentary Constituency and Rajasthan, I would like to thank the UPA chairperson Shrimati Sonia Gandhi, Prime Minister Shri Manmohan Singh and the Minister of Railways for increasing the facilities without putting any kind of burden on the passengers by increasing the fare on the humanitarian ground in the eighth consecutive Rail Budget of the UPA Government. I would also like to thank them for meeting the many important long pending demands of my Parliamentary Constituency by making announcement in the Budget speech for conducting the survey of Barmer-Palanpur and Jaisalmer-Kandala railway lines. I hope that the Minister of Railways will make announcement for laying new railway tracks on these lines in the coming Budget speeches and it will help in removing the backwardness of my Parliamentary Constituency.

I would like to thank the Minister of Railways for upgrading Barmer railway station to a Model station in the Railway Budget. I would like to urge the Government to upgrade railway stations of Balotary, famous for textile industry and the tourist golden city Jaisalmer to the level of model stations. The approval for construction of two railway over bridges in Barmer will ease the traffic and solve the problem of traffic jams. I would like to request the Government to approve the under process proposal of the construction of railway over bridge immediately in Balotara. The demand for providing a stoppage of Barmer-Kalka Express at Bayatoo station is being made for long time and I have been demanding continuously to provide a stoppage at Bayatoo station of this train service due to practical reasons.

I welcome the budgetary announcements for encouraging the investment in the development of infrastructure, the specified area of provisions of service. There is huge storage of coal, jypsum, crude oil, limestone and gas in the districts of Banner and Jaisalmer under my Parliamentary Constituency. This area is very important with solar power generation, tourism, strategic and industrial points of view and producing 20 per cent of the total crude oil production of the country but these bordering districts are disconnected from the other parts of the country due to the lack of the rail facilities here. I would like to urge that rail connectivity should be given priority in my Parliamentary Constituency, Barmer, Jaisalmer under the plan to develop railway infrastructure

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\*Speech was laid on the Table.



for development of industries and providing railway connectivity for coal and iron ore mines. These districts should be provided rail connectivity with Southern States of the country.

After completion of gauge conversion work on Samdari-Bheelari rail routes in Barmer district of my parliamentary constituency, the announcement with regard to introduction of rail service from Barmer to Mumbai was expected in this budget, but this expectation has not been fulfilled. I would like to urge that the train running between Jodhpur and Mumbai should be extended upto Barmer.

I am grateful to the UPA Chairman, Shrimati Sonia Gandhi and Hon. Prime Minister, Shri Manmohan Singh for taking right decision, due to which Thar Express depicting friendship, love and brotherhood between India and Pakistan was introduced on 18 February, 2006. This train enters India from Munabav station of my Parliamentary Constituency, and maximum number of person travelling by this train are residents and their relatives of Barmer, Jaisalmer district of my parliamentary constituency districts of my parliamentary constituency. Thousands of families got separated at the time of Indo-Pak Partition, the people belonging to those families travel by Thar Express to visit their relatives, and bring message of peace with them. But irony is that the citizens of both the countries travelling to Pakistan from Barmer-Jaisalmer districts have to first travel to Jodhpur. While coming to India, even after going through entire security process in Munabay they have to travel upto Jodhpur by Thar Express and then return back to Barmer and Jaisalmer, whereas; Barmer Railway station is located on the centre of Manabar-Jodhpur railway route.

I urge to provide stoppage of Thar Express at Barmer Station.

The development of railway will get impetus in my Parliamentary Constituency, Barmer and Jaisalmer and revenue will also increased by transporting defence related vehicles, earning foreign reserve through royal rail service tourism transporting minerals etc.

My Parliamentary Constituency has abundance of natural resources and there is large potential of setting industries based on raw material. The vacant railway land in Barmer can be commercially utilised through PPP. If any railway equipment related industry is set up in Barmer and Jaisalmer, the people will not have to migrate to other states. Alongwith it, the people of Marwar

are settled in every nook and corner of the country and are contributing in trade and industry remarkably. If bordering states of the country are connected with Barmer and Jaisalmer of my Parliamentary Constituency by Janambhoomi/Karmbhoomi/Mitribhomi rail/service, the regional development of Barmer and Jaisalmer will take place. In case two coaches are added to 2489/2490 Dadar-Jodhpur-Bikaner Express at Samdari railway station for Barmer then it will be beneficial for the residents of Barmer travelling towards Mumbai. The railway will get extra revenue without making any additional expenditure and deploying additional staff.

As railway budget year 2011-12 is being celebrated as the green energy year, it will prove helpful in undertaking solar energy based work and utilising resources in Jaisalmer.

There are 45 unmanned crossings in Samdari-Munabav division in Barker district of my Parliamentary Constituency, RUBs are being constructed on two out of these crossings. And work in regard to manning crossing is going on and the sanction is needed to man rest of the 39 crossings as there is always the risk of loss of life and livestock in the absence of manning the crossing.

Four unmanned and 8 manned crossings falling under villages roads to be constructed under Pradhanmantri Gram Sadak Yojna are lying closed due to which the villagers are not getting benefit of roads constructed under this ambitious scheme. I urge to grant sanction immediately to being 39 unmanned crossing under manned crossing category and start 12 crossings located on link roads constructed under PMGSY.

A seventy year old man Hira Lai Jingar is sitting on fast unto death outside Barmer Station since 27th February. He is demanding to link Barmer with South India through rail. He has got the silent support of lakhs of people of Barmer. I would like to urge the House to hear his plea. Barmer is country's biggest cantonment area where defence personnels from various states are engaged in security job. They have also requested to provide rail connectivity from Barmer to Pune/Mumbai. Their demands should be considered. Balotra is a fastest growing industrial area where large scale of textile trade takes place. For the development of this area and to give impetus to the textile industry of South and Barmer railway service should be started between Barmer and Chennai.

Therefore, I again express my gratitude to hon. Sonia Gandhi, hon. Prime Minister, Manmohan Singh and hon.



Minister of Railways Mamata Banerjee for presenting a populist budget and recommend passing of the budget.

SHRI JAGDANAND SINGH (Buxar): Madam Chairman, I do not want to discuss any shortcoming of the Rail Budget presented in the House. I would like to submit that had estimated Rs. 2000 crore more been added to the depreciation, it would have increased operating ratio. The whole budget has been balanced. Rs. 2000 crore have been added to operation but the estimated addition to depreciation has been slashed down. I think pay commission has burdened Railways, therefore, operating ratio has been increased accordingly. Hon. Mamata Ji, the condition of the Railways is the same what it was several years ago. It is not so due to their inefficiency, it is not the fault of the railways but due to the prevailing condition operating ratio has been increasing to an alarming level. I think the condition of the Railways is what it was several years ago.

Madam, I would like to discuss as to why injustice is being done to the public of Bihar in this manner. The Railways has acquired two factories at Mokama and Muzaffarpur and this acquisition was done earlier. Two factories were also acquired in Bengal but the pay of the employees of those factories has been revised. But the revision of pay of the employees of the factories located at Mokama and Muzaffarpur has not been revised. These factories manufacture rail wagons, these are very old factories and these employees have been absorbed by the Railways from heavy industries. I would like to demand from the Government that the employees irrespective of the states wherein they are working, be it Muzaffarpur, Mokama, Bengal, Kerala and Maharashtra should be treated equally. I think this matter has not been brought to the cognizance of the hon. Railway Minister, that is why I am raising this point, Dalmianagar a huge empire was acquired by the Railways but no attention has been paid towards this city. The public of Bihar is sentimentally attached to Dalmianagar. Once upon a time when one third empire of the country, after Birla and Tata belonged to Dalmia at Dehri. The Railways has got such a huge empire at a throw away price. There are many factories with adequate infrastructure located in this city but the Railway has significantly carried out any work there. This city was acquired on the demand of the public of Bihar when Lalu ji was the Minister of Railways. I would like to urge the hon. Railway Minister to pay considerable attention towards Dalmianagar and Dehri. It is a big asset with the Railways. In reply to my question raised during the last session the hon. Railway Minister had said that the Rail factory located at

Madhepura would be operational very soon. The operation was to be initiated under public private partnership (PPP) programme. But no substantial action has been taken in this regard. Similarly, hardly any project of railway and rail factories is being implemented.

Madam, the trains from Patna to Delhi do not halt at stations which fall between Patna and Mugalsarai. Buxar is a station where people from Balia of Uttar Pradesh also come to board the trains but the said trains do not halt at this station also. I would like to inform the hon. Railway Minister that this is a city with huge population. It is a commercially viable station and stands at third or fourth position in East Central Zone from revenue point of view, but the trains have not been provided stoppage here which is a huge problem for all of us. In case Sampurna Kranti and Vikramshila Express trains are provided stoppage there then I think that it will be convenient for people there to reach Delhi. Presently the trains are running 10 to 12 hours late due to which no one can reach Delhi in time.

Madam, 170% trains are running on main lines. I think that it is but natural that the trains will be late, these are running 10 to 12 hours late and some time even 24 hours late. The punctuality of trains should be maintained. Besides I would also like to submit that the condition of the stations is very miserable. There are no facilities for the passengers in the trains and the people travel on the roofs of the trains in Bihar. I am of the view that no other part in the country yields so much revenue. There are no proper lighting in the trains, no water and even the toilet facilities are not proper. The people of Bihar give so much revenue but God knows why the passengers there are left in the lurch.

MADAM CHAIRMAN: Please wind up, there is no other hon. Member from your party to speak.

SHRI JAGDANAND SINGH: Madam I am concluding. I would like to submit that there is shortage of overbridge at Buxar railway station. Not only there is a shortage of over bridge one cannot even imagine about potable water and shed. There used to be various facilities in the waiting room which have been withdrawn. Mugalsarai is a very big station wherefrom at least thirty to thirty five Members of Parliament board the trains but no one can stay for even half or one hour in the VIP waiting room there. When the trains reach there late then it is but natural that one has to stay in the waiting room. Mugalsarai is one of the biggest railway stations of the country. Lakhs and crores of people travel from there



every year. I would like to urge the hon. Railway Minister that it is not good that this Prestigious junction station lacks such sorts of facilities. I would not like to hurt the sentiments of the hon. Minister but certainly would like to conclude with just one thing.

Madam, Bengal is our neighbouring state. We take it for granted that we were the part of Bengal once upon a time. Giving preference to Bengal is a matter of delight but when Bihar is neglected, the population of ten crore people think that when Ramvilas Ji, Nitish Ji and Lalu Ji were the Railway Minister they used to work not only for Bihar but for the entire country. Therefore, I urge the hon. Railway Minister that she should think about the neighbouring state, Bihar as well. The ongoing projects there be it of bridge, doubling new railway lines or dedicated freight corridor, I certainly applaud her that no new land has been acquired. Had any new piece of land been acquired, the farmers might have lost the very fertile land. Perhaps she might have experienced it from Bengal that it is not good to acquire the land of farmers in vain. The Railways has tried to lay the third and fourth track at its own land for which I thank her and reiterate that she should keep Bihar in mind. With these words I support Rail Budget.

[English]

\*SHRI KODIKKUNIL SURESH (Mavelikkara): The hon. Minister of Railways has presented to the nation a pro-poor Budget under the able-guidance of our UPA Chairperson, Madam Shrimati Sonia Gandhi; and the laudable leadership of our beloved Prime Minister, Dr. Manmohan Singh, which has been greatly appreciated by all sections of the society in our country.

The Government is providing better passenger amenities; tangible concessions to the common man, the student community and women & men folk; and taking care of other priority areas like cleanliness, quality of Railway catering, safety and security, and punctuality. I sincerely believe that we have largely achieved whatever we had expected from her, and she has set a benchmark in her present Budget as also her previous ones as she has thought of an inclusive Budget catering to all sections of society of our country.

She has also thought about the employees of the Railways, that is, 14 lakh members of the railway family, who toil day and night with unparalleled dedication

towards their duties. She had made provisions for their housing, health, education, etc. She has expanded the scope of Liberalized Active Retirement Scheme for Guaranteed Employment for safety category staff; extending medical facilities to both dependent father and mother of railway employees; increase in the scholarship for the girl child of gangmen and group 'D' employees to Rs. 1,200 per month for higher education etc.

The hon. Minister's proposal in her Budget speech to set up two more wagon units under JV/PPP mode including one each at Kolar and Alappuzha, Kerala; Railways are interested to partner with Autocast and SILK at Cherthala, for which business plan is being revised to bring it in line with the current needs of the railways; proposal to set up more mechanized laundries for improving the quality of linen in trains at various places; the Izzat scheme in 2009-10 has benefitted over four lakh disadvantaged citizens; Two new coaching terminals at Nemam and Kottayam in Kerala; and last but not the least she has not increased the fares for the last two years despite all pressures on finances. She has also made a statement in her Budget speech that: "I am now making an offer that whichever state ensures trouble-free train running for the whole year, shall be given two new trains and two projects as a special package." I am sure that Kerala would be the first State to benefit from this announcement in the next year itself as Railways provide the only affordable mode of long distance travel. The hon. Minister has also announced setting up of a large number of rail-based factories/manufacturing projects to create employment opportunities for the unemployed youth, which would be of great help to the youth of our country.

I would also like to appreciate her for the decision that she has taken regarding freight traffic by making more cold storages available for the farmers under the Kisan Vision, which was mentioned in her Budget speech. This is a very encouraging step taken by the hon. Minister and this Government to help the poor farmers of our country who put in a lot of hard work to produce eatables that perish due to non-availability of proper storage spaces.

The hon. Minister has also taken great care to ensure safety of the Railway lines; anti-collision devices are getting new impetus to ensure safety of passengers; and the Railway Protection Force is sought to be expanded in order to provide safety and security to the passengers. The recruitment process has already been set in motion for filling the vacancies of about 1.75 lakh in Group 'C'

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\*Speech was laid on the Table.



and Group 'D' posts after the new recruitment policy announced; last year. Steps have also been taken to fill up about 13,000 posts in Railway Protection Force. It was mentioned that these mega recruitment drives will cover the backlog of SC/ST/physically handicapped quota. The hon. Minister has also given some focus on the Scheduled Caste and the Scheduled Tribe people in the Scheduled Caste and Scheduled Tribe areas in the country. Further, it was mentioned that Railways are going to induct 16,000 ex-servicemen by end of March 2011. It was also announced last year that they are going to recruit more than 1,200 ex-servicemen in RPF.

I will not deal with all the issues or challenges facing us for lack of time at my disposal, but I would like to flag a couple of them, which are of immediate concern. I would like to talk about a few of the issues concerning my State, Kerala. The formation of a peninsular Railway zone with headquarters in Kerala is a long pending demand of the State. The people of Kerala are expecting that the present UPA Government will provide them the peninsular Railway zone located in Kerala.

The hon. Minister of Railways, Madam Mamta Banerjee, is very much loving and caring towards the people of Kerala. Hence, I sincerely hope that this demand of the State will be favourably considered by the hon. Minister. It was mentioned in her Budget speech that: "... we will set up the Palakkad coach factory." But so far, it has not been established. This Coach Factory is a dream project for Kerala, and it is a long pending demand of the people of the State of Kerala. The announcement in this regard was made long back, but the work has not yet started on the same. I request the hon. Railway Minister to make sufficient fund allocation for early completion of the project of Coach Factory at Palakkad, and give an assurance to the people of Kerala about the same while replying to the discussion. It is a situation of uncertainty at present as nothing much has been mentioned about it in the Budget speech. The provision of Coach Factory as well as a Railway zone in Kerala will be helpful for the overall development of Kerala. The allocation of a zone to a State allows it to develop, and the State of Kerala deserves a zone. If this demand of the people of Kerala is met, then they will remember and cherish this decision of the UPA Government for all times to come.

Next, I would like to talk about the issue of doubling works. All the doubling works being carried out in the State of Kerala are running at a very slow pace. I would request the Government to ensure that all these works

are completed on war footing. The doubling work on the Trivandrum-Nagercoil section has to be taken up. Chengannur-Chingavanam to Mulanthuruthy doubling work to be completed and more funds have to be allocated for this work. The traffic congestion on this line can only be resolved with the completion of this line, and more trains can also only be introduced after this is done.

There is the Chennai-Chenkotta-Kollam-Punalur work completed, but the line between Punalur and Chenkotta work is still going on. The whole line will be useful to the passengers only if the work on this section is also completed. I would request the hon. Minister to kindly give this line special priority.

As regards electrification work, Shornur-Mangalore line is very much neglected. I would request the Government to show some kindness towards completion of electrification work on these lines also so that it benefits the people of this area.

There was a mention in the Budget speech that Railways are interested to partner with Autocast and SILK at Cherthala, for which business plan is being revised to bring it in line with the current needs of the Railways. There is a demand for a wagon factory at Cherthala. Hence, I would request the hon. Minister to convert it into a wagon factory, which was a promise of the UPA-I. There is no mention of this in the speech. Therefore, we are keen to know as to by when it would start. How much money has been kept aside for this purpose?

As regards the issue of gauge conversion, Punalur-Chenkotta gauge conversion work has to be completed. It is an on-going project, but sufficient funds have not been allocated for the same. The Palakkad-Pollachi gauge conversion was mentioned in the speech, but the work on this has been lingering for long. Therefore, it should be done at the earliest possible time.

I will confine myself to just mentioning the points, which I wish to bring to the notice of the hon. Minister.

The ROB on the *Kalimnala road* near Mavelikara Railway station has to be constructed and steps for this has to be taken by the Ministry. The Cherianad Halt Station needs to be converted to crossing station. Therefore, this station has to be upgraded.



The work on the on-going Angamali-Sabarimala Railway line should be completed and more funds should be kept aside for it. There is also a demand to extend the Punalur-Trivandrum line. I would request the hon. Minister that land acquisition process for this work needs to be completed and money, etc. allocated sufficiently for this work.

Another demand from the State of Kerala is that the survey for the Chengannur-Adoor-Kottarakara-Trivandrum line in Central Travancore on the MC Road parallel line was done 25 years ago, but this line has not been taken up yet. I would request that the work on this line also needs to be expedited.

I would like to mention that the Railway Medical College, Trivandrum, that was announced in the last Budget has not been started as yet. I would request that this should be started as early as possible.

I would request the extension of the following train services:

1. Ernakulam-Kottayam passenger service to be extended upto Kayankulam;
2. Kottayam-Kollam passenger train to be extended upto Punalur; and
3. Madurai-Kollam passenger train to be extended upto Punalur;

I would request the introduction of the following new train services:

1. New passenger train from Punalur to Guruvayoor via Kollam, Kottayam;
2. New passenger train from Punalur to Trivandrum via Kollam;

I would request the introduction of the following long-distance train services:

1. New train from New Delhi to Trivandrum via Konkan
2. New train service from Bangalore to Trivandrum
3. Duranto Express from New Delhi to Trivandrum
4. New train from Tirupathi to Kanyakumari

I would request the start of the following MEMU service. To start MEMU service from Kollam to Ernakulam via Chengannur and Kottayam;

I would request the stoppage of trains at the following stations:

1. Maveli Express to stop at Mondrothuruth
2. Parashuram Express to stop at Sasthankotta
3. Garib Rath Express to stop at Changanacherry
4. Chennai Super Express to stop at Chengannur
5. Inter-city Train to stop at Takazhi
6. Howrah Express to stop at Mavelikkara
7. JanaShatabdi Express to stop at Mavelikkara.
8. Gandhidham Express to stop at Mavelikkara.
9. Viravel Express to stop at Mavelikkara.
10. Rajdhani Express to stop at Kollam and Alapuzha.

I would request the introduction of the following new train services:

Start MEMU service from Kollam to Kottayam-Ernakulam;

Nearly, 46 acres of Railway land is lying unutilised at the Cherianad Station. I would suggest that a super-speciality hospital should be started there. This would be of great help to the devotees coming to the Sabarimala shrine.

Lastly, I would request the hon. Railway Minister that Chengannur Railway Station should be developed as a world-class Railway station. I am making this demand because it has been declared as a gateway to Sabarimala shrine. This will go a long way in improving the facilities on that particular station for the pilgrims / devotees going towards and coming back from Sabarimala shrine.

I had many other points to raise in this august House, but I would try and do it, if given a chance by the Chair and this august House, on another occasion. I congratulate the hon. Railway Minister for her social concern.

*[Translation]*

SHRI VISHNU DEV SAI (Raigarh): I would like to draw the attention of hon. Minister of Railways towards



some important problems of my parliamentary constituency and I expect that they would be resolved.

I represent Raigarh parliamentary constituency. It has established its identity in the entire country as an industrial district. The then Minister of Railways had laid the foundation stone of a coaching terminal in district headquarter Raigarh on 17 September 1998 but it is the misfortune of the people of Raigarh that the construction work of the said coaching terminal has not been commenced till date despite out of turn sanction of Rs. five crore for that purpose due to which there is a acute resentment among the people. The local people alongwith the political parties have also launched an agitation after jointly forming a Rail Sangharsh Samiti. Therefore I request the hon. Minister of Railways to immediately start the construction work of the said coaching terminal.

My parliamentary constituency is still uncovered by any rail route even after the passage of 64 years of independence. There is only 40-50 km rail route in the entire parliamentary constituency. The demand for Korba-Lohardaga-Ranchi rail route has been a long pending one. The construction of rail line between Ranchi-Lohardaga has been completed. Now a rail line of only 312.55 k.m. length between Korba and Lohardaga is required to be laid down. I would like to thank the hon. Minister of Railways for including the proposal of Korba-lohardaga rail line in the budget. Now I would like to submit that the survey and construction work of the said rail line be started at the earliest so that development of the scheduled Tribe dominated area could be ensured.

Sanction for setting up a computerized railway ticket booking centre in district headquarter Jashpur in my parliamentary constituency has already been accorded. District administration has also provided building for the booking counter. Railways have also put a board for that purpose three years ago but till date no railway employee has been deployed there. Therefore, I would like to request the hon. Minister to make functional said railway booking counter at the earliest.

Alongwith it, I would also request that stoppage be provided to train no. 2101/2102, Gyaneshwar Express at Raigarh, train no. 2809/2810 Mumbai-Howrah-Mumbai mail and the train no. 2129/2130 Azad Hind Express at Kharsia.

SHRIMATI PUTUL KUMARI (Banka): Madam Chairman, thank you very much for giving me an opportunity to speak in the 545 member strong

mahapanchayat which represents more than one hundred crore people.

Madam, the people of Banka Parliamentary Constituency chose me to represent them after the sudden death of my husband and all the political parties supported me in that election. I thank all of them for that from the bottom of my heart. Madam, I am a new member of this house, I have had ample opportunity to know about the problems of the common man I want to put forth their hardships before the country through this august house.

Madam, when those entrusted with running the country, do not pay attention to the problems faced by the countrymen, the people resort to unconstitutional ways to mitigate their problems. There is a district in the country where armed rebellion broke out 60 years back. Now, 60 years after independence, such agitation is going on in 270 districts of the country. This poses a huge challenge to the political establishment of the country.

Madam, there is no state in the country where there are absolute employment opportunities. People migrate to other places in search of employment only. Of late some voices have been raised saying that a particular state belonged to the people domiciled in that state only. Only the subject of a particular state are entitled for employment in that state. If such demands are acceded to, both the federal structure and democracy of the country would be at stake. People of one state would be afraid of moving to other states and would become "non-residents" in their own country. This would violate the rights given to the citizens under the constitution. This is incumbent upon the government to dispel such fears.

Madam Speaker, there have been coups in Egypt and Libya recently. Earlier also, such incidents took place in various countries of the World. The Government of India has safeguarded the life and property of its people living in those countries and arranged to bring them back. This time too, a plane was sent to bring our people back. All those who were flown back, were not indentified as Bihari, Bengali, Marathi or Gujarati but as Indians.

Madam, today, we talk of globalization and information technology revolution. The new world order has shrunk the world to a global village. But our ancestors considered the whole world as one and said that "Ayam nijah paroueti ganana laguchetasam, udarcharitanam the



vasudhaiva kutumbakam.” Given this, it is very unfortunate to raise such parochial issues. Through you, I draw the attention of this House towards this issue.

Madam, I want to share with the House and we all know it well that people are losing faith in the parliament and in their representatives. The Judiciary and the government are no exception. Despite various parties being in power at the centre and in the states, the problems are increasing manifold by the day. A sizeable population of the country is in the clutches of price rise, corruption, unemployment, poverty and starvation. Very good schemes are formulated but these fall victim to corruption. I urge all the political parties including the Government and the opposition to resolve to change this atmosphere of desperation so that we can avoid the South Asia like situation. Today, we do not have Gandhiji, Nehruji, Jaiprakashji, Lohiaji or Chandra Shekherji. We should very sincerely learn from all these great men and try to solve our problems.

Madam, we are discussing the rail budget. I want to say something in this regard. On February 25, when the Hon. Minister was presenting the Rail Budget, we were very curious and hopeful about it. Rail budget was very good and had a lot for the country. Some Hon. Members have touched upon certain things with regard to Bihar. They have addressed individual problems in a proper manner so I would like to speak about my parliamentary constituency, Banka only.

Madam, we were very curious while the budget was being presented but ended up in disappointment. On the one side, Banka touches Jharkhand and on the other links Rampur Haat which is part of West Bengal and the Hon. Railway Minister is well aware of it. This area is quite backward rather one can say that this is an island where even a ray of development fails to reach. This is a very backward district though the land is very fertile. Improved varieties of paddy are grown here. Katarani rice is grown here which is famous the world over.

Madam, Banka is a weavers dominated area and these weavers manufacture best quality of silk. These weavers manufacture the famous Bhagalpuri silk which is called so because that is sold in the markets of Bhagalpur. For want of resources and publicity, these weavers have got no recognition nor do they get adequate remuneration for their work. The industries could not be developed there as this region has remained deprived of rail and road connectivity. Recently, due to the Central and state schemes, this district has

been given road connectivity. Rail connectivity is still a dream. The rail line was established by the former Minister of state for Railways. Up and down trains run between Patna and Banka. Even today it is still a distant dream for the people of Banka to travel long distance by train. When the people of Banka heard the train whistle first time, they said that earlier they used to wake up to the howling of the jackals in the morning, now they wake up to the train whistle

Madam, Chairman, many people were frightened on hearing the whistle of the train at that time as they had not heard it earlier and they were surprised that it could be so loud. Due to the efforts of the former member of parliament rail connectivity was provided. However, all other schemes are incomplete. It would be better to say that no work could be completed during the past seven years. This is the situation despite the fact that there are extremely cordial relations between the Ex.MP and Mamata didi. They have worked together for a long time. Due to their cordial relations, my thinking was that in the coming days aspirations of the people of Banka would be fulfilled. But, this did not happen. When the rail budget was announced I was deeply disappointed and saddened. Mamata didi, the people of the region were still waiting to see your magnanimity towards this region. Although the hon. Minister of Railways did not announce any schemes for us, nothing was announced for the people of Banka, she has taken some very good initiatives, for which I complement her wholeheartedly. She has reduced the age for senior citizens from 60-58 years. The differently abled have been given reservations even in Shatabdi and Rajdhani trains, for which I congratulate her.

Madam Chairman, I thank you for allowing me to speak.

MADAM CHAIRMAN: Thank you Putulji. This being her maiden speech, I want the House to fully support her.

\*SHRI PREMCHAND GUDDU (Ujjain): The hon. Minister of Railways has presented a very good budget. However, I would like to draw the attention of the hon. Minister to Ujjain Division, Madhya Pradesh. Ujjain has been neglected for 25 years. It is a religious place where lakhs of pilgrims from the country and abroad converge every year. Therefore, special attention should be paid to Ujjain regarding railway. I would like to bring it to your

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\*Speech was laid on the Table.



notice that Singhashta Maha Kumbh would be held in Ujjain in 2016. My demands to the hon. Minister of Railways are:

1. Electrification of Indore-Ujjain line is yet to be done. I have apprised the hon. Minister and the Chairman, Railway Board through letters as well as personally. I received a letter dt. 9.11.2010 from the Chairman, Railway Board in which it was stated that electrification would be completed by 31st March, 2011. The work however is yet to begin. Railways have spent crores in this regard, but the result has been nil.
2. Announcement for making Ujjain a model railway station has been made earlier. Now the hon. Minister has announced to make it multifunctional. Therefore, work on it should be begun without delay.
3. Huge tracts of railways land is lying unutilized in the centre of Ujjain. Western Railway has no zonal training centre at present. The land could be utilized for a zonal training centre or for setting up a wagon factory.
4. Delhi-Indore, via Ujjain Shatabdi and a Duronto be introduced.
5. New trains be introduced for all pilgrimage centres in Ujjain.
6. In Ratlam Division there is not a single railway hospital between Bairagarh and Ratlam. The employees have to go to Vadodara or Ahmedabad for treatment. Therefore, a hospital is also need to be opened in Ratlam Division.
7. Indore Intercity Express 12415/12416 departs at 22.15 hours from Delhi and at 16.20 hours from Indore. Both these departure times are not convenient for the general public. If it is changed to around 20.00 hours from Delhi and around 18.00 hours from Indore it would suit the general public immensely. Thus, departure/ arrival time of Indore Intercity be changed.
8. Indore-Mumbai Duronto Express should be run daily, with a scheduled stoppage at Ujjain.
9. Malwa Express be given a stoppage at Sonagiri - an important pilgrimage centre for the Jains.

10. Ujjain-Fatehabad-Ujjain meter gauge line should be converted into broad gauge.
11. At present Train No. 107 runs from Indore to Ujjain and further to Nagda and becomes train No. 154. This train should be extended upto Ratlam.
12. Indore-Amritsar weekly Train No. 19325 should be run via Ujjain.
13. Train No. 15045/14046 Okha-Gorakhpur Express be run thrice in a week.
14. The number of passenger trains from Ujjain to Indore, Bhopal, Ratlam etc. be increased or more coaches be added to the trains to make the travel comfortable keeping in view the rush of passengers, the existing number of coaches are inadequate.
15. The Minister of State in the Ministry of Railways, Shri Naranbhai Rathwa had laid the foundation stone on platform No. 8 long back for conducting the survey of Ujjain-Ramganj Mandi rail line to directly connect Ujjain with Kota. This would reduce the distance between Ujjain and New Delhi and the travel time would be cut by more than an hour. With the commissioning of Ujjain-Ramganj mandi line, the Agar Tehsil of Shajapur District and adjoining areas would get rail connectivity.

[English]

SHRI DUSHYANT SINGH (Jhalawar): Madam, I rise to speak on the Railway Budget for 2011-12. Railways are a very important method of transportation of goods and people. It links everyone to the heart and according to the Railway Minister the economy will grow through the Railways by eight to nine per cent.

I would like to bring up a few important topics or points which she mentioned in her Speech. The hon. Minister has mentioned that she is going to set up factories and through the factories she would be setting up ancillary industries. I would like to ask her that whether these factories are being set up in all States where they are going in for elections and why other States are not being given a chance where such factories can be set up, where unemployed youth can get opportunity of employment and States where this can happen. So, I would urge upon her to look at that also.



In her Speech, she mentioned that the Railways are setting up a Centre for Information System in the State of West Bengal in the area of Darjeeling. I commend her for that. But other places of India should also be thought about. You can have the areas of strategic importance and locations which are close to the border, but areas where there is safety and security for such high investments, like in Southern India or in areas like Rajasthan, can also be thought about of having such centres of information and excellence.

In her Speech she mentioned about captive power plants. In India we lack power and she has created captive power plants. We do not have power for the common man, the *Aam Aadmi*, for six hours, how can she give power to the Railways of such magnitude? When will these power plants come up and start running?

With these power plants, has the feasibility studies been worked upon them and has it been thought about providing nuclear power to the Railways?

She has also mentioned in her speech of creating a Green Revolution, and she has declared 2011-12, to be a 'Year of Clean Energy'. This green energy is very important and round the world, we are going ahead with clean technology. Of this clean technology, what is the scope, what is the mechanism, what is the budget, what is the allocation? She has not mentioned this in her speech. What has she provided for the green energy?

In her speech, she also mentioned about mechanised laundries. In her last year's Budget speech, she mentioned about world-class stations to be set up. In the region of Rajasthan, especially in the region where I come from, Jhalawar, Bara, and Kota, she mentioned about setting up a world-class station. We fail to understand that till now we do not have a world-class station. It is only lip service; it is only planning; it is only looking up to the Media; it is only looking up to the people.

KUMARI MAMATA BANERJEE: I think you heard my Budget speech. I apologized to the House when I spoke about the Budget that world-class station is not possible. We have not done it because there are some problems. I announced it in my budget speech. Did you not listen to that?

SHRI DUSHYANT SINGH: Madam Chairman, I admire our hon. Railway Minister. She has certainly mentioned it in her Budget speech. But I want to reconnect her to her previous Budget speech where she had told the

people of India that she would be setting up in the region of Kota a world-class station which has not taken place. I fail to understand why do people make statements and why does the Railway Minister make statements when they cannot provide what is good for the nation?

I want to say that that we want these mechanized laundries. We want the laundries to be set up. By when will these laundries be set up? Like the hon. Railway Minister has said that in Kota, she will be setting up a Centre for Mechanized Laundry. When will this mechanized laundry be set up? Will this laundry be set up under the PPP mode? If they support the PPP mode, will this help improve the linen given to the Department of Railways which is in a proper condition, which is not torn or tattered and kept in a nice way? Will areas of Jhalawar and Bara be thought about of such new proposals for laundry mechanisation to take place?

Since the inception of the Railways, since 1947, we have created 10,677 kilometres of railway line. Last year, the target was 1000 kilometres. These targets have not been met. I come from the district of Jhalawar and Bara. The railway line going through the heart of my constituency, which is Jhalawar, Ramganj Mandi, Bhopal railway line has been there for the last 10 years. The Railway Department is here; they have been talking about giving funds to my constituency. They only give a meagre amount of Rs. 25 crore, Rs. 30 crore. It is a project worth Rs. 726 crore. It has not happened till now.

You are talking about vision document. What vision are you talking about? There is no vision there. It is only an election budget. It is only an election vision which are you are talking about. Wherever elections are taking place, you are giving them all the goodies.

I must say, you are talking about Sukhi Griha Scheme. It is a great scheme. But why cannot other regions are given such schemes where people are living near railway tracks? Why it is given only in the regions where elections are going to be held?

I must say, we are talking about safety. Since its inception, only Northern Railway line has been given the anti-collision devices. You are talking about the eight Zones to be given the anti-collision devices now. Why has it taken so many years to give us the anti-collision devices?

Some hon. Members from Kerala were talking about hospitals. You have not given them hospitals. Hospitals



were decided earlier but you are not talking about them now.

I must bring to your notice an accident which took place in the district of Shivpuri.

17.00 hrs.

This is adjoining my constituency where lots of Rajasthani people got injured in Shivpuri district of Bhagarwas station and 20 people died. The hon. Railway Minister had said that one person of those who died in this accident would be given a job. Since then five months have gone, and even now the Minister has not given them job. How can we trust your appeals to the people?

My hon. friend who comes from Jharkhand said that from Jamshedpur trains have- not been able to come to Delhi or to Kolkata or to Mumbai in the night.

The hon. Railway Minister talked about the Centre of learning and they use the places of higher learning centres such as IIT to improve the railway products. That is great to see that but other areas also should be talked about that.

Now, I come to amenities. 584 Adarsh stations have been talked about. Only 442 stations have been given the opportunity.

The hon. Minister has also talked about the security issues and it is very dear to her heart. In the State of Himachal, in the line of Pathankot-Manali-Leh through Banpuli, there is supposed to be a strategic security point because China is already building the rail line across. After the hon. Prime Minister's announcement two years ago about this, nothing has happened so far.

Budget hotels have been talked about. Why cannot you set up the multi-functional complexes in places like Bharti circuit and other regions? You have talked about Ajmer in Rajasthan. Why cannot you give an opportunity to places like Kota, Jhalawar and Bara?

Now, I come to the cultural aspect. This year you have talked about Guru Rabindranath Tagore, and you have given Sangati Express; to Bangladesh you have given Sonar Express. We come from Deogarh, Jharkhand, where there is a famous jyotirling. Why can you not connect that? There are lots of Bengalis around this area. All the parts of the country can be given this opportunity.

In the Railway Estimate, it is said that a sum of Rs. 1,06,239 crore would be given; of which the 6th Pay Commission will take half of it; Pension Fund will take money from it. You also talked about Depreciation Fund, working expenses and dividend payout. How will you take the funds to take for the loan of Rs. 10,000 crore? How will you rationalise the Rs. 10,000 crore loan to be paid out by the repayment method? How will the development take place?

Now, I come to my constituency - Jhalawar and Bara. The Ram Devi Mandir train line at a cost of Rs.726 crore has not yet happened. This is only a lip service.

17.03 hrs.

[DR. M. THAMBIDURAI *in the Chair*]

Sir, there is a train line coming from Jabalpur. Electrification is taking place from Jabalpur via Bara to Kota. Till now, nothing has happened. You have talked about the gauge conversion of this region. Project Projects have been set up. When will this take place?

We have also asked for a couple of train stops. They are Jodhpur Indore in Choumela. People are agitating. Till now, it has not happened. Dayodaya Express comes from Jabalpur. We want a stop at Anta. Till now it has not happened. The Railway Division has been spoken to but nothing has happened.

Sir, in the Twelfth Plan, you have given a huge list of train lines coming to Rajasthan. When will this happen? We want the dates and the time line?

The hon. Minister, who is sitting here, talked about Ajmer and Sawai Madhopur. When will this happen? Other Members are sitting here. I do not think that it is going to happen.

The hon. Minister has talked about recruitment. I would express my concern here. Lots of Rajasthanis are a part of the Services. I would request the hon. Minister to look at the Rajasthani people and the rest of India, where ex-servicemen are there. You kindly employ them.

The hon. Minister has also talked about the training centres in places like Dharwar, Kolkata and Pune. Why cannot you have a training centre in Kota where there is education and learning?

I would end by saying that trains, train lines are very important to us. We urge you. We are asking for your



assistance; we are asking for your help. We come to you every year and have meeting with you. But till now, my regions of Jhalawar and Bahra have not been looked into. All the regions of Rajasthan where I belong to, have not been looked into. Places like Bholpur has not been looked into. The Shatabadi Express needs to get a halt there. I would urge you to give us a lending ear and your thought process for the State of Rajasthan and the country.

SHRI N. DHARAM SINGH (Bidar): Mr. Chairman, Sir, at the outset I must congratulate the hon. Railway Minister, Ms. Mamata Banerjee for presenting an extraordinary Railway Budget, 2011. It is very pleasant to know that there is no hike in passenger fares and freight rates. I would also congratulate her for announcing several new Express trains and new railway lines in this Budget.

Now, I come to my State of Karnataka. I am thankful to the hon. Railway Minister for allocating more funds for the ongoing projects apart from sanctioning new trains and new railway lines, including Wadi-Gadag Project, which would be taken up in the 12th Plan. This new line passes through the hinterland of most backward areas of Northern Karnataka. I am happy that the hon. Minister Shri Muniyappa is also present here.

Sir, I hail from Bidar Parliamentary Constituency of Hyderabad-Karnataka Region. This region is one of the most backward regions of the State of Karnataka. The distance between Bidar to Bangalore is more than 700 kilometres. There is no proper connectivity from Bidar to Bangalore. Now, one train is running between Nanded and Bangalore via Bidar. It starts from Nanded at 6 a.m. and reaches Bidar at 12 mid night taking about 18 hours journey. I had requested Mr. K.H. Muniyappa so many times. When he was in my Constituency while inaugurating the Model Railway Station, myself and people from Bidar had met him in this regard. I would again request that this train should start from Nanded at 9 a.m. or 10 a.m. so that it reaches Bidar at 4 a.m. or 5 a.m. next day morning and reaches Bangalore at 8 a.m. So, if this train runs from this new time table, it would be economically feasible and it would be earning more revenues also.

Sir, there is a need for creation of a new Railway Division Office at Gulbarga in the South Western Railways. We, myself and the hon. Minister of Labour and Employment, Shri Mallikarjun Kharge, belong to that area. I am representing Bidar Constituency; he is representing Gulbarga Constituency. Several projects are going on in

that Division, namely. Bidar-Gulbarga, Raichur-Gadag, Munirabad-Mehaboob-nagar. The Sareen Committee has also suggested that Gulbarga must have a Railway Division. Today, I am requesting Mr. Muniyappa. Ms. Mamata Banerjee is not present right now but I hope, she would be coming soon. They must announce regarding creating of a new Railway Division at Gulbarga today itself because it is the demand of the people. You have to announce it.

Thirdly, Nanded in Maharashtra and Bidar in Karnataka; the sacred pilgrimage centres of Holiness Shri Baba Guru Nanak Sahib Shrine, are visited by a large number of Sikh pilgrims from all over the world and country. In 2009, the Prime Minister of this country when he was there in Bidar, had announced that definitely he would give more train facility. The Prime Minister announced this. On 12th June, I met the Prime Minister and told him that you had already announced on that day but nothing has happened because it is very important. Nanded is a Sikh pilgrim centre and at Bidar also, Guru Nanak Shrine is there. The Sikh community people from all over the world and the country are coming here. Definitely, it is our duty. I do not know why you have all forgotten it but Muniyappa Ji is from Karnataka. So, I am requesting Muniyappa Ji that you have to announce it.

The third point is that Bidar is a very neglected area, and that is far from the Bangalore capital, that is a distance of 700 KMs. We have got acquaintance with Hyderabad. So, I requested you, Muniyappa Ji several times that you have to start one train from Hyderabad to Bidar via Zahirabad. Mr. Bhaskarrao Patil, Nanded MP, myself and Mr. Suresh Shettigar requested you when you were inaugurating a new railway station. There also we had made our request because these are all the things which are needed. I do not want to tell you so many things. The only thing is that you have to create a Railway Division in Gulbarga and provide new Inter-city train from Bidar to Hyderabad and from Hyderabad to Bidar. Also, the timing should be changed. I thought that you are going to consider all these demands.

You have given a good Budget. By all means, this Budget is very good. ...*(Interruptions)*

I am requesting Muniyappa Ji because he has provided lot of lines from Bangalore to Kolar. Once, Mr. T.A. Pai was the Railway Minister. After that, Mr. Tulasidas Dasappa was also the Railway Minister and then Mr. Jaffer Sharief was also the Railway Minister. But I have



to say here that Mr. Jaffer Sharief had done a lot to Karnataka and also to the country. When he started the wheel and axle plant, at that time I was very happy. I am congratulating Mr. Muniyappa that you have taken up a coach factory in your district but at the same time I am requesting you to consider the other neglected areas because you are not a Minister for the Kolar area but for the whole country. You are representing Karnataka. The other day, Kharge Ji also told you and I am also requesting you that you have to consider all these requests. Also Nanded and Bidar are all Sikh pilgrim centres. There also you have to take full care and you have to give full facility to the people of Karnataka and then they will be very happy.

With these words, I conclude my speech.  
...(Interruptions)

MR. CHAIRMAN: Shri Shailendra Kumar. Speak only for five minutes. If you all cooperate and take five minutes, I can accommodate more number of people, if you take a long time, it is very difficult. So, you have to please cooperate.

[Translation]

SHRI N. DHARAM SINGH: I want to read a couplet, "Hum Hus-Hus kar teri bazm mein aaye tu kare nabz, kitni aahon ko chhupaya hai tujhe kya malum."

\*SHRI DEVJI M. PATEL (Jalore): Yesterday hon'ble Mamataji presented the Rail Budget for the year 2011-12 and people had a lot of expectations from her but none of the expectations seems to have been fulfilled through this budget. Marwar which lies in western Rajasthan is an important place in terms of trade and commerce and Marwari. People are living and doing business in different parts of the country but this part of the state is lagging behind in the entire country so far as rail facilities are concerned. The people of western Rajasthan face lot of difficulties in commuting from one place to another. I was quite hopeful that the hon'ble Minister of Railways would announce a special package for western Rajasthan but it pains me to say that she has not given anything for the oil producing area of Barmer-Sanchaur basin and Jalore-Sirohi.

Keeping in view the sentiments of the people of that region the following trains be started and frequency of some trains be increased:

1. A train to Bengaluru-Chennai, Hubli, Coimbatore via Samdadi, Bhiladi be started. Most people

of Jalore-Sirohi work in IT city Bengaluru and their parents and other family members live in Jalore-Sirohi. They solemnize their ceremonies like marriages etc. in Jalore-Sirohi only. Therefore, starting of a train to Bengaluru via Bhiladi, Samdadi will help in propagation of Marwari culture and give a boost to business. Keeping in view the sentiments of the migrant Marwari brethren who have monopoly in metal trade in Chennai, efforts should be made to start this train in this budget itself.

2. (Mumbai-Dadar) Jodhpur-Mumbai train via Samdadi, Bhiladi be run daily. At present this train runs twice a week. Keeping in view the rush of passengers in this train, the hon'ble Minister of Railways can herself understand how my Marwari brethren who have carved their own niche in the world and who are instrumental in furthering trade of metal, gold and textiles in Mumbai, the financial capital of the country have to face lot of physical and mental trauma daily for want of train service. I would like to draw your attention to the fact that (Sanchaur) Jalore which is developing as oil producing centre is going to become a prominent place for the economy of the country. Thousands of people from all over the country visit Jalore-Sirohi daily. Therefore, in order to strengthen the economy and giving pace to development of Jalore-Sirohi, Jodhpur-Mumbai train should be run daily via Bhiladi-Samdadi.
3. Ahmedabad-Aburoad local train should be extended up to Falna. Poor and low income group people of Marwar work as labourers in Ahmedabad (Gujarat) and thousands of people travel daily for treatment there. Therefore, Ahmedabad-Aburoad local train should be extended up to Falna to give them economic support and other facilities so that they could do their work with dignity and also fulfill their family responsibility.
4. The shrine of Sundha Devi is located Traniwara Tehsil of Jalore-Sirohi and it is held in great reverence all over the country and devotees from across the country come daily here for darshan with a desire that their wishes would be fulfilled. Therefore, a new train namely 'Sundha Mata Express' be introduced so that

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\*Speech was laid on the Table.



there may be an exchange of south Indian and West Indian religious cultures and India may achieve new heights.

5. Overbridges should be constructed in Pindwara, Swaroopgaj, Bhinmal, Raniwara and Jalore. Traffic remains disturbed for hours due to railway crossing being open at Jalore-Sirohi. Sometimes people afflicted with serious diseases or pregnant women die on the way due to traffic jam and data in this regard can be obtained from the health department. Therefore, overbridge should be constructed mere to get rid from this problem and I may also be assured that this problem will be solved early.
6. The people with the rural background have to face lot of difficulty by using the 139 railway enquiry. Therefore, this railway enquiry should be marked by the railway staff in view of the difficulties faced by these rural people so that they can get satisfactory reply.
7. Janjeevan Express which runs from Chennai to Ahemadabad should be extended upto Jodhpur so that a daily train service to South India is made available to the Rajasthani people.
8. Similarly, Hubli-Bikaner daily train service should be introduced so that the Rajasthani people can easily travel to the home state of the hon. Railway Minister madam. Others can also travel to the land of warriors, that is Rajasthan. I urge the government to introduce these train services in the new rail budget.

SHRI SHAILENDRA KUMAR (Kaushambi): Mr. Chairman, Sir, thank you for giving me an opportunity to speak. I did not want to speak on the rail budget but when I saw the newspaper reports on the rail budget, I found them very disappointing. People of my district were very disappointed with the rail budget. Kaushmabi district of Uttar Pradesh could not get Mamata Didi's love. Even the hope of having stoppage of some important trains at Bharwari-Sirathu stations has been dashed. Mr. Vivek Ray who is Chairman, belongs to Allahabad. I request him only to provide one or two minutes halt of the trains which used to have halt there earlier. That is all I want with these words, I conclude and would like to give these papers to the hon. Minister.

DR. BALIRAM (Lalganj): Mr. Chairman, I am thankful to you for giving me an opportunity to speak on the rail Budget. There was news on television today in the morning wherein it was stated that this Rail Budget is sugar free. We were very happy that no one would be neglected and every one would get something. But in this UPA's Rail budget under the leadership of the Congress Government, the largest and most popular state has been neglected. Mr. Chairman, Sir, I, therefore, through you, would like to attract the attention of the hon. Railway Minister that there are so many religious and tourists places in Uttar Pradesh from where the Government could get maximum revenue. But there is no provision in this budget for that purpose.

When the hon. Railway Minister presented Rail Budget for 2010-2011, we were happy to note that at least the Railway Minister has accepted the quota reserved for SCs/STs/OBCs has not been filled by this Department. No other department has accepted this fact. We were of the view that as to how the people belonging to these categories would get job and their quota would be fully filled. But one year has passed, there are 1.75 lakh vacancies reserved for SCs/STs/OBCs have been lying unfilled in group 'C' and 'D'. These posts have not been filled for the last one year. Had the hon. Minister been really sincere in filling these vacancies, he would have filled these vacancies by launching a special drive under the backlog category.

Sir, through you, I would like to demand, our state Minister is sitting here, that the provisions which have been made in the constitution for giving constitutional right of equality to SCs/STs/OBCs should have been honoured and accordingly prescribed quota as provided to them should be filled at the earliest.

Sir, through you, I would like to draw the attention of the hon. Minister towards my district. In the Railway Budget for 2010-2011, Azamgarh was announced as model railway station. The work also commenced there in this direction and the work on one platform has already been completed but the level of platform on the other side is about four feet below and due to which many passengers fall down. Since there is no over-bridge at this model railway station that is why, passengers have to travel one to one and half kilometer to reach the station. Therefore, hon. Minister should immediately direct to construct an over bridge and another platform over there. I would also like to draw the attention that there is Sarayrani railway station in my parliamentary constituency, an over bridge needs to be constructed



there also. The building which was constructed for booking recently has developed cracks. It could collapse anytime. Even today in the construction work which is going on there, sub-standard building material is being used and the set standard is not being followed.

I, through you, demand that quota reserved for SCs/STs/OBCs should be fully filled. A rail line passes through Dr. Ambedkar Nagar. An over bridge has been constructed there. Earlier trucks used to unload goods there but now there is no way for trucks to reach there and this has resulted in loss of revenue. There is a cement factory of J.P. Industries at Zafarganj or Gosaiganj. There is a sugar mill also. Besides, there are eco-industries and NTPC's power plant. Goods in large quantities are transported from there. I, therefore, demand that a rake siding should be constructed there to facilitate the transportation work and this would also result in revenue collection.

SHRI JAGDISH SHARMA (Jahanabad): Chairman, Sir, thank you very much and I do not want to say anything on rail budget on my own behalf. Rail Budget for the year 2010-11 has been presented by the Hon. Minister of Railways in this august House and I will initiate my speech while referring to his speech. She has said that railways being life line of the economy of the country its network would be provided in the most parts of the country. It means railway facilities would be extended to backward, undeveloped, terrorism affected areas in different states of the country which are not on railway map of the country.

I represent Jahanabad in Bihar. Even after elapsing 63 year of Independence there are the same railway lines which were constructed by the British. Jahanabad and Gaya have great significance after Independence but they are affected by terrorism and are economically backward. Through this House, I want to thank the incumbent Chief Minister of Bihar Shri Nitish Kumar because when he was rail minister some parts of Bihar witness new railway lines. The work of doubling of Gaya-Patna rail line was sanctioned during his tenure itself but the work is still continuing even after almost 9 years. The work is yet to complete. Rail ministry ordered a survey for new railway line for Bodhgaya which is very famous and a backward area. Survey work for a new railway line from Islampur to Bodhgaya via-Hulasganj, Khijja Sarai and Manpur is being conducted. Survey kindles hope of a new railway line in the minds of people. The Minister of State for Railways is present here. I want to submit her that Gaya-Jahanabad is a

terrorism affected area so she should not indulge in the sham of conducting a survey. If she really want to provide this facility, railway line from Islampur to Bodhgaya via-Hulasganj Khijja Sarai and Manpur be sanctioned. If the decision of constructing a new railway line is announced right now, only then the people of the area will feel that the railways is doing something for them. She has just informed that survey for a new line from Bihar Sharief to Jahanabad via Kako is being undertaken. That is a backward area. However, no survey has been conducted there as yet. I want to draw the attention of the rail ministry towards small things.

A Jan Shatabdi has been introduced from Patna to Ranchi. Jahanabad station is on the route of this train which suits to the people of three different districts namely Jahanabad, Arwal and Nalanda. I had requested the railways for providing two minutes stoppage to the said train at Jahanabad as hundreds of passengers travel to Ranchi but no such order has been issued so far. I again request to provide two minutes stoppage to this Patna-Ranchi Jan Shatabdi at Jahanabad because it is a terrorism affected area and this will be of great convenience to the people who travel to Ranchi for work. Not only that Jahanabad is a district headquarters but it would cater to the people of Arwal, Nalanda and Patna districts. So, I request her to provide a stoppage to Patna-Ranchi Jan Shatabdi at Jahanabad. A State Highway namely Fatuha-Manpur-Gaya State Highway was constructed with the cost of Rs. 100 crore. Bihar government sent a proposal of an ROB near Manpur a year back. There is a long queue of vehicles between Manpur and Bandhua Stations. Rupees 100 crore have been spent on the road but ROB has not been constructed. Similarly, there is need of ROB at Raja Bazar of Jahanabad. There is a place named Mananpur in Patna section where road crosses the railway line but there is no level crossing. A new rail line from Bihata to Aurangabad via-Arwal was announced but the work is yet to start. This is an already announced rail line. I want to say only that let there be no discrimination against Bihar. Bengal, Bihar, Odisha and Jharkhand formed only one state earlier. We are brother-states. Bengal should get more, I agree that Bengal has got less, but let Bihar not subjected to discrimination and injustice. Soil of Bihar has always been a witness to struggles. People of Bihar would fight for their livelihood. They would never compromise on their right to livelihood and their self respect. National poet Dinkarji has said, "*pura nahin to adha do, isame bhi yadi kuchh badha ho to de do kewal panch gram.*" I will not quote further now. The Hon.



Minister of Railways has just come. I want to urge her to accede to my demands which are no big deal. I have just said that earlier Bengal, Odisha and Jharkhand formed only one state. We are brother-states. I agree that Bengal should get.

[English]

MR. CHAIRMAN: You have already mentioned it. You should allow others to speak. All are waiting for their turns because we will have to wind up by six o'clock.

[Translation]

SHRI JAGDISH SHARMA: I was brought up in Bengal. My father was in Bengal Police. Even today hundreds of families of my area live there. I have all sympathy towards Bengal. I request that Jan Shatabdi should be provided with a stoppage on our section and new rail lines constructed as I have requested. Hope there will be no discrimination against Bihar.

[English]

MR. CHAIRMAN: You have already mentioned that point.

[Translation]

SHRI JAGDISH SHARMA: Sir, I hope the Hon. Minister of Railway will surely address the shortcomings she finds in the rail budget.

With these words, I conclude.

[English]

\*SHRI J.M. AARON RASHID (Theni): The railway budget has been received with mixed feelings. One section for critics say that the budget is statuesque with new levies proposed either passenger fares or freight rates. There is a wide-spread perception that the budget looks more populist than pragmatic. The passengers and industry at large have been spread of any burden of hike in fares and freight. This is the seventh consecutive railway budget under the UPA without any fare-freight hike.

More than any other public sector railways have more of social commitments. A slew of fare concessions for

handicapped, senior citizens, social workers, award winners and even the press are covered under this free travel for school students and heavily subsidized monthly season fares for suburban commuters all add up to the woes of railways. The scope for cross subsidy is at its peak. Railways cannot impose additional fare burden on upper class passengers to cross-subsidize lower class passengers. Probably that is why the Hon'ble Minister has now attempted to introduce a Super AC Class. How fare this will serve the purpose of cross subsidy is not explained.

The common people feel that there is scope for improvement of passenger amenities both on board and at stations and they would have happily accepted a modest burden towards this. There is high inflation all around. Food items, auto fuel and power are all add up to the woes of common man. The public has more or less accepted such ground realities and would have taken a modest increase in passenger fares in its stride. But the government has chosen to play safe. May be as a token of the Government's continued commitment to the cause of AAM-AADMI.

No doubt there has been clear improvement on many fronts particularly the computerized *reservation system which is more transparent*. *GARIB RATH* trains and also *DURANTO* trains have affordable cost. Long distance travelers have been benefitted unhygienic upkeep of the rolling stock and catering arrangements both on board and at stations need a lot of improvement. It has become common for the ordinary rail travelers to depend on bottled drinking water. Even the railways are aggressively marketing bottled water named RAIL NEER and have set up many water filling plants. However, the condition of drinking water supply on stations is bad which cannot cater adequately to travelling public. Water management at stations need to be improved so that passengers are provided with drinking water at stations especially during summer months.

There is also need to improve safety measure on running trains especially long-distance trains. There are lot of reports on luggage being stolen during travel. It is not only enough to provide security personnel on running trains but also to regulate hawkers who roam around freely on running trains posing threat to travelers and their luggage.

There has been a lot of improvement on keeping coaches/toilets clean and hygienic. The newly engaged and uniformed cleaning squads do a good and quick

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\*Speech was laid on the Table.



job at stations using vacuum cleaning equipments and water jets, using disinfectants. Such squads at every junction should be made available round the clock. Unfortunately the new budget announcement has nothing for my constituency Theni falling Madurai Bodinaykannur meter gauges section. The services to the area have been stopped for due to expansion and the work is going very slow. This unnecessary delay is causing to the local commuters. There is a long pending demand for the construction of an over bridge at Theni town for reducing the traffic in the city. The school buses carrying the children are suffering a lot in the peak time. There a number of un-manned level crossings are in Theni constituency. These unmanned level crossings should be equipped with modern equipments or manned services.

In Sholavandan, stoppage of Pandyan Express, Nellai Express and all other Express trains have been removed. I request the Hon'ble Minister all the passenger trains should be stopped in Sholavandan with immediate effect. Another important matter is the rehabilitation of the evicted slum dwellers those who are staying the nearby railway tracks. Railway has to allot money/land for these evicted poor people. I learned that in Kolkata Hon'ble Minister made arrangements for the rehabilitation of the evicted slum dwellers. The same facility may be extended in the other parts of the country.

As an alternative to Madurai which is presently the hub of pilgrim circuit, there is scope for developing Bodinaykannur as a hub/terminal of tourism circuit to serve as an easy access to Kerala's wildlife sanctuaries and further connecting the SABARIMALA shrine. There has been no such attempt on the part of the railways. Though not in the current railway budget proposal, I still feel, there is justification and scope to offer a special package to my region. If this proposal is taken up for speedy implementation further schemes like providing connectivity to Kerala's tourism and pilgrim circuits like Periyar and Sabarimala can be taken up later.

With these suggestions, I would like to conclude and to lend support to the budget proposals which I feel underlines the aspiration of the common man.

\*SHRI E.G. SUGAVANAM (Krishnagiri): Mr. Chairman, Sir, I thank you for giving me this opportunity to share my thoughts on the Railway Budget and it gives me great pleasure to speak on the Railway Budget for the year 2011-2012 on behalf of my DMK Parliamentary Party and I support the same.

Our Hon'ble Minister, Madam Mamata Ji very ably presented this Budget. She has spared the common people continuously from any hike in passenger fares and freight rates. She has taken several steps to please all the passengers from all walks of life. New targets are fixed for laying of new railway lines, gauge conversion, doubling and electrification.

Sir, the proposal to introduce AC Double Decker trains in two routes will greatly reduce the increasing rush of passengers and facilitate easy and comfortable journey for the commuting passengers and tourist public. Over the years, there is an increased rush of passengers in Bangalore and Chennai route and the existing train services are inadequate. Therefore, it is need of the hour to introduce a Double Decker train between Chennai and Bangalore.

Sir, the proposal regarding additional suburban services to various routes is a welcome step. However, the proposed increase of 9 suburban trains in Chennai is not sufficient considering the extension of Chennai Beach - Tambaram trains upto Chengalpattu. Therefore, at least 20 additional suburban services are needed for Chennai to balance the increase in the passenger traffic.

The proposal to introduce All India Security Help line will definitely assist the passenger safety. Similarly, the Railway Enquiry No. 139 which is widely used in the country will also continue to be of great help to the railway passengers. Adequate publicity should be given for this service and it should be made toll free. Air India has made its Enquiry No. 1407 as toll free. On the similar lines, railways should convert the Enquiry No. 139 as a toll free number. This will greatly help the passengers to know the information about railways.

Sir, Railways are facing shortage of huge number of coaches/wagons. This has resulted in reduction of the carrying capacity of passengers/goods and simultaneously reduced its revenue collection. Therefore, it is of utmost importance to augment the production of coaches and wagons. Over the years, the conversion of MG lines into BG also contributes to the coach/wagon shortage. Hence setting up of new coach and wagon factories should be speeded up and the production capacity of the existing units should be improved.

The proposals regarding upgradation of more stations as Adarsh stations, concession to physically challenged persons and Press Correspondents, hike of senior citizens concessions, medical facilities to

\*English translation of the Speech originally delivered in Tamil.



dependent parents of the railway employees, scholarship for girl child of Group-D Railway employees, additional hostels for children of Railway employees are welcome steps. As regards shelter units for track side dwellers, the railway tracks around Chennai suburban are more sensitive because large number of dwelling units are located there. The movement of people and cattle in the area greatly disturbs the movement of rail traffic. Therefore, Chennai should also be included on this pilot project for construction of proposed shelter units for track side dwellers.

Sir, rail accidents are causing a great concern to the passengers. In the past few years, there were increasing train accidents though it is on the declining ratio. Major accidents are causing huge loss of life and injuries to the passengers and the victims could not be compensated adequately. There should not be any compromise on passenger safety. Therefore, Railways should take more efforts to improve safety and security of passengers and the deployment of Anti Collision Devices (ACD) should be extended to the entire railway network as early as possible.

It is a welcome step that Railways declared 2011-12 as 'Year of Green Energy'. To reduce green house gas emissions, railways should consider use of bio-diesel, CNG, LNG in large scale in locos and workshops. Free supply of 14 lakh CFLs to railway households will help to boost the green initiatives of railways.

Sir, the major part of revenue of railways comes from freight earnings. Railways should consider improving freight earnings and opening up of freight corridors should be expedited. Efforts should be taken to lay separate railway tracks for freights on trunk routes. This will reduce the movement of goods by road and augment the revenue to the railways.

Sir, as you may be aware, there is a long pending demand from the people of Krishnagiri Constituency in Tamil Nadu for laying of a new railway line between Jolarpettai-Tirupathur-Kandili-Barugur-Orappam-Krishnagiri-Sulagiri-Hosur. In pursuance of this genuine demand, the hon. Minister has approved this line during her last Budget Speech. Updating Survey for this line was underway and is presently at the final stage. However, I am very sorry to state that no amount was allocated during the year for updating survey. This will ultimately delay the project and will lead to cost escalation. The people of my constituency are eagerly expecting this line since long. I shall, therefore, urge upon the hon.

Minister to expedite updating the survey so as to facilitate the early processing of this project through the Planning Commission.

Besides, the following proposals are pending since long and it has been represented to the hon. Minister time and again:

1. Opening of PRS at Barugur, Krishnagiri District, Tamil Nadu -Identification of one PRS location of the choice of MPs may be considered;
2. There is a need to increase the frequency of Bangalore-Nagercoil Weekly Express (16537/16538) as a Daily Train with convenient timings (16537/16538).
3. There must be a stoppage for Kochuveli-Yashwantpur Garibrath Express 12257/12258 at Hosur;
4. Coimbatore - Bangalore Inter City Express must be introduced;
5. Number of coaches in Mysore-Mayiladuthurai Express should be increased from 19 to 24;
6. A Passenger Train from Bangalore to Erode Via. Hosur, Dharmapuri and Salem may be operated;
7. There is a need for reintroduction of train service between Mysore and Rameswaram daily train via. Madurai;
8. You may also consider reintroducing Bangalore-Nagercoil daily train which had been operated in MG line Via. Hosur, Virudhachalam, Cuddalore;
9. Introduction of new train service between Mysore and Rameswaram Via. Salem, Trichy and Pudukottai may be considered;
10. New Train Service from Kanniyakumari to Mysore may be introduced as a Daily Train Via. Madurai & Hosur;
11. Frequency of 2667/2668 Chennai-Nagercoil Weekly Express should be increased;
12. Hosur-Bangalore-Chennai Train facility must be ensured;
13. Diversion of Nagercoil-Mumbai Express Via Hosur, Dharmapuri must be considered;



14. Introduction of Hosur-Erode Passenger Train is also emphasized here;
15. Deployment of RPF at Hosur Railway Station is requested;
16. Extension of Bangalore-Anaikkal Train upto Hosur may be considered;
17. Introduction of new train from Mysore/Bangalore-Kanniyakumari must also be favourably considered;
18. Increase in the frequency of Mumbai-Nagercoil Train - 6339/6340 is essential;
19. Operation of Chennai-Salem train must be extended upto Hosur;
20. Extension of Hyderabad-Chennai Train upto Kanniyakumari or introduction of a new train from Hyderabad to Kanniyakumari must also be considered.

New Delhi (Hazarat Nizamuddin)-Kanyakumari Thiruvalluvar Express Train which runs as a Weekly Train must be made a Daily Train. Thousands of passengers from New Delhi have requested the Railway Minister already about the same.

Here, I make an important plea. Government's acquisition of cultivable lands from the farmers must have adequate care is the avowed policy of our beloved Railway Minister. Hence, I would like to request the Railways to ensure that the traditional farm lands in Nagarasu Nallur village in Sengodampalayam Panchayat in Kangayam Taluk in Tiruppur District of Tamil Nadu are saved from being left high and dry due to the acquisition of land for Erode-Palani Broad Gauge Railway Line. The Minister may kindly spare these cultivable lands with about 4,500 coconut trees, nearly 20 wells and 15 borewells stretching to an area of 155 acres from being taken over affecting the cultivating activities in the neighbouring lands also causing huge loss both to farmers and the agricultural production in the form of vegetables which provide livelihood to several families here. Hence, the Railway line may be laid in the dry land 1,200 metres away from this place which was already okayed in the earlier surveys conducted for this line. This request of the villagers must be heeded to by Southern Railway.

I shall, therefore, urge upon the hon. Minister to kindly consider the above requests and give shape to them at the earliest.

With these words, I conclude.

MR. CHAIRMAN: Shri Ganesh Singh, five minutes for you. Many Members are waiting to speak and we have to complete this by six o'clock. Please cooperate. Briefly say what you want for your Constituency.

[Translation]

SHRI GANESH SINGH: If I am allowed only for 5 minutes then I choose not to speak.

[English]

MR. CHAIRMAN: I am saying you have to adjust. Do not take a hard stand like that. You have to cooperate. Many Members are waiting and that is why we are requesting you to please cooperate.

[Translation]

SHRI GANESH SINGH (SATNA): Mr. Chairman Sir, I rise to speak on the Railway Budget 2011-2012. This budget has been prepared entirely for some particular people and the people of a particular region. For long several regions have remained neglected where there is dire need of rail facilities. Since Mahatma Ji has assumed the charge of the Ministry, her outlook has regional. I accept that due to these reasons the hon. Members and the people of the country have been utterly disappointed. We have the third largest rail network in the world. In the passages of 63 years of independence the rail network increased merely by 10377 km *i.e.*, from 53596 km to 63974 km.

Mr. Chairman, Sir, I would draw the attention of the hon. Minister of Railways that Rajasthan has maximum 5780 km. long rail lines. In Maharashtra it is 560 km; Andhra Pradesh 5341 km; Gujarat 4999 km; West Bengal 3890 km and Madhya Pradesh 4948 km. I have highlighted this to allege the Government that the Railway Budget is completely biased, which I am going to substantiate. Rail network certainly needs to be augmented where it is most extensive. Madhya Pradesh is the centre of the country. Rail lines there traverse from east to west and north to south. Madhya Pradesh has been thoroughly neglected in the provisions there budgets. It's not an allegation, its fact. I would like to tell the hon. Minister of Railways that I belong to western central railway. Of the total quantity of cement and coal loaded by railways this region contributes the most. Satna, Rewa, Katni, Shahdol, Umria, Anuppur and Singrauli fall



under this division from where the Railways get a yearly business of Rs. 7000 crores. However, there is a complete lack of rail facilities there. We have been making a continuous demand. Newspapers there have also been publishing about it. The people of Madhya Pradesh particularly Sagar, Jabalpur, Singrauli and Satna have to been launching agitations. Today Sumitra Mahajanji told about the agitation in Indore. Agitations have been going on all around for rail facilities. Cases are being filed against the members of parliament. The members of parliament from Jabalpur, Rakeshji is here. He told he had to pay a fine to the tune of rupees two lakhs. On one hand, we raise our demands in the house to which the Ministry pays no heed. On the other, when we take to the roads in support of the people's demands, cases are filed, which is unjust. Mamataji herself owes her position to public agitation. She knows how the leaders have no alternative other than resort to agitations for people's problems. Earlier we used to have meetings with the General Manager. When this was not done this time, it was certain that this region was going to be neglected. I want to mention that three big projects are going on in our region. Due to paucity of time I do not want to go into the details one of them is Lalitpur-Singrauli rail line, 541 km long. Against the requirement of Rs. 57,719 crores to complete this project, merely 34 crore rupees were given for that purpose. At this pace of funding, it would take 100 years to complete it. I am not complaining about the funds allocated to West Bengal and other states. But my submission is that this project was not sanctioned today rather it was sanctioned during NDA regime in 1999 when she was also in the Government. Despite being sanctioned this project in 1999 it is still lying incomplete. Khajuraho is well known internationally. This project was upto Singrauli, where coal is produced on a large scale. Similarly, only Rs. 17.45 crore have sanctioned in place of a requirement of Rs. 73 crore for 115 km long Ujjain, Indore, Dewas and Maksi rail project. Again for 348 km long rail project connecting Guna, Etawa via Shivpur, Gumalor Bhind in Madhya Pradesh, against the requirement of Rs. 54.811 crore, only Rs. 33 crores have been given. At this pace, the projects would not be completed. I have been continuously making demand in this regard and had resorted to agitation in my constituency in support of 42 issues. Today, in your presence I reiterate my demands. I had made demand for a new passenger train from Satna to Indore via Rewa. This is yet to be fulfilled. I would like to draw the attention of the Minister of Railway regarding Howrah and Kolkata. She pays special attention to Howrah. There is a bi-weekly train from

Howrah to Indore. If it's made a daily, it would benefit her constituency as well as mine. The Allahabad-Kurla which at present is weekly should be made triweekly and VIP quota for all classes be provided at Satna and Maihar railway station. Stoppage for the recently announced Allahabad-Mumbai Duranto Express be provided at Satna and Maihar and VIP quota for all classes be provided at Satna railway station. The departure time of New Delhi-Rewa 2428 be changed to 8 pm. As per the assurance of the Minister given in Lok Sabha on 26.11.2009, first class AC coaches be again attached to Mahakaushal Express 2189/90 and New Delhi-Rewa Express 2427. Veraval-Rajkot Express be extended up to Satna. Alongwith maintenance and terminal facility at the railway station, washing it should be provided. Nagpur-Jabalpur Express be extended to Satna. Work should be started at portions between Satna and Panna and between Rewa and Singrauli under the Lalitpur Singrauli rail project and adequate funds be provided for timely completion of the project. Stoppage be provided at Jaitwara station for Rewa-Delhi Express and Kamayani Express, at Majhgawan for Samath Express and at Jhukehi station for inter-city train. Both Satna and Maihar stations are required to meet Sleeper Quota for train no. 1094 and remote location quota for train no. 2321 which is wrong. General quota be restored for trains no. 5018, 1064 and 1062. For trains no. 2142, 2295, 2150, 2946, 2792 and 9048 quota should be provided for Satna station and Maihar station.

Satna, Maihar, Chitrakoot dham Karbi and Manikpur railway stations be developed as model stations. There is no train connectivity to South from Bundelkhand. People there have been demanding such a train for a long time. Their demand should be met. A train to Bhopal be introduced from Singrauli, it is a long pending demand of the people there.

In my parliamentary constituency adequate basic facilities such as construction of platforms, providing drinking water, toilets, foot over bridge, computerized reservation, shed etc be provided at Majhgawan, Chithara, Khutha, Jaitwara, Hati, Sagma, Kaima, Sakriya, Hinauta, Turki, Lagarwan, Unchehara to Bhadanpur, Andara, Pakria, Jhukehi railway stations. Katni-Allahabad route be electrified. Manikpur-Jhansi track be electrified and doubled. Level crossings be provided at Gowrao Unchehara, on Satna rail route and at Birhuli, Satna-Rewa route. Apart from these I would like to draw your attention on two other points.

Sir, two delegations met our leader Sushma Swaraj ji today. One of them was All India Station Masters



Association whose representatives submitted as memorandum to her. In the memorandum it is mentioned that the Ministry of Railways vide their letter PCCVI 2009 DAC/1 date 3.6.10 had sent a recommendation to the Ministry of Finance to enhance the grade pay of station masters from Rs. 2800 to Rs. 4200, which has been pending in the Ministry for the past six month. No action has been taken there on so far. Since the station masters are railway employees and they perform their duties with great responsibility, the grade pay given to them is very less.

Similarly, she received a memorandum from the Chandigarh Senior Citizens Association. She directed me to raise this issue here.

The Senior Citizens constitute 9 per cent of our population out of which 66 per cent live below the poverty line. Senior citizens have not been given any concessions in local passenger train fares. Concessions may kindly be provided to them. For the past three years women senior citizens have been getting 50 per cent concession in rail fares. For the male senior citizens this figure stands at 30 per cent. Concession for both sexes be 50 per cent senior citizens should be given 50 per cent concession in Tatkal tickets. They should also be allowed to take agdr attendant with them. There should be a separate coach for senior citizens in local trains. My region is extremely backward regarding rail connectivity, but it provides maximum revenues to the railways. All the trains are in very poor condition. Stations do not have drinking water. Coaches are so old that if one boards them one is not sure of reaching the destination. Trains are full of bedbugs, mosquitoes and cockroaches. Bed rools provided in the train stink. I can not fathom how things have deteriorated so much. What happened to the Khadi bed shets promised by Laluji? What happened to whey, milk, earthen cups and the model stations? Mamata Ji had promised security. Train passengers are being looted almost daily ...*(Interruptions)*.

*[English]*

MR. CHAIRMAN: Please take your seat. Nothing will go on record.

...*(Interruptions)\**

MR. CHAIRMAN: Please wind up. You have already taken ten minutes.

*[Translation]*

SHRI GANESH SINGH: Sir, every other day incidents of looting the passengers after being drugged and other security lapses are coming to light. Therefore, my request to the government is to run the railways honestly, do justice with the country, raise above regionalism and work for the welfare of the entire country.

\*SHRI RAGHUVeer SINGH MEENA (Udaipur): The Railway Budget has won universal acclaims and it has been touted to be a budget likely to benefit the common man. Every sector got its pie in the budget. The Hon. Minister of Railways deserves kudos. Provisions under the present budget have been made keeping in mind the development of all the sectors of the economy be it industrial sector, tourism sector touching upon the lives of all the people.

I hail from Udaipur Lok Sabha Constituency. Udaipur city is one of the most beautiful cities in the world that is visited by a large number of foreign and domestic tourists. Two new trains have been provided for Udaipur in the budget and the frequency of some trains has been increased which will greatly benefit the region from the point of view of tourism and transportation.

Prior to the budget, I had, through a letter dated 3 January, 2011 requested the hon. Minister of Railways to pay attention to provide basic facilities in railway budget 2011 to Udaipur parliamentary constituency. Some of the suggestions made in the letters were acceded to but certain urgent demands raised in public interest were left unaddressed.

I am making the following demands and it is requested that they may be accepted:-

- (i) The superfast train 2413/2414 running between Jammu Tavi and Ajmer be extended upto Udaipur. Extending this train upto Udaipur will directly link this region with Kashmir-Udaipur tourists circuit. This train reaches Ajmer at around 1 PM in the afternoon and the travelers can reach Udaipur by the evening easily. The distance between Ajmer and Udaipur can be covered in five hours duration. Thus, the train can reach Ajmer within five hours after it leaves from Udaipur the next morning. It does not require any additional rakes. This step will directly connect the tourists from Kashmir to Udaipur.

\*Not recorded.

\*Speech was laid on the Table.



- (ii) I would like to extremely thanks for making 2981/2982 Chetak Express a daily train. It should be extended up to Chandigarh. Currently the said train is being operated on a single rake. The said train remain idle at Delhi for 13 hours. Distance between Sarai Rohilla and Chandigarh is of four hours and forty five minutes. Therefore this train will cover to and fro distance in 9 hours. The train will get three and a half hours for maintenance in Chandigarh even if it continue to run at us, current speed. However, the fact is that the train is taking more than 12 hours in travelling a distance of 670 km between Udaipur and Srai Rohilla in Delhi. The train can reach Sarai Rohilla only in 10 hours if the speed of the train is maintained. In that case the train can get a halt of five and a half hours duration at Chandigarh. This will facilitate the tourists of Uttaranchal-Himachal-Punjab-Haryana to directly travel to Udaipur this further boosting the tourists. In Udaipur besides providing facilities to the tourists from these states.
- (iii) Train No. 2963/2964, Mewar Express, running between Udaipur and Hajrat Nizamuddin be extended upto Haridwar. Mewar Express runs via Mathura, Bharatpur and the tourists from U.P. can also reach Udaipur by boarding this train. Currently this train remains stationed at Nizamuddin railway station for approximately 12 hours and at stations yards in Udaipur for 11 hours. If this train is linked to Haridwar or Dehradun, it will provide a lot of relief to the tourists and pilgrims from Udaipur going to Haridwar particularly to perform the last sites of the deceased. It takes only 4 hours to travel from Haridwar to Delhi, The to and fro travel will only take 8 hours and 4 hours could be spared for the maintenance of the train without the railways having to bear any additional expenditure.
- (iv) Train No. 9657/9658 Superfast Express running between Udaipur and Indore be run from Indore at night. A large number of people from Madhya Pradesh travel to Udaipur and a lot of people in Udaipur share trade and family ties with the people of Indore and Bhopal. This train starts from Indore in the morning due to which it does not get adequate passengers. If this train is extended upto Udaipur and run from Indore

to Udaipur in the night it will get adequate number of passengers and also fetch revenue to the railways besides providing great relief to the people of Udaipur.

- (v) The passenger train plying between Udaipur and Chittorgarh during night should be extended upto Ratlam. There will be no additional expenditure on extending it and the common passengers who want to travel in less expense will get a good facility because the road route between Udaipur and Ratlam is in a dilapidated condition. Therefore, keeping in view the difficulty faced by common people it is very necessary to extend this train upto Ratlam.
- (vi) A provision should be made to run a new train from Udaipur to Bengaluru four days in a week, this train to Bengaluru should be run from Udaipur via Ratlam Baroda, Surat and Bhusawal. This train will be a big boost to the people who travel frequently in connection with their business. Besides, it will also help a lot in transportation of minerals.
- (vii) The work pertaining to gauge conversion between Udaipur and Ahmedabad is going on at a slow pace. Delay in execution of the said work will not only result in cost escalation but several other difficulties will also crop up due to non execution of the project on time. Therefore, efforts should be made for adequate budget allocation for the gauge conversion of said 300 kilometers stretch of the railway line.

During the course of gauge conversion between Udaipur and Ahmedabad a new station namely slumber station be developed in Bana village near slumber because thousands of people from Slumber, Sarada and Aaspur region live in Ahmedabad and this station will prove to be of great convenience for them to commute.

Crossing No. LL 79-B, BET, UD-2 VOMKM 113/56 is located on the metre gauge line between Udaipur and Ahmedabad. This crossing is located in the heart of the city on Udaipur Baswada state highway. There is heavy traffic load on this route. Train traffic will also increase after conversion of this line into broad gauge. It will lead to further congestion of the road traffic. Therefore, during the execution of gauge conversion work an over-bridge should also be constructed there.



Udaipur-Ahmedabad route is an important route. This route benefits the entire tribal region. In Udaipur important minerals like Zinc, Rock phosphate, marble, lime stone are mined in abundance transportation of which can fetch considerable amount of revenue to the Indian Railways. Besides, it will facilitate journey of the people going to Ahmedabad, Baroda, Surat and Mumbai.

- (viii) Rana Pratapnagar station is located in the heart of Udaipur in the jurisdiction of a single municipality. It is surrounded by dense population and is connected with national Highway No. 76. If a two minute stoppage to train No. 12981/12982 Chetak Express, 19657/19658 Indore Express, 12315/12316 Anyanya Express is provided here it will immensely benefit the common passengers.

- (ix) The major part of Udaipur city which includes Housing Board, UIT Colony, I.I.M. and bypass is located on the other side of the railway station. Therefore, scheme should be formulated to open a second gate there so that there may not be any inconvenience to the passengers. Besides, optimum utilization of this gate can be possible in case of expansion of the station in future.

Therefore, you are requested to pay attention on these important demands of my constituency. Necessary directions should be issued to the Railway Board and efforts should be made to issue orders to provide adequate staff and resources for completion of the works going on at a slow pace so that the schemes are implemented in time and relief and facilities is made available to the people of that region.

DR. NIRMAL KHATRI (Faizabad): Mr. Chairman, Sir, I, through you, would like to appreciate the Rail budget presented by hon'ble Minister of Railways Kumari Mamata Banerjee under the stewardship of the UPA Chairperson Smt. Sonia Gandhiji and the hon'ble Prime Minister has given a new direction to the Indian railways. As she herself stated in her budget speech that the wheels of the railways continue to move round the year and round the clock. A passenger setting out on a rail journey from Kashmir to Kanyakumari does not apprehend any untoward incident and also does not face any dilemma as to whether he would reach his destination or not. However, if he chooses any other mode of transport

instead of railways then he has in his mind all sort of apprehensions as to whether he would reach the destination safely or not. The officer & staff of the Railways, therefore, deserve all kudos for transporting the people to their destination safely. We all want new trains to be introduced and new rail lines to be laid down. But at the same time, it is equally important that amenities, facilities and security at railway stations and in the trains should be improved and the honourable Minister of Railways deserves all praise for addressing these issues and issues relating to Anti Collusion Devise and GPS based train movement during fog. We found out while going through the proposals that railways has been able to construct 700 k.m. new rail tracks out of the target of 1000 k.m. During the year 2011-12 the target has been pagged at 1075 k.m. Despite financial burden due to increase in pays & allowances, she has not increased the rail fare and freight and the needed resources would be mobilized by the railways on its own. This has been possible only because of able and courageous leadership of Kumari Mamata Banerjee.

Sir, the rail budget this year very aptly reflects our age old culture and ethos while naming new trains like Sonar Tori, Mother Express, Aurobindo Express, Vivekanand Express and Kavi Guru Express. Here Members rise to make demands for new trains but how the new trains can be introduced if new coaches are not available. Therefore, it is needed that more and more new coach factories should be set up to meet the shortage of coaches in future and the hon'ble Minister of Railways could accept our demand for new trains with ease. She is to be appreciated for it.

Inspite of the achievements, an allegation is often made that Kolkata and West Bengal have been unduly favoured in the budget. I had said in past that Kolkata does not belong to people of Bengal only. The rail projects going on in West Bengal have more workers from Bihar and UP than there from Bengal. People of Bihar and UP have settled in Bengal for employment and this provides connectivity to Uttar Pradesh and Bihar with Bengal and these projects would benefit UP and Bihar alongwith Bengal. Development of Bengal and Kolkata would usher in development of our country and for this she deserve all our praise.

Sir, finally, I would like to draw your attention towards problems of my area. At the very outset, I place on record my sincere thanks for introduction of some new trains in this budget on my demand. However, I would like to draw their attention towards the very long standing



demand for doubling of Lucknow-Faizabad-Ayodhya-Varanasi and Jafarabad-Barabanki rail lines and this demand should now be met. The passenger train plying on this route has lesser number of coaches which should be increased. The list of names of railway stations mentioned in the budget speech in terms of rail tourism does not include the name of Ayodhya and I demand that Ayodhya should be included. Regarding stoppages of trains, I demand that stoppages of trains should be provided at Bilharighat station, Rudoli station, Dariyabad station, Maleshukanak and Bharatkund Station. Bharatkund and Malethukanak stations should be modernized. There is need for flyovers at two railway crossings and I am laying these demands at the table of the house. I would like to the hon'ble Minister of Railways to pay her attention to the demands. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: You can not lay on the table. You hand it once to the Minister.

*[Translation]*

DR. NIRMAL KHATRI: Sir, an auxiliary unit of Rae Bareli Coach Factory should be set up in Faizabad as was announced in last year's budget that a multifunctional unit will be set up there but no work has been started on it and I would demand that work should be started on it. No. 1 platform of Faizabad railway station should be extended.

With these words, I welcome the rail budget.

18.00 hrs.

*[English]*

MR. CHAIRMAN: I am having a big list here. There are many more Members to speak on this discussion. Therefore, if you all agree we can extend the time of the House till 8 o'clock. So, I would like to request the hon. Members to be brief. Most of the Party lead speakers have spoken at length and so the other Members of the Party may concentrate only on their constituencies and their requirements. The hon. Members may make brief speeches. We will try to accommodate all the Members, but they should try to be very brief.

*[Translation]*

SHRI VIJAY BAHADUR SINGH (Hampur, U.P): Mr. Chairman, Sir, the Speaker of the UPA has been less

appreciative, but we are all praise. I want to talk about the adjustment of economic and social consideration in the railway Budget. Jhansi has been considered very important station in Budelkahnd region of Uttar Pradesh since the rail was started during the British period because it connects to south and entire north as well. This station has completely been neglected for the last 60 years. If a small stretch between Jhansi and Chitrakoot, Malipur is doubled and electrified, the distance between North and South would significantly be reduced.

Mr. Chairman, Sir, through you, I want to submit that it is a very good thing that the hon. Railway Minister Mamta Banerjee has laid stress on Development of Economic Zone. As she has said that if the PFT, SFTO and AFTO want to increase their income, the transportation of automobiles which is being carried out by private lorry and trolley should be done by them. This would improve their economic condition. Today, 98 per cent of transportation of automobiles and automobile parts is being done by the Economic Magazine and that is by road. If the improvement is done at these trains to ensure safe transportation of automobiles, it would result in significant increase in the income of the Railways. It is an admitted fact that the production of rail coach factory is not optimal. Hon. Minister, I am thankful to you for sanctioning a coach factory at Rae Bareli. I would like to say in lighter vein that Rae Bareli is a Union territory or UPA's territory. If the Government sanctions one coach factory for Jhansi also which lies in the centre of the country, it would be better because Jhansi is a completely under developed area, one coach factory would not do. I, therefore, request you to kindly set up a coach factory at Jhansi also.

Mr. Chairman, Sir, finally, I want to like to say that if Mamta Banerjee wishes it is possible. She can deliver the goods. It is a very good thing, we have heard for the first time that Railways has earned profit of Rs. One lakh crore. Even today, 50 per cent of nation's freight is carried by the Railways. I have thoroughly gone through the speech but no where we have got a slight indication of taking up steps for increasing freight. Freight is also an integral part of Railways but no where there is a mention about increasing it. They proper to lay new rail line of 700 km. We are not aware whether the Planning Commission or the Finance Minister is putting a brake on their this proposal. 700 km is very less. This should be increased to remove stagnant in the Railways. Lastly, I would like to submit two suggestions before winding up my speech. Lucknow is the political capital of Uttar



Pradesh and Allahabad is its legal capital. The distance between these two cities is 200 km and it takes five hour to reach by train. If the rail line between Lucknow and Allahabad is doubled, it would take only two hours. Therefore, an announcement should be made to this effect.

Mr. Chairman, Sir, I am submitting the final line. It is good that the hon. Railway Minister has announced metro rail line for Kolkata. No body has any problem in it. I want to request that foundation of metro rail line should also be laid in Allahabad, Lucknow and Kanpur. Work on metro line should be started there. Lucknow is also expanding rapidly. Our Chief Minister, hon. Mayawati has fuller refurbished Lucknow. I would like to submit to the hon. Railway Minister that she happens to visit Lucknow or takes an aerial view of Lucknow, she would find that Lucknow is glittering. If she announces metro for Lucknow, she would add fragrance to the beauty of Lucknow city. It would be better if metro is also announced for Allahabad, Lucknow and Kanpur.

KUMARI MAMATA BANERJEE: Mr. Chairman, Sir, I have already mentioned that if the state governments want to come forward for developing M.R.V.C. Advance System and advancing railways development and for other works, they should come forward and Railways, Municipal bodies and state Government together and could set up their commission or corporation, we have also chalked out a scheme to set up a Kolkata Development Corporation. We have set up M.R.V.C. in Mumbai. We will do the same in Kolkata now. This can also be done in Ahmadabad, Uttar Pradesh, Odisha or Gujarat. I be it circular train, metro train or mono rail should be introduced to connect sub-urban areas with main areas. Mono rail is called sky bus also. They can do it

[English]

You ask your State Government to send their proposal.

[Translation]

SHRI VIJAY BAHADUR SINGH: Mr. Chairman, Sir, now I would like to submit my last point. Kindly listen to me. Hon. Minister has also spoken in the time allotted to me. We have been told that one train departs from Delhi in every 15 minutes. One train Riwanchal plies between Delhi and Allahabad. I demand that it should be diverted from Kanpur via Chitrakoot as this would be helpful in the development of that area also.

SHRIMATI MEENA SINGH (Arrah): Chairman, Sir, first of all, I thank you for giving me an opportunity to participate in this important discussion. My party colleague hon. Dinesh Chandra Yadav has participated in the discussion at length. Associating myself with him, I would like to make my point briefly.

Sir, Madam Rail Minister used to shower her grace on West Bengal in her earlier budget as well but this time round, it sounds like her party's manifesto for West Bengal elections.

Sir, it is fine if she launches new projects and introduces new trains for West Bengal but it would not be fair to do so by abandoning or keeping in abeyance the old projects.

Sir, there has been injustice to Bihar in this budget. Hon. Rail Minister is silent on the old projects of Bihar. For instance, introduction of Duranto Express from Patna to Shalimar makes no sense.

Our leader, the popular Chief Minister of Bihar Shri Nitish Kumar had made a demand from the hon. Rail Minister for introduction of a Duranto Express from Patna to New Delhi. I would urge Mamta didi to introduce Duranto Express between Patna and New Delhi as requested by the Chief Minister.

Sir, new projects, new trains, new hospitals etc. were announced last year also but nothing new has come today. Now trains are announced every year but tracks, bridges and signals remain the same as a result, accidents take place and trains fail to run punctually.

Filth is piled up every where be it trains, platforms or station premises. I urge the Rail Minister to take special care of all these issues.

One more thing I would like to point out. Employees of Wagon Factory in West Bengal are paid Wages at the rate of Rs. 21000 per month whereas those of two factories at Mujaffarpur and Begusarai in Bihar are paid at the rate of Rs. 6000 per month. Why this discrimination? It should be removed.

My participation in this discussion was necessary because, through you, I wanted to tell the Hon. Minister of Railway and the entire House that because of wrong policies of the Railways, railway passengers are burning the effigies of Mamta Didi as well as mine because I represent Ara Parliamentary constituency.



In my constituency, people are organizing agitation on large scale in Ara-Sasaram section. Trains are stopped for hours together. Effigies of people's representatives are being burnt. This agitation is badly affecting the rail passengers. There were three stations namely Charpokhari, Kasab and Nagari on Ara-Sasaram rail section when it was under Martin Railway but these three stations have been removed when the new rail line was constructed this time round.

During the discussion on last years' rail budget, I had pointed out that construction of stations and halts was not done on Ara-Sasaram section ignoring public interest and the interest of railways. I had demanded that survey should be conducted and railway station be constructed on this route in public interest and in the interest of railways. But the railways has not taken any action in this direction. As a result, people are on agitation there. On many occasions I had to reach the spot to intervene in order to get the trains run by promising to the people that their legitimate demands would be met. I demand that stations at Chapokhari, Nagari and Kasab be upgraded as full-fledged railway station as early as possible.

Mamta didi has announced introduction of two trains namely Vivek Express and Kaviguru Express after the names of Swami Vivekanand and Kavi Guru Ravindra Nath Tagore. This is an appreciable step. Great persons should certainly be honoured but I have been demanding for years that Ara railway station be upgraded as model station. This demand is yet to be fulfilled. Ara is birth place of great freedom fighter Babu Kunwar Singh Ji who was pride of entire India not only of Bihar. I reiterate my demand that Ara station be upgraded as model station in the honour of Babu Kunwar Singh.

Ara is the maximum revenue earning station on Patna-Mughalsarai route but a number of important trains do not stop there due to which passengers have to face a lot of difficulties. I demand that 12327-12328 Upasana Express, 12367-12368 Vikramshila Express, 12393-12394 Sampooran Kranti Express, 12369-1237J Howrah-Hardwar Express, 12791-12792 Patna-Secunderabad Express and 12487 12488 Seemachal Express be provided stoppage at Ara station.

Sir, through you I would like to bring it to the notice of the Minister of Railways th most of these trains have been given stoppages at those railway stations which are less important than Arah railway station both outside Bihar and in Bihar. But those trains have not been

provided halts at Arah. I want to convince you that if stoppages are provided to these trains not only the passengers would be benefited but also railways would earn substantial revenues.

The ROB being built at Gumti no. 2 in Dehri-on-Sone and Gaya be completed expeditiously. The construction work on Bihta-Aurangabad line should be started at the earliest. AC first class coach should be attached to Mahabodhi Express for the convenience of foreign tourists.

With this, I finish my speech and once again thank you purposely for allowing me to participate in the discussion.

[English]

\*SHRI A. SAMPATH (Attingal): As the Indian Railway has grown to the envious position of the largest network in the world, it is our primary duty to ensure the safety and comfort of the passengers and the safe and speedy transit of Railway freight. The role played by Indian Railways for the national integrity has to be appreciated and at the same time the demand for new railway lines and facilities should be catered with due importance. Even the Hon'ble Minister has admitted that there exists more than 1.70 lakh of vacancies. Without filling up the existing vacancies and thereby providing sufficient human resources, how can the railway ensure that safety and quality? In a nation of millions of un employed youth the large number of vacancies remaining to be filled up for about a decade before them is a humiliation towards the people. The number of personnel in the technical, mechanical and protection fields are far below than what is actually needed. The loco running pilots and the station master are forced to work continuously for more than sixteen hours per day. Even the reports of the parliamentary committees have not been honoured so far. I would like to know the attitude of the Railway Ministry as well as the Finance Ministry towards the genuine demands of the All India Station Masters' Association for making the starting grade pay of Rs. 4200. Two station masters should be provided in each important station as block operator and the other as having charge of signals in all important stations. The inhuman treatment and colonial stigma of insubordination that still exists in our Railways cannot be tolerated. The workers who are employed for cleaning purposes are not adequately provided with the sophisticated

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\*Speech was laid on the Table.



equipments, tools and even gloves and masks. The declaration on green toilets still remaining on paper. It is a pity that the railway tracks are filthy, ugly and smelly and sometimes seems shocking.

The sad plight of the lakhs of contract and catering workers shall not go unnoticed. The long pressing demands of the coolie porters should be catered with humanitarian attitude. I demand dignity and permanency in their jobs.

Regarding the unmanned level crossings, the Railways Ministry is compromising with the safety of the poor people who have to cross the rails roads. While crossing the railway track is an offence under the Railway Act, who is to be held responsible for not providing foot over bridges in busy and important railway stations? The Railway Budget has not shown any justice towards the State of Kerala which has the largest density of population.

The demands for the creation of Peninsular Railway Zone has again fallen in to deaf ears. Considering the geographical features and the developmental needs, it is high time that the 17th Zone is formed for administrative and operational efficiency.

My humble submission is that the Hon'ble Minister for Railways shall not be a mere a Minister of declarations. In the last year's Budget there was a declaration of a medical college and a drinking water bottling plant at Tiruvananthapuram. The Railways still search for land, may I suggest the acres of land at Kadakkavoor owned by Railways but remains unutilized behind the Kadakkavoor Railway Station. While appreciating this year's proposals for the coaching yards at Nemon which is towards the South of Tiruvananthapuram Central Railway Station. I may also suggest the Nemon can be developed into the Intermediate Overhauling Workshop (IOW). While Kochuveli, which is towards the North of Tiruvananthapuram Central Railway Station can be developed into a fully operational long distance railway terminal. A workshop at Kochuveli is not advisable because of the salty wind from the sea and the salt water which fills up the railway pits which may endanger the life of the rolling stock. Many months ago I have suggested Attingal and Nedumangad, two taluk headquarters of my constituency for the EPR system as per the direction of the Hon'ble Minister. But still now

they have not become operational. In this august House, I have received a reply that new railway lines will be laid connecting the Sabari Railway line to Nedumangad the eastern town of my constituency which is one of the four municipalities in the capital district of Kerala. I urge upon the Government to speed up the work and to connect the railway facilities to Kattakkada and then to Neyyatinkara. There is an urgent need for the track doubling and electrification of the Nagarcoil Thiruvananthapuram sector. The proposal for MEMU should be fulfilled with at most priority. Varkala-Sivgiri is the samadhi place of Sree Narayana Guru. It is also growing as a tourist spot of south India. Hence more long distance trains should be given stoppages at Varkala at the earliest.

The recent attacks on the passengers by anti-social elements and terrorists have been shocking. Putting the blame upon the State administration would not serve the purpose. Thousands of vacancies in the RPF are remaining vacant. Urgent steps taken for the recruitment of women RPF personnel.

Considering the peculiarities and the genuine demands of the people more Kerala bound trains have to be introduced. Three new trains which have been proposed in the last year's Budget are yet to be started. Ernakulam-Kollam MEMU is repeatedly stated in this year's budget also. This MEMU should be extended to Nemon. The once prestigious Kerala Express (12626, 12625) is a sad story today. Old coaches, dirty toilets, insufficient catering, etc., brings a shame to us. I may suggest that all the Kerala bound weekly Express trains should be made tri-weekly and the bi-weekly trains should be converted into the tri-weekly trains. All the existing tri-weekly trains should be increased as daily trains. A new TVM-AJMER weekly train is a long pending demand. One more Nagarcoil Bangaluru Superfast Express is highly necessary. Lakhs of Malayalees working outside the State have been demanding for a new TVM-Nasik Road bi-weekly service and a new TVM-Bhopal service. The Nizamuddin-TVM Rajdhani Express should become daily service. The railway facilities to the Malabar region should be given due priority. A Mysore-Tellisery line should be allowed at the earliest. The talks about a survey regarding this have been heard since the time of the British Colonial period. But alas! it is materializing, Why we neglect the shortest route?

During the time of the presentation of the last year's Budget also we were put to shock and agony because Kerala was not included in the high speed freight corridor. As Vallarpadam Container Terminal has been inaugurated



by the Hon'ble Prime Minister in February, 2011 thereby becoming the first international trans-shipment container terminal in India, is there any justification for not including Kerala in this map? Last, but not the least the consultations with the Members of Parliament and the other representatives of the people do not take place regularly. Certain grievances and compliances which could have been solved or rectified at the Station Level/ Divisional Level/Zonal Level remains to get worsened because of its absence. The assurance given by the predecessor of present Railway Minister to my predecessor Comrade Varkala Radhakrishnan for the stoppage of Parassuram Express at Chirayinkeezhu is yet to be fulfilled. It would be an honour to a great Parliamentarian who is no more with us.

*[Translation]*

SHRI MITHILESH KUMAR (Shahjahanpur): Respected Chairman Sir, I am extremely grateful to you for giving me a chance to speak on the rail budget. Through you I would like to thank the Minister of Railways, respected Mamata didi for taking a special interest in fulfilling the demands of the people of Uttar Pradesh by sanctioning a rail line from Mailani to Farrukhabad through Shahajahanpur. My party, the people of Shahjahanpur, poor farmers, businessmen, workers, students and the entire people of Uttar Pradesh thank her profusely.

I want to draw the attention of the Minister of Railways to certain points. The Shahjahanpur railway station has been accorded A class. I want that two employees be deployed permanently in both shifts at the Shahajahanpur railway inquiry counter, since the passengers belong to rural areas. The 139 service there is poor. 131 services be restored to give correct railway importation to the passengers.

Arrangements be made for new reservation centres at Puwayah and Jalalabad as it is 30 km from Shahjanapur. People there face a lot of problems in booking their tickets. Railway has vacant land near the under construction FOB near oil tank. If a booking and reservation office is opened there the problem of overcrowding at the railway station can be done away with.

Shahjanpur has major industrial units such as has Rosa thermal power plant, Ordnance Clothing Factory, Oswal Chemical Factory etc. Stoppages of several trains

are absolutely needed. Bareilly passenger should have a stoppage at Banthra station. If Rajdhani Express, Sapt Kranti Express, Janseva Express, Himgiri and Garib Rath are given stoppages at Shahjanpur it would contribute immensely to its development.

I come from Shahjanpur renowned as the city of martyrs. I would like to draw the attention of Mamata didi, regarding the trains introduced by her and named after freedom fighters and poets. Shahajahanpur the city of martyrs where martyrs such as Pt. Ram Prasad Bismil, Ashfaqullah Khan, Thakur Roshan Singh laid down their lives for the nation's independence. The freedom fighters there have made a demand that their problems be solved. They have to renew their railway passes each year, leading to immense problems. In honour of all the freedom fighters of the country their passes should be issued for life time. I want the Minister to reply on this point.

You had acceded to the demand of constructing a subway at the railway crossing No. 322 Kachhari halt at Govindganj railway station. I am very sorry to say that the Uttar Pradesh Government rejected the proposal by citing the non-requirement of the subway as the reason despite the fact that there is an officers colony and a good market place there. The entire population of Sahjahanpur wants the subway to be constructed ...*(Interruptions)*.

Sir, I am concluding in a minute. Recently recruitment drive for ITBP was to take place in Bareilly on 31st January but it was cancelled by the Ministry of Home affairs. Approximately one and a half to two lakh youth from about 11 states had come to take part in the said drive. When the recruitment drive was cancelled, the boys were made to go to the station ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: No, the names will not go on record.

...*(Interruptions)\**

*[Translation]*

SHRI MITHILESH KUMAR: Mr. Chairman, Sir, I withdraw my words. They compelled those one and a half to two lakh boys to board the train resulting in death of 18-20 of them due to falling down from train during its journey from Bareilly to Shahjahanpur. Till date their families are yet to get a penny as compensation, I have knowledge of such two children ...*(Interruptions)*

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\*Not recorded.



[English]

MR. CHAIRMAN: Please wind up now.

...(Interruptions)

[Translation]

SHRI MITHILESH KUMAR: One boy ...(Interruptions) who is hails from Chhapra in Bihar is still running. I had also received a phone call from one of the hon. Minister of the state ...(Interruptions)

[English]

MR. CHAIRMAN: Do not mention the names and everything.

...(Interruptions)

[Translation]

SHRI MITHILESH KUMAR: Sir, I am concluding in a minute. I would like to demand that a case under section 302 be registered against the officers of the UP Administration in respect of the boys killed in train accident so that the soul of the deceased may rest in place and the families of those children get due compensation.

Besides, I would request the hon. Minister to lay the foundation stone of the railway line in Shahjahanpur as he had sanctioned this rail line upon my request. The people of district Shahjahanpur have pinned high hopes on him.

SHRIMATI JAYSHREEBEN PATEL (Mehsana): Mr. Chairman, Sir, I thank you for expressing my views on the railway budget for the year 2011-12. While presenting the railway budget, the hon. Minister of Railways, Kumari Mamata Banerjee, has shown her largesse for certain areas and has neglected some others. Hon. Mamataji used to make new promises every year thus giving a semblance of hope to us and the people but she has made some good provisions in the third Railway budget which are worthy of appreciation. She has shown her favour for the womenfolk and she also deserves kudos for bringing down age of the senior citizens from 60 years to 58 years. She has also not increased the rail fare and freight rates. I also support the proposal of introducing Kavi Guru Express because the theme of combing the spirit of Guru Rabindra Nath Tagore and Gandhiji is a good one.

Mr. Chairman, Sir, West Bengal election seems to have cast its shadow on the railway budget presented by Mamtaji. Hon. Mamtaji has been very liberal in respect of awarding projects for certain areas. Though trains have been given to Gujarat and the frequency of three trains has been increased but still Gujarat qualifies as being a neglected state even in this year's budget and having been neglected for several years in the past by the centre. Today Gujarat has become the growth engine of India under the visionary leadership of Shri Narendra Modiji. Hon Minister of finance also seems to have endorsed the number one position of Gujarat in the economic survey presented two days ago. The headquarters of western railways is located at Churchgate, Mumbai even now despite the fact that Gujarat is the largest contributor of revenue for West Railways involvin a length of 4000 kilomters of rail line. It needs to be shifted to Ahmedabad. This demand of Gujarat has been rejected till date.

Mr. Chairman, Sir the problem of traffic and pollution has increased a lot due to Kalupur in Ahmedabad being the only junction and the city of Ahmedabad being a megacity. It is due to this reason that Sabarmati railway station should be developed on the pattern of Hyderabad, Delhi and Mumbai terminus so that the passengers could get those amenities.

I would like to request the hon. Mamataji that the policy of the Ministry of Railways has been that of interconnecting all the state capitals through rail network. Under the policy capital of Gujarat Gandhi Nagar has only two trains namely. Haridwar and Indore Express. Gandhi Nagar has educational institutions of international standard including Law University, FSL University and Deendayal Petroleum University. Almost 2 lakh employees and passengers have to travel 34 kilometers to reach Ahmedabad for availing railway journey. The railway Ministry has not taken any action in this regard so far. In the Rail Budget presented by hon. Mamataji, I see the trains as viens of this progressive nation. I would like to know from the Union Government whether Gujarat is not a progressive state? In her rail budget hon. Mamataji has said that our stature grows with every big work we do and level of our perspective also become wider. In this budget you have proposed to set up three rail factories in West Bengal. But when will your positive perspective about Gujarat become wider? I would like to submit to the hon. Minister that if a rail factory construction project had been sanctioned for Gujarat in this budget, it would have further strengthened the financial relations between Gujarat and Ministry of Railways and there would



have been change in the negative attitude towards Gujarat; unemployed youth of Gujarat would have got employment opportunities as the youth of Gujarat are also the youth of the country. Under this business policy of Railways It is necessary to provide rail facility to connect the ports of Gujarat. Gujarat accounts for about eighty per cent salt production in the country. It is necessary to provide for rakes for transportation of salt because even today salt is getting spoiled there leading to rise in unemployment among labours. I would like to submit to the hon. Minister that every policy of the Union Government should be based on equitable development of all the states. My parliamentary constituency Mehsana is the largest district of North Gujarat which is known as milk city, industrial city and oil city. Unjha is the largest spice mandi of Asia. Several trains like graib rath passes through Manjha but there is not stoppage of those trains at Manjha. I demand that a decision should be taken promptly for providing stoppage of these trains at Manjha. I had tabled a question in the Lok Sabha in which I had demanded closing of unmanned railway crossings. This matter was raised in writing in the Lok Sabha ...*(Interruptions)*.

[English]

MR. CHAIRMAN: Please conclude now.

[Translation]

SHRIMATI JAYSHREEBEN PATEL: I am concluding within two minutes ...*(Interruptions)*. Assurances were given in this regard but no result has come out so far. A Railway Research centre should be set up in Northern Gujarat, number of coaches should be increased in Mehsana-Taranga passengers train and Ahmadabad-Patan Memu, Ambliya No. 1 and Bijapur bound trains ...*(Interruptions)* with your permission I would like to put my demands on the Table of the House ...*(Interruptions)*.

[English]

MR. CHAIRMAN: The remaining points, you can give to the Minister in writing. Please take your seat now.

SHRIMATI PRIYA DUTT (Mumbai North-Central): Mr. Chairman, Sir, I thank you for giving me this opportunity to express my thoughts on the General Discussion on the Railway Budget.

First of all, I would like to begin by thanking the hon. Minister for presenting a people friendly Budget. The highlight of the Budget is that there is no increase in the railway fares for the common man. Over all, I would like

to praise the current Budget as it addresses the needs of the common man and, at the same time, focuses on the development of infrastructure which will go a long way in meeting the challenges of the Railways.

The hon. Minister has also been very sensitive to the problems of senior citizens, women, the BPL population and the disabled by providing better accessibility for physically challenged passengers, by providing for Rail Yatri Sewaks at many stations to assist senior citizens, women, children and the disabled. I thank the hon. Minister for that.

Sir, as you are aware, the Indian Railways is an organisation which touches the lives of each and every citizen of this country. As I have been elected from the city of Mumbai, I would like to draw the attention of the hon. Railway Minister to the problems being faced by millions of commuters of Mumbai. The Railways, as they say, is the lifeline of Mumbaikars. With the ever increasing traffic in the city, no survey has been carried out for its expansion and modernization of the sub-urban railway system in Mumbai. The result, therefore, is that even to manage entry to the train, the passengers have to experience great difficulties. I hope that the amount of Rs. 85 crore allotted for MUTP Phase-I will be utilized and the project completed in a time-bound manner. ...*(Interruptions)*

The sub-urban railway system of Mumbai, in itself, is a huge enterprise. ...*(Interruptions)*

MR. CHAIRMAN: Please do not create confusion. She can give it to the Minister.

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)\**

MR. CHAIRMAN: Ms. Dutt, you carry on please.

...*(Interruptions)*

MR. CHAIRMAN: Please take your seats. Let her speak.

...*(Interruptions)*

MR. CHAIRMAN: Do not disturb. Nothing is going on record.

...*(Interruptions)\**

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\*Not recorded.



SHRIMATI PRIYA DUTT: The sub-urban railway system of Mumbai in itself is a huge enterprise. There are problems which are specific to the sub-urban railway of Mumbai. Therefore, I suggest that a new Mumbai sub-urban region, comprising of both Mumbai Central Division of Western Railway and Mumbai CSTM Division of the Central Railway be created for uniformity and efficiency of the working and proper and simultaneous coordination of both the Divisions. The Zonal Officer, appointed in charge, may be delegated powers so as to enable him to take urgent decisions on his own without depending on the long drawn process of seeking approvals from Headquarters or Divisional Railways.

The hon. Minister has been sensitive about the problems of the people in urban areas. She has proposed the development of the integrated sub-urban railway infrastructure under a single integrated system, which will provide faster, efficient, affordable and comfortable transportation to the citizens. I thank the hon. Minister for the consideration.

We are also thankful to the hon. Minister that she has taken up the issue of enhancing the carrying capacity of the sub-urban services in Mumbai area. About 47 new services have been introduced.

But basic amenities for commuters, especially women, are lacking. The issue of toilets may seem a small matter but it is a huge problem faced by lakhs of commuters. Recently, a PIL was filed in the High Court where the issue was toilets or lack of them on railway stations. It was seen that if there are toilets on the stations, most of them are urinals for men and if there is a toilet for women, it is so filthy that it is unusable. The hon. Minister can imagine the hardship faced by pregnant women, senior citizens and disabled. Therefore, these basic amenities on every station must be made mandatory keeping in mind the needs and the rights of the commuters. I would like to draw the attention of the hon. Minister that it is the right of every passenger to have basic amenities which she has given to some *aadarsh* stations. I would like to submit that every station must be made an *aadarsh* station in India.

Last year a policy decision was taken for making some stations as ideal stations on all India bases. Only two or three stations on Mumbai sub-urban section were planned for ideal stations, but there has been no headway since.

KUMARI MAMATA BANERJEE: Have you given it to the Railway Board?

SHRIMATI PRIYA DUTT: Yes, I have given, Madam.

KUMARI MAMATA BANERJEE: You give it to me, I will look into it.

SHRIMATI PRIYA DUTT: All right, thank you, Sir.

Sir, but I also want to bring to your notice a few more facts. I know I am asking for too much but you may agree with me that all stations on Mumbai sub-urban section deserve to be declared as ideal stations, looking at the magnitude of commuter traffic, number of trains running on sub-urban sections, over-crowding of all the trains resulting in fatal accidents, which go up to 4,000 or 5,000 every year. I would like to suggest that a PPP route should be taken to modernize the stations in Mumbai. There is a huge potential for development of stations through PPP route as there is a huge scope of revenue generation too.

Although, the hon. Minister has mentioned the issue in her Speech, there is no specific proposal in this regard. I would like to suggest that each station should be taken as a 'Single Business Unit' for development through PPP route.

I understand that the proposal to increase the coaches from nine to 12 is under consideration, which I feel would be inadequate immediately after commissioning. Therefore, I would request that nine coaches may be converted to 15 coaches for a long term solution. Many of the platforms in these sections are not adequate to handle 12 car EMUs. Feasibility survey of opening a third corridor in between Central and Western Railway and linking all the corridors at the Northern ends with each other should be carried out on a priority basis to reduce the unidirectional over-crowding and reducing congestion to certain extent on the present system.

Sir, there has been a constant demand to increase the frequency of trains in the suburban locals especially during peak hours. There were suggestions made to the Ministry to introduce the cyclic time table as was used earlier, but this suggestion was rejected. I would request you to relook at this possibility.

Senior citizens comprise of approximately 9 per cent of the Indian population. They face huge problems when they travel by railways. I would like to suggest the following measures for their betterment. Firstly, all senior citizens both male and female should be uniformly given 50 per



cent concession on railway tickets on locals as well. One free attendant should be permitted along with older senior citizens who are above 85 years and along with severely disabled persons. Provisions for escalators and ramps are also very important in all the stations.

Women passengers, I am happy to say, have increased substantially over the years, but we have not been able to keep up to that growth. So, increase in the number of reserved compartments for women in all classes is a must. I request that additional coaches in both first as well as ordinary classes be provided. Western Railway has started 15 coach-train on Dadar-Virar section. In that rake, 4 EM Units are provided. There is overcrowding in the first class ladies coaches. There is need for providing one bigger, first class in one of the 4 units to ease out the overcrowding in first class ladies coaches.

Sir, there are a few more genuine and important points which I would like to suggest, for which I have written a letter to the Minister of Railways. I would request for introduction of trains from Mumbai to Velankanni for convenience of pilgrims for which only 12-kilometre stretch is left to be completed and there has been a constant demand for this. I also request for introduction of another train from Mumbai to Dehradun as the existing train takes about 84 hours resulting in great difficulty for pilgrims to Haridwar, Badrinath and Kedarnath.

I would like to thank the hon. Railway Minister for including the Kurla station as one of the ideal stations for development in the area. Kurla is now the centre of Mumbai and the Kurla station records the highest number of footfalls everyday.

Sir, one last issue which is an important issue is the issue of encroachments. I would like to congratulate the hon. Railway Minister about her policy about rehabilitation of encroachers near the railway lines but I would also like to say that there are large encroachments on the railway lands in Mumbai. I would suggest that the policy which is applied for rehabilitation of the encroachers near the railway lines, the same policy should be applied in the case of encroachers in the railway land as well who have been living there for more than 60 to 70 years. This will free up a lot of the railway land which can be used for housing, and for other means of development. So I would request you that the same policy, if applied to the encroachers on the railway land will help many poor people to lead better lives and they will be rehabilitated.

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

THE MINISTER OF PARLIAMENTARY AFFAIRS, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI PAWAN KUMAR BANSAL): Mr. Chairman, Sir, because of the constraint of time, please revise the system of laying the speeches also on the Table which you are very kindly permitting the Members. But in some cases it so happens that when the Members are making out their points, because of time constraint, they are asked to stop. If in those cases also, you may please permit them to lay the rest of their speech on the Table, and it would not be a bad idea.

MR. CHAIRMAN: It is not possible; otherwise a problem will come because if the Members are allowed, they have to speak very briefly. Then, in the Rules also we have to change this.

SHRI PAWAN KUMAR BANSAL: Sir, there are no rules for laying the speeches.

MR. CHAIRMAN: Anyhow, we will discuss it and in future we will see that. Now, this is the custom. We will see how it can be rectified. Dr. Raghuvansh Prasad Singh.

...(Interruptions)

MR. CHAIRMAN: That can be discussed afterwards, not now. In the Business Advisory Committee, we can discuss it, please.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Chairman, Sir work is laying rail line from Hazipur, Vaishali, Sugauli, Muzzfarpur, Chhapra to Sitamarhi has been going on for years. On one line the work has been going on for the last ten years on another line for the last eight and on still another line for the last five years. Work on these lines has been going at a snail space. Low allocation is being made for them due to which there is wide resentment amongst the people over there. People are eager to see early completion of these three rail lines so that they could avail the benefits of these rail lines. The Ministry of Railways has adopted the National Rehabilitation Resettlement Policy 2007. The Minister has made announcement in this regard and we have also read in the newspapers that under that policy



wherever land is acquired the people whose land is acquired will also get employment in addition to compensation. The Ministry of Railways has adopted the National Rehabilitation Resettlement Policy 2007 in which there is a provision that employment should be provided to one eligible members of the family whose land is acquired. After such announcement and policy being in place, why is it not being implemented? The people over there are agitating.

KUMARI MAMATA BANERJEE: Laluji had framed the land acquisition policy in 2008 and the government is going to frame similar land acquisition policy afresh. Laluji had framed a rail policy under which this provision was made. I have not framed any policy yet. I have definitely said that I have to refresh this policy. Until and unless the Government does not put in place the land acquisition policy how can we go ahead with it? We do it by formulating a new special project and under that we will provide employment to one eligible person of the family whose land is acquired but the land will not be acquired forcefully. This is the provision we have made.

DR. RAGHUVANSH PRASAD SINGH: The Government of India has formulated the National Rehabilitation and Resettlement Policy 2007. As per the Article 73 of the Constitution of India until the policy is enacted, it will have the statutory status till then. The Minister of Railways has informed me in reply to my question that the Ministry of Railways has adopted that policy. It is clear in that policy that families whose land is acquired, if vacancy exists, employment will be provided to one eligible member of that family. This policy on land acquisition has got a statutory status and it has to be enacted by the Parliament under Article 73 of the Constitution of India. That Act has been passed by the Lok Sabha though it is held up in Rajya Sabha. Until that is passed or enacted by the Parliament it will remain in force under the Article 73 of the Constitution of India. I have asked in this regard and you have replied that you have adopted that policy.

When we accept that policy then I feel that it should be implemented strictly and the land losers should be given job. I read the statement of hon. Minister in the Indian Express that he is going to implement that policy under which the land losers would get job. Land acquisition department says that if such a law is enacted, the disputes arising out of land acquisition would come to an end. Hajipur-Sugauli railway line is being constructed. The contractor went to undertake the work

there even when the compensation was not paid. The villagers stopped him. Then men of the contractor killed a man Shri Shish Ray of village Bhudanpur. He was crushed under a tractor. District administration conducted an inquiry into the case and found the contractor guilty. I have written to the hon. Minister and now again demand from him that the dependent of the killed farmer should be paid compensation and given job as the farmer was killed for opposing the wrong done by the contractor who was constructing the railway line even before the compensation was paid.

Sir, the Hajipur-Sugauli rail line will be passing through Vasukund, the birth place of Teerthankar Mahavir. I demand that a station be made there and named as Teerthankar Mahavir Janmbhumi Nagar. There is a weekly train from Muzaffarpur to Bengaluru via Hajipur, Kolkata and Chennai which is always over crowded. That train is used by the students and their guardians and they have given their written demand that this train should run three days week. I have also written to the hon. Rail Minister in this regard. I do not know whether any monitoring is done in running a train or not and whether a particular train is useful but if that train runs only once a week. It should run at least two, if not three, days a week. Likewise, a train Saptkranti Express runs from Muzaffarpur to New Delhi.

18.46 hrs.

[SHRI INDER SINGH NAMDHARI *in the Chair*]

This is a very good train but on the request of people, it has been provided stoppage at a number of stations as a result, it has become like a fast passenger train. Saptkranti Express used to touch New Delhi station but now it terminates at Anand Vihar Terminal. People have to alight at Anand Vihar station from where they have to spend another 300 or 400 rupees to reach their homes. It takes so much time that they reach their homes in the morning only. As Saptkranti Express has become like a passenger train and Duronto Express is very famous, so I want to echo the demand of the people of Muzaffarpur and Tirhut Commissionery to assess the feasibility of Duronto Express from Muzaffarpur to New Delhi and the extent to which the people will be benefited from this train. And Saptkranti Express should run from New Delhi as earlier instead of Anand Vihar in view of convenience of the passengers because they have to spend Rs. 400 to reach there early in the morning  
...(Interruptions)

MR. CHAIRMAN: Please conclude.



DR. RAGHUVANSH PRASAD SINGH: There is great demand between Kanti and Narihar on Muzaffarpur-Motihari line. Road connects Sayan and Panapur but one is not allowed to go there so people demand a level crossing there. A famous road passes from the eastern side of Sahadei Station between Hajipur and Bachwada. But there is no level crossing there. This is very dangerous. So we demand a level crossing there. As you know, Mokama bridge is very old.

Mahatma Gandhi bridge is in dilapidated condition. Mokama bridge is not being repaired. There is traffic jam. There is traffic jam at Ridhi Kunti and Ekara Kund between Muzaffarpur and Kanti, Hajipur and Muzaffarpur. A highway was to be constructed. The railways has handed it over to the NHAI but now the work on highway has stopped and people face difficulties in moving around due to railways. Many trains pass through Motipur railway station but they do not have stoppage there. There is highest sale at Motipur. So people of Motipur have made a demand to provide stoppage to these trains at Motipur. Formalities for Sonapur Railway College have been completed but the notification of taking over is not being issued. Professors are stressed. CAG and State Government have given NOC, all the formalities have been completed.

MR. CHAIRMAN: Please conclude, we have many speakers yet.

DR. RAGHUVANSH PRASAD SINGH: I am not going to take more than a minute. Bithauli Halt and Mahnar Road Station are there between Hajipur, Muzaffarpur and Hajipur-Bachhuara stations. The State Government has sent its recommendation to name the said halt after the name of famous freedom fighter Deep Narayan Singh and Mahnar station as Jagdish Nagar stations. So it should be done. Bharat Wagon factory is in bad shape. The railways has taken over it but the orders for manufacturing wagons are yet to be placed. Railways is facing the shortage of wagons and the factory is under utilization as officers have not been appointed. I would, therefore, demand that vacant posts of officers should be filled up, necessary orders should issued in this regard and requisite resources should also be made available. Inspection should be carried out on the lines of Kolkata factory.

MR. CHAIRMAN: Pandey Ji your speech will go in record.

...(Interruptions)\*

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\*Not recorded.

SHRI BADRI RAM JAKHAR (Pali): I would like to invite your attention to Pali-Marwad located in the headquarters of my Parliamentary constituency. Entire region from Pali to Sirohi constituency constructing religion travel to south India daily. Therefore, the stoppages of the trains should be given.

1. Suryanagari express has been provided the stoppage at Rani running upwards from Jodhpur but running downwards there it has not been provided the stoppage therefore downwards from Jabalpur stoppage, therefore, provided down-wards from Jabalpur stoppage should also be provided to Suryanagari. should be provided to Suryanagari Express at Rani.

2. Ashram Express does not stop at any station in Pali from Bar to Sirohi for stoppage should be provided to at Marward junction four economical point of view.

3. Mandora Express and Sampark Kranti should be provided stoppage at Khariya and Pipad road to facilitate the local people. This will add to the revenue earning of the railways also.

4. Shatabdi Express should be provided stoppage at Marward junction.

#### Extension:

I would like to bring it to your notice that Jodhpur-Delhi express has been introduced via Degana-Ratangarh twice a week. On the other, Jodhpur-Delhi Sampark Kranti is already plying. Pali Headquarters is just 70 km. far from Jodhpur and there is no need to lay new rail line. This would not entail any financial burden and this long standing demand would also be fulfilled. Pali being the district headquarters is also of the industrial towns of the state and the textile industry of this town is well spread into the country.

This, therefore, requested that one out of these two trains should be connected with Pali headquarters in my parliamentary constituency and I would also request you to look into the issues raised by me.

[English]

\*SHRI PABAN SINGH GHATOWAR (Dibrugarh): I support the Railway Budget presented by Hon. Railway Minister. Hon. Minister has rightly claimed this Budget as inclusive Budget. It is one step forward towards

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\*Speech was laid on the Table.



inclusive development of our country, as promised by U.P.A. Chairperson, Smt. Sonia Gandhi and Hon. Prime Minister, Dr. Manmohan Singh.

I thank the Hon. Railway Minister for her concern and priority for passenger amenities, cleanliness, improvement of catering services, safety, security and punctuality. If these programmes are implemented properly, this will brighten/enhance the image of Indian Railways and will benefit million of passengers, who travel by train.

I want to thank the Hon'ble Minister for sanctioning the following projects in my constituency in Upper Assam.

1. Track Renewal of Dibrugarh-Ledo

Project Cost	-	Rs. 2.7 crore
Budget Outlay	-	Rs. 84 lakh

2. Track Renewal of Dibrugarh-Makum

Project Cost	-	Rs. 14 crore
Budget Outlay	-	Rs. 4 crore

3. Track Renewal of Makum-Ledo

Project Cost	-	Rs. 22 crore
Budget Outlay	-	Rs. 1 crore

4. Automatic Painting Shop at Dibrugarh Workshop

Project Cost	-	Rs. 4.5 crore
Budget Outlay	-	Rs. 63 lakh

5. DMU Depot in Tinsukia

Project Cost	-	Rs. 8 crore
Budget Outlay	-	Rs. 3 crore

Hon'ble Railway Minister has announced the following projects but the Budget Outlay is insignificant that with such outlay, it is difficult ever to start the work.

1. Upgradation of Dibrugarh Railway Hospital.

Sanctioned Amount	-	Rs. 6.45 crore
Budget Outlay	-	Rs. 1 lakh

2. Loco Shed in Moriani

Sanctioned Amount	-	Rs. 30 crore
Budget Outlay	-	Rs. 3 lakh

3. Dibrugarh-Tinsukia Separator

Sanctioned Amount	-	Rs. 11.5 crore
Budget Outlay	-	Rs. 2 lakh

Therefore, I will request the Hon'ble Railway Minister to provide substantial fund for the following projects so that the work can be started in speedy manner. I thank the Hon'ble Railway Minister for proposing a Rail Industrial Park at new Bongaigaon and also for creating a Non-Lapsable Fund for Railway Projects in the N.E. Region, which will greatly help timely progress of all the projects of the region.

I am very happy that the Hon'ble Railway Minister has announced that the survey on the following lines has been completed or will be completed by the end of this financial year and these lines will be taken up in the Twelfth Plan.

Chaparmukh-Dibrugarh

Lekhapani-Kharsang

Rupai-Parshuramkund Via Mahdupur, Namsai, Chowkham.

Guwahati-Lumding-Tinsukia-Dibrugarh-doubling.

I would also like to thank the Hon. Railway Minister for increasing the frequency of New Delhi-Dibrugarh Rajdhani Express from six days to Daily and also for proposing to introduce one Vivek Express to mark the 150th Birth Anniversary of Swami Vivekananda from Dibrugarh-Thiruvanthapuram-Kanya Kumari Express (Weekly).

I am glad that the Hon. Railway Minister has proposed to take up the following surveys in 2011-12.

Dibrugarh-Dangri Via New Tinsukia Town Tirap-Lekhapani.

I request the Hon. Railway Minister that after survey this project should be taken up in the next Budget as it is very important.

I would like to draw the kind attention of the Railway Minister to the following suggestions for her kind consideration.

1. A substantial outlay may be provided for electrification of Katihar-Guwahati line.
2. The passenger services between-Dibrugarh-Ledo Dibrugarh via Makum-Dangri should be



- converted to DEMU Services to reduce the commuting time for daily commuters.
3. One Rajdhani Train should be provided to the Route:  
  
Dibrugarh-Moran-Sibsagar-Simalguri in place of One day to three-day to reduce the commuting time and distance.
  4. Old Moran Railway Station which is in a very bad condition, should be upgraded to cater need of new B.G. line.
  5. The progress of Bogibal Bridge Project is very slow and unsatisfactory. It is needless to mention that rapid work progress and timely completion of the bridge is vital for improvement of the transport facilities of this otherwise flood-prone backward district of Upper Assam and Arunachal Pradesh. Railway is requested to outline the facts and figures of the ongoing project and the time by which the Bridge will be completed. The Hon. Minister has provided a Budget Outlay of Rs. 195 crore against the requirement of Rs. 766 crore. Therefore, it is requested that substantial money should be granted so that the project can be completed on time.
  6. Arrangement to be made to upgrade Old Tinsukia Station as Model Station which was announced long ago by the Railway Authority. At least two Express Trains, *i.e.*, Brahmaputra Mall and Kamrup Express may originate from this Old Tinsukia Station for the convenience of the passengers.
  7. N.F. Railway is the only Zonal Railway having only Single Line Track Routes. This had led to obvious saturation of the line in capacity. Conversion from Guwahati to Ledo Via Tinsukia Double B.G. Track facilities touching all the major Towns of Assam should be commissioned at the earliest possible convenience.
  8. Lot of complaints are coming from travelling passengers regarding Catering Service and the bed rolls, etc. are not satisfactory and clean.
  9. It is general feeling that overall standard and condition of coaches and facilities of the Rajdhani Express plying to and from N.E. Region are not at par with the Rajdhani Express

Trains plying between Mumbai -New Delhi or even Kolkata-New Delhi. The Railway Authority are requested to look into the aspect of improvement of coaches and amenities provided in the train. Special attention may be given for replacement of Old ranshacked coaches by new ALCTOMLHB High Speed Rajdhani Rake of German technology make.

10. Consider the extension of the following Trains up to Tinsukia/Dibrugarh.
  - a. 2501-2502 Guwahati-New Delhi Purbottar Sampark Kranti Express.
  - b. 5640-5641 Guwahati-Puri Express.
  - c. 5636-5637 Guwahati-Okha Dwarka Express.
  - d. 2505-2506 New Delhi-N.E. Express via Moran.
  - e. 5612-5613 Guwahati-Mumbai Karmabhoomi Express.
  - f. 2345-2346 Saraighat Express
  - g. 2518-2519 Guwahati-Kolkata Garibrath Express.
  - h. 5631-5632 Guwahati-Bikanir Express up to Tinsukia.
  - i. 5620-5621 Kamakhya-Gaya Express.
11. Increase the frequency:
  - a. Chennai Egmore DBRT Express-3 days a week.
  - b. Dibrugarh Amritsar Express-3 days a week.
  - c. Dibrugarh-Chandigarh Express 3 days a week.
  - d. Dibrugh-Yashvantpur Express 3 days a week.
12. A large number of passengers of Buddhist Community from Arunachal Pradesh and Tinsukia District have to travel frequently for Buddha Gaya -the Holy place of the Buddhist Community. Some times they have to travel at very short notice to attend Buddha Gaya. Most



of these communities are not eligible to go to Guwahati to catch train at Kamakhya. Hence it is requested to consider for extension of Kamakhya-Gaya Express Train up to Tinsukia.

13. The circulating area of the Tinsukia Goods is in worst condition as well as the Road surface of Tinsukia Goods has been totally broken, uneven and damaged. For want of proper drainage system in Tinsukia goods inside the Gate Slush/shift are deposited with stagnant water causing further damage to Road and obstruct movement of trucks within placement area. Besides placement of two Racks at a time parallelly between Line No. 10 and 11 there remains no place for movement of loaded and unloaded trucks. This creates a long line of trucks making congestion and jam which made the whole situation stopped for unloading and takes 3 to 4 hours due to obstruction. Complaint has already been forwarded to Tinsukia Goods Staff but the situation remains rigid for long. For this delay, traders have to pay unnecessary demurrage charges. It is requested to refrain placing two racks simultaneously on Line No. 10 and 11 so that undue congestion inside the yard is avoided and enable traders to unload Wagons smoothly within the stipulated time. Please look into the matter seriously.

The gauge conversion between Lumding and Silchar should be completed at a faster pace.

The gauge conversion work between Rangia and Morkanselung is also not progressing at the desired level. So I request the Hon. Minister to look into the matter personally and take adequate steps so that these projects are completed in time.

In the past there was lot of trouble in the time of Railways recruitment in the North Eastern region. So, I would request the Hon. Minister to take all necessary steps to ensure 100% recruitment of Grade III and IV employees from among the local candidates of the region, as the educated unemployment problem in the North-Eastern Region is very high with little employment opportunities.

I hope, considering the connectivity problems in the most backward and remote North Eastern Region, Hon. Minister will give necessary importance to the projects of the Region.

[Translation]

SHRI RAVINDRA KUMAR PANDEY (Giridih): Sir, today I rise to participate in the railway Budget, 2011-2012. I thank the hon. Minister for announcing several new schemes in the budget, presented by her. The Railways is the life line of India. I congratulate her for not increasing the passenger fares and freight rates. Izzat Scheme and Sukhi Grah Schemes have been proposed.

MR. CHAIRMAN: In view of the paucity of time my suggestion to you is to apprise the hon. Minister of Railways about the problems of your constituency instead of beating about the bush.

SHRI RAVINDRA KUMAR PANDEY: I come from the state of Jharkhand which has a population of three crores. I would like to inform the hon. Minister that Jharkhand has been ignored to a great extent this time. Survey was conducted for laying a rail line between Giridih and Kodarma and also for connecting Parasnath the most important pilgrimage centre of the Jains. But no action has been taken so far. Usually the trains run late by 10-12 hrs. But if an hon. Member demands stoppage for trains the request is curtly turned down. Most of our minority as well as Hindu brethren travel in large numbers by Kolkata-Ajmer Express to offer 'chaddar' at Ajmer. It should be provided a stoppage at Phzesro station for the benefit of our minority brethren. Stoppage is also requested to provided for Amritsar-Jallianwala Bagh Express at Chandrapura junction the biggest junction of Koylanchal, where several PSU offices are located and lakhs of people commute to that place. Unfortunately, it has no stoppage there. Stoppage should also be provided to new Alipurduar train and Hatia Lokmanya Talak Express at Chandrapura junction.

A stoppage should be provided for Patna-Ranchi Janshatabdi Express at Chandrapura since it has the largest power plant in Koylanchal. Workers and employees come from outside to work there. Hence, a stoppage thereof is urgently required. I request to provide a stoppage at Telo station on Gomoh-Barkakana rail section for Hatia-Patna-Saharsa Express and Hatia-Patna-Rajendranagar Express. Besides, Patna-Ranchi Janshatabdi Express should be given a stoppage at Parasnath-the most sacred pilgrimage centre of Jains located on the Dhanbad rail section. Similarly, the EMU train No. 8627/8628 should have a stoppage at Chandrapur junction. No new train has been introduced between Barkakana and Asansol since independence. Therefore, an EMU train should be introduced. Burdwan-



Gomo passenger train should be extended upto Parasnath-the pilgrimage centre of Jains.

Mr. Chairman, Sir, while travelling by New Delhi-Ranchi Garib Rath the previous Minister while passing through Gomo had announced that this train would go via Bokaro for two days. This assurance is yet to materialize. This train goes through Palamu. My request to the hon. Minister, through you, is to run this train via Gomo.

MR. CHAIRMAN: Do you want the train going to Barkakana be run via Bokaro or any other train.

SHRI RAVINDRA KUMAR PANDEY: It would be better if that train is run via this station.

MR. CHAIRMAN: In that case do not request or that. Instead demand that a separate train be run via that station.

SHRI RAVINDRA KUMAR PANDEY: My submission is that a separate train should be run for this station. Many agitations were held along Gomo-Barkakana rail section. A new halt station should be opened at Swang and provision should also be made for Ramakunda Halt between Gomoh and Matari stations on Dhanbad section. Agitation has been going on for the past five years there. The rural people there prevent the running of trains by squatting on the tracks. At times I have also participated. Thus, it is my request to meet this demand.

A flyover has been constructed in Dhanbad division. But, it's unfortunate that it has been constructed on four lane road. There are talks of closing the Gate No. 14 between Parasnath and Nimiaghat. This Gate opens towards Isri Bazaar, making the flyover useless. My request is not to close that Gate. During the NDA regime, construction of a flyover was also begun in my constituency, which was completed recently. The level crossing there was closed. The flyover is constructed on the PWD road. The railway crossing at present is at old Grand Trunk road and it does not hamper the traffic. Therefore, my request is to reopen that Gate.

My request to the hon. Minister is that since she is going to be the Chief Minister, therefore, before leaving she should announce some schemes for my constituency so that the people would feel that she has done something for them.

[English]

\*SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj): I congratulate Hon'ble Railway Minister for the Railway Budget 2011-12 which she has presented very competently. The Railway Minister has targeted towards the economic growth as well as the social development through her humanitarian approach towards those who depends on railways directly or indirectly. Passengers fare have not been hiked whereas reservation charges in certain classes have been reduced, amenities are attempted to be increased. The better welfare of railway staff have been attempted by providing better education for the children, skill development, promotion of sports, etc.

Another section of people who dangerously live by the side of railway tracks -she proposed to arrange for their housing under the title "*Sukhi Griha Scheme*". Hon'ble Railway Minister has realized that transportation is vitally interlinked with internal development of the country - in other words one can say "road brings development". And that is why she proposes a number of new railway links.

Railway is the single industry that employs largest number of people and its network generate and facilitate income for common people - so expansion of railway network will surely facilitate development of the interior areas so far not linked with cities.

She has introduced a number of new Durgam Trains and a number of express trains.

To commemorate and honour great Indians - Swami Vivekananda and Kaviguru Rabindra Nath on their 150th Birth Anniversaries, she has introduced Vivek Express and Kaviguru Express. This is a budget for the development of railway system and welfare of the people of the country.

I am expressing my views about my state Assam as well as NER Northeast Region.

Hon'ble Minister has proposed to create a **non-lapsable Fund for railway projects** which is welcome. This is actually the need of the hour as most of the projects in North East Region are **never completed within the set time frame** - thus it is lingered and then the process of getting fund further delays the implementation of the projects year after year.

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\*Speech was laid on the Table.



As for example two years back we were very happy when the Hon'ble Minister announced for us 2 **medical colleges, elevating Badarpur and Silchar stations** as Adarsh Stations and Guwahati Stations as World Class Station and setting up of a wagon factory. Unfortunately no tangible action is noticed. There is also no indication as to when these projects would be taken up.

This is definitely for want of fund. If there was a non-lapsable fund. I think this would not happen.

Our main owe is non-completion of BG line from Lumding to Badarpur and Silchar to Agartala. This area is under-developed primarily due to lack of rail connectivity. Before partition this area was well connected with Calcutta by rail -and that is why this area was more developed than the rest of Assam.

But after the partition the development of this area is hindered due to lack of connectivity. Can you imagine our people have to travel 190 km in 12 hours now - whereas one can reach Delhi from Kolkata within 14 hours - whereas our people need 12 hours to cover only 190 KM hours and 20 hours to reach Gauahati sometime still longer due to waiting and transshipment.

During the last 15 years the completion of BG conversation was changed from 2006 to 2009 to 2012 and a few days back I have received a letter from your Ministry informing us that the project will be completed in 2013.

Nobody can say if the date will not be changed again. Setting up of Central Organisation for Project Implementation (COPI) is a well thought project. This Committee will monitor the implementation of these projects.

In 2005 I found, that is the Railway answered my question stating that within this 190 KM stretch of rail line, there were frequent landslides and in one year 102 days the train service was suspended, clearance of debris cost Rs.9 crores. People are compelled to travel by bus which took long hours and was painful and hazardous.

One pillar of Badarpur Railway bridge collapsed with two persons. But no action was taken by the Railway or the Contractor.

After 12 years of starring this project, we have come to know now that for a portion of land to be used for laying track forest clearance at Karbi-Anglon was not

taken. This is clear indication of railway's lack of responsibility and planning. These are very small thing but these are the indications of the style of work, apparently without any supervision, that delays the completion of the project.

Last year the contractor abandoned the work of the Tunnil No. 10, which is the main portion of work of B/G line. I wanted to know what action was taken against the contractor but have not received any reply. After six months, I was expecting the work is resumed.

In a Review Meeting at Lumding I proposed a link train for the people of Barak Valley from Lumding - the officers agreed to that but afterwards they informed that it was not required. Now the plight of the passengers remain same. They will have to come 190 KM distance to Guwahati in 12 hours and then wait for the connecting train for hours without any reservation or so.

So your proposed committee, COPI will now look after these lapses causing hindrance in implementation of the project and to take corrective measures so that the project of BG conversion is completed in 2013.

As soon as possible kindly take action so that train connection to Kolkata through Bangladesh can be restored which could give great relief to the people.

In this budget also you have included several good proposals for NER, such as new lines, new trains, doubling, Industrial Park, etc. - we thank you for the consideration.

We hope these projects will be taken up as soon as possible. Madam, we have a demand for an overnight express from Guwahati to Kolkata and vice versa. Since you have introduced a few Duranto trains - but you will observe there is no Duranto train from Guwahati to Kolkata. Kindly introduce a Duranto train - if at all this is not possible, kindly change Saraighat Express into an Overnight train from Guwahati to Kolkata and return.

I, therefore, urge upon the Hon'ble Minister to take concrete steps at least for the three projects on priority time-bound basis which can revolutionise the progress of NE.

- (a) Completion of Broad Gauge conversion work from Lumding to Badarpur - this will provide rail connectivity - a major advancement towards progress;



- (b) Completion of Diesel Locomotive Shed at Badarpur and;
- (c) A wagon factory (2010-11 budget) - which will generate income for a large size of population;
- (d) Industrial Park in Bongaigaon.

[Translation]

SHRI UDAY PRATAP SINGH (Hoshangabad): Mr. Chairman, Sir, I would like to extend my thanks to you for giving me an opportunity to speak on railway budget. First of all, I would like to extend my thanks to our Hon. Minister of Railways Mamtaji for presenting a good budget for the third time in a row in which the step of not increasing the rail fare for the seventh consecutive year of the UPA Government rule has been taken in favour of the common and poor people of the country. I think this is the most important step taken with regard to this railway budget.

Mr. Chairman, Sir, through the House I would like to express my thanks to those officers and staff of the railway who have been a driving force in successfully operating the railways and also in ensuring safe and successful journey for us with the negligible number of railway accidents taking place throughout the year.

19.00 hrs.

I express my gratitude to those employees. First of all I would like to thank the Hon. Minister of Railways for presenting this railway budget. Survey of Chindwara-Narsangpur-Sagar railway line has been sanctioned and I would like to express my gratitude to the UPA Chairperson Shrimati Sonia Gandhi for it. I hope that the survey will be completed soon. I would like to express my gratitude to the Hon. Minister of Railways for accepting the demand in respect of this rail line which has been providing for long ever since 1977 when the then Member of Parliament Shri Hari Vishnu Ramath has raised this demand.

Mr. Chairman, Sir, one of the most important achievements of this rail budget is the 'Izzat-Pari' for the common man, a practice that will continue for the third year in running I express my thanks to the hon. Minister of Railways for taking this important decision for common men through this announcement.

I am also grateful to the department of railways for starting an intercity express between Bhopal and Jabalpur

on the basis of our demand in the previous year's budget. Alongwith me and the MP of Jabalpur Shri Rakesh Singhji also expressed his gratitude to the department of railways. 80 per cent ... of this train's route passes through my constituency but the train has only two stoppages namely at Itarsi and Narsinghpur in this stretch. I request that the train be provided stoppage at Karoli, Godarwara and Piparia on this stretch. Only by providing these stoppage we will be serving the propose of running this trains.

Mr. Chairman, Sir, the line from Itarsi-Narsinghpur-Jabalpur-Katni-Allahabad at the Mumbai-Howrah route is yet to be electrified. The MPS are concerned on this issue and I hope that Howrah-Mumbai rail line which connects east to West will be electrified in the coming budgets.

Mr. Chairman, Sir, 51671/72 fast passenger train be given a stoppage at the railway stations in Boham which was represented by me as an MLA earlier and which falls in my constituency in district Narsingpur. In view of the fact that there is BJP Government in our state, I would like to request that the long pending demand of constructing an overbridge and underbridge which requires approval from the railway department should be met by the Ministry of Railways by pursuing the proposal in respect of the rail projects which has already been pending with the Planning Commission and by way of exempting the said projects from mandatory contribution by the state government.

Mr. Chairman, Sir, another gift offered by the Hon. Minister of Railways in the previous budget was the provision that one demand of each Member of Parliament in respect of opening a railway reservation counter at a non-railhead locations would be acceded to on a further request made by him/her under the declaration that the particular place which for demand for opening the reservation centre has been raised is a non-railhead location. I had made a demand that village Dobhi in my parliamentary constituency which is a commercial place without railway station should be provided the facility of reservation centre. I would again demand that name of Dobhi line included in the list of places for opening a non-railhead reservation centre. Once again I would like to thank pro-poor UPA Government and hon. Mamta Banerjee for respecting the dignity of the poor by issuing 'Izzat' pass. Their well wishes would work to your advantage in Bengal. With these words, I conclude.



SHRI DHARMENDRA YADAV (Badaun): Mr. Chairman, Sir, thank you very much. In her budget speech the hon'ble Minister of Railways has announced a special gift for ex-servicemen.

MR. CHAIRMAN: Dharmendraji, please come directly to the demands you want to make to the government.

SHRI DHARMENDRA YADAV: Yes Sir, I want to express my gratitude and thank the hon'ble Minister of Railways for mentioning the ex-servicemen in her speech. In addition, through you, I would like to appeal to the hon'ble Minister of Railways that while she has made a special provision for the ex-servicemen in the budget she also sang a beautiful song which goes like this *"koi sikh, koi jaat, maratha, koi gorkha, koi madras, sarhad par mame wala har veer tha bharatwasi, jo saheed hue hain unkijara yaad karo kurbani."* It is true that after this everyone will remember our martyrs.

Sir, through you I would like to say that I am proud of the fact that I represent the Uttar Pradesh and most of our martyrs are from Uttar Pradesh, be it the freedom movement or battles fought by the country and the recent incident that took place in Chhattisgarh in which 93 personnel were killed. I would like to apprise the hon. Minister that Uttar Pradesh had reported highest number of martyrs in the freedom struggle and most of these martyrs were from Badaun, Etawah, Mainpuri and nearby areas.

Sir, I through you would like to tell the hon'ble Minister I do not know why the government of India has neglected district Badaun, Mainpuri and the areas adjoining thereto. Through you I would like to appeal to the hon'ble Minister that she would pay special attention to the two-three announcements made by this government or erstwhile Prime Ministers or former Ministers of Railways. In her budget speech the hon'ble Minister has said that the Etawah-Mainpuri rail line will be completed during the financial year. I would like to tell the hon'ble Minister that Rs. 96 crores are required for completion of that project and out of that the government has made a provision of only Rs. 40 crores so far. I request her to allocate Rs. 96 crores for the said project as she has announced in her budget speech. Only then her budget speech will be translated into action. The condition is not different with Etawah-Guna and Etawah-Agra route.

MR. CHAIRMAN: Please address the Chair.

SHRI DHARMENDRA YADAV: Sir, the former Ministers of Railways not once but several times have made

announcement in this very House about laying of Etawah-Gajraula line via Mainpuri-Kasganj-Badaun-Sambhal. Those announcements are not being taken into account and fulfilled. Both Mainpuri and Badaun are the areas to which martyrs of freedom struggle belonged. I request the hon. Minister that she should pay special attention towards this area, it will certainly give an impression that she is paying special attention towards martyr.

Sir, through you, I would like to tell that an announcement regarding gauge conversion project in Bareilly, Badaun, Kasganj was made by the hon'ble Gujralji when he was the Prime Minister of the country in 1996-97. Still Rs. 175 crores are required for completion of this project. The hon'ble Minister has not provided for full amount needed for this project. All of us know about Bareilly. Sir, there is a need to pay special attention towards the youth of the area. Bareilly is an important city. Every year thousands of people come to Badaun and Bareilly for pilgrimage but I am unable to understand as why the Ministry of Railways has been neglecting these regions. I do hope that she will accede to this request. Through you, I demand from the hon'ble Minister a new rail line from Babrala to Sahjanpur via Sahaswan, Bilsa, Badaun, Dataganj. Besides I also request that stoppage of Kanpur Shatabdi Express be provided at Etawah.

Sir, there is total different attitude towards Mainpuri. I don't know why the Ministry of Railways is meting out step motherly treatment to Mainpuri? There is only one mail express to Mainpuri called Kalindi Express but on the pretext of fog this train is discontinued every year despite the fact that fog descends in every part of the country. This train plies hardly for six months in a year whereas trains to and fro to other destinations ply but the only train to Mainpuri is discontinued on the pretext of fog. I cannot understand why this step-motherly treatment is being meted out to Mainpuri?

Sir, an overbridge has been constructed on Jasbant Nagar bypass but that bridge has not been connected across the rail line. I hope that the hon'ble Minister will pay attention towards this. Gomati Express departs at 5 A.M. to Delhi from Lucknow. That express train has become a passenger train. Its arrival time in Delhi is around 1 p.m. but that train never reaches Delhi before 8 p.m. or 9 p.m. In my Parliamentary constituency Badaun, several trains criss-cross through Babrala Railway station but computerized reservation facility is not available there. Our people from Badaun have to go upto Aligarh for reservation. I hope we shall, through you would get



computerized reservation facility there and with your permission, I would put my other demands on the Table of the House.

MR. CHAIRMAN: That is not permitted. You cannot table your demands.

SHRI RAKESH SINGH (JABALPUR): Mr. Chairman, Sir, I congratulate hon. Kumari Mamata Banerjeeji for presenting the rail budget. She put it enthusiastically saying that trains are nerves of our country and impact the people both in rural and urban areas. Along with it, she also stated that trains do make promises and fulfill them as well. But, this does not get communicated to those in the House and also people at large. Mr. Chairman Sir, performance and good works of railways may or may not be published but Kumari Mamata Banerjee has done good amount of publicity of herself. She has given what she wanted to give to a particular state. She has given a political message in that state but this is not right. The entire nation has some expectations from the Minister of railways. People in general, have a belief that the rail budget would also cater to the railway related needs of their areas. As there is paucity of time, I would put my points in brief. Hon'ble Minister of railways had also said that broader perspective and magnanimity are needed to mega developmental works. She has said that it is her dream to provide rail connectivity with social, economic and political freedom. She could not understand the meaning of freedom but I would like to make a mention of her last budget speech wherein she had stated that she gave due consideration to two aspects while taking decision and the important one was social responsibility. I would like to say to Kumari Mamata Banerjee that if the department of railways takes proper care of its enshrined duty of social responsibility then public will not have to be disappointed. She talked about common man in a big way and introduced a scheme named 'Izzat' but the whole country is well aware of it. I am not sure whether or not Kumari mamata Banerjee might have observed a person travelling with his family members in an unreserved coach. From entering the coach to travelling sitting near the lavatory, his dignity is undermined many times and only that person can feel his sufferings. But there is no proposal in this budget to increase the number of unreserved coaches in the trains. Hon'ble Minister stated that railways is passing through a difficulty phase. ...*(Interruptions)* I have been given five minutes time.

MR. CHAIRMAN: I would like you to talk about the problems of your area.

SHRI RAKESH SINGH: Only a minute and half has been consumed out of allotted five minutes time. Kumari Mamata ji said that railways has passing through a difficult phase but I would say that it is passing through a very critical phase. The common man does not get fresh drinking water at railway station and lavatory and urinals are so stinking that people just cannot use them. They cannot stand near the rail tracks. One hon. Member said before me that the Delhi station is the best example of it that one cannot stand beside the rail track. Hon. Mamtaji had made a mention of affordable food for common man which was called Janta Food in the last budget speech. Today people want to know about that Janta Food. Food is alright. An announcement was also made regarding cheaper water last time but the cheaper water is also not available. Passengers have to pay Rs. 10-15 for water at the stations. That announcement has belied the hopes of the people. There were so many announcements but I would not like to repeat them and would rather confine myself to my constituency.

Hon. Chairman, Sir, there is a very important project in my area. This is a gauge conversion project from Jabalpur to Gondia. Last time I met Shri Vivek Sahai, Chairman of the Railway Board in his office also. The foundation stone of this project was laid in 2001. On the completion of this project, all the south bound trains from Bihar would have to cover 273 km less distance. A sum of Rs. 100 crore only has been provided in the budget for the same. I would like to thank Mamtaji for providing Rs. 100 crore but it is paltry sum because the cost of this project was Rs. 511, which has already now doubled. With this amount of Rs. 100 crore and the pace at which funds are being provided, I think that this project cannot be completed even in next ten years. Former Railway Minister Shri Lalu Prasad Ji had visited Jabalpur in 2008-09 and he publicly announced that this project would be completed by 2012. He announced this as the Railway Minister. I think that whenever a Railway Minister makes any announcement, it is not an announcement by only individual, rather it is announcement by the Government. I, therefore, request Hon. Mamata ji to honour that announcement and provide adequate funds to complete the said project as soon as possible.

Sir, I hail from Mahakaushal region? It has been neglected since long. The Western Central Railway has its division in Jabalpur. Several Trains ply from there. There are diesel sheds also. A coach repair workshop should be opened there to increase the availability of



coaches and local people would also get employment. People of various states live in Jabalpur. I had requested Hon. Mamta Ji and also met Chairman of the Railway Board in this regard. When I met the Chairman he rather expressed his displeasure over the rail agitation in Jabalpur of which Ganesh Singh is also made a mention. I want to say nobody wants agitation but when the sentiments of the public are ignored and if the Government does not honour their sentiments, it should be prepared to face people's resentment. There is a large number of Bangla Speaking people in Jabalpur. These people of the entire country are looking with great expectations. I had put forward a demand for introduction of a train from Jabalpur to Kolkata via Katni, Bilaspur, Tata Nagar ...*(Interruptions)*. If you allow me to table the remaining demands, I would lay the same.

MR. CHAIRMAN: Now, you cannot lay your speech. Kindly conclude quickly.

SHRI RAKESH SINGH: Sir, I am concluding in two minutes. The Gondwana Express originates from Jabalpur. Half of its coaches are attached from Jabalpur and half from Bilaspur. I want the entire train should originate from Jabalpur itself. A large number of people of Sikh religion live in Jabalpur. Therefore, a direct train from Jabalpur to Amritsar should be introduced. There is also a demand of train for Hardwar. A large number of south Indians also live in Jabalpur. Therefore, an express train should be run from Jabalpur to Thiruvantpur via Kanyakumari. Till this train is introduced, the Rajendra Nagar-Emakulam Express should be run thrice a week. A large number of people from Bihar and Uttar Pradesh also live in Jabalpur. Therefore, now train from Jabalpur to Allahabad, Chapra and Si wan should be run. Passengers face a lot of difficulties due to non-availability of reservation in trains plying between Jabalpur and Allahabad, therefore night sleeper coaches should be introduced. Singarauli has become a power-hub today, but people are disappointed as there is no train for people there. Therefore, a new train should be introduced between Jabalpur to Singarauli.

Sir, with your permission, I want to present my remaining demands to hon. Mamata Banerjee due to paucity of time.

KUMARI MEENAKSHI NATRAJAN (Mandsaur): Sir, through you, I rise to support the rail budget presented by the hon. Minister of Railways.

Sir, the railways not only connects the entire country but also historically, has played a great role in freedom

struggle and is a symbol of struggle for autonomy and self-reliance. It is a railway station only, namely Pietermaritzburg, which elevated Mohandas Karamchand Gandhi to the status of Mahatma Gandhi who later on, not only got us freedom but also gave the philosophy of "Swaraj" and "Satyagrah" to the entire world. Pietermaritzburg station was the first turning point in the life of Mahatma Gandhi.

Mr. Chairman, Sir, railways, like roads, is mode of transportation which connects the far-flung regions of the country to the rest of the country. I know we have little time. You would ask me to come directly to the issues of my constituency. But as a Member of Parliament, whatever policy related ideas I have, I want to voice them here in this House.

Mr. Chairman, Sir, through you, I want to submit my suggestions before the hon. Minister of railways. First of all, I congratulate her for respecting those who could not afford to buy tickets for travelling as she has made a provision of "Izzat Pass".

Mr. Chairman, Sir, through you, I want to request the hon. Minister of Railways for one new initiative. Whenever she presents her next rail budget, she should come out with the figure of average annual delay as she has informed that 2.20 crore passengers travel every day. These figures should also be presented before the House so that we can improve and our railways can become world class and of international standards. I congratulate you for the idea of a new class namely Super A.C. Class. I would suggest that on the same lines, a Super Sleeper Class should also be introduced. Present second sleeper class coaches have three plus three plus two-total eight berths in one coupe. I suggest a sleeper class coach slightly upper than the present sleeper class coach and slightly lower than the present AC 3 coach in which two plus two — total four berths should be in one coupe. Such super sleeper class should be introduced for the passengers who presently travel in sleeper class. They would travel in this class in large numbers. Different divisions mete out step-motherly treatment to the trains of other divisions.

Mr. Chairman, Sir, through you, I request the hon. Minister to bring better coordination among different divisions. Some hon. Members gave their suggestions for naming the stations or trains. I want to say that like airports, railway stations should also be named after the great persons of the respective areas. This would be a noble way of remembering and paying tribute to these great persons. Now, I come to my constituency.



Mr. Chairman, Sir, I want to express my big thanks to the hon. Minister of Railway for giving us two DMU trains-Ratlam-Nimach and Ratlam-Chittaur. I also thank her for making the Indore-Udaipur express a daily train. Shyamgarh station is one of the most important stations on Delhi-Mumbai route. Farmers in this area produce beetle leaves. A big pilgrimage place namely Dharm Rajeshwar is near this station. People of Banjara community living in this area make blankets and roam across the country. So she should be extra gracious for Shyamgarh railway station. I have requested her earlier also for providing stoppage of a train as important as Jammu-tavi express at Shaymgarh station. I reiterate my request. Indore-Kota train runs via Ruthiyai. I request her to continue it on the same route thrice a week but on the other days of the week it should run via-Nagda and Ratlam for the benefit of the people of my constituency who want to travel to Indore.

Mr. Chairman, Sir, I thank the Hon. Minister for announcing the survey of Ramganj-Mandi-Neemuch time. I would like to bring it to her notice that 100 years ago in 1907 the people there had a dream that this railway line would be built some day. However, this dream could not be fulfilled during pre-independence era. So I again thank the Hon. Minister of Railways for this announcement and urge her to begin this work at the earliest. In the previous budget an announcement was made for the survey of Bari Sadri-Neemuch rail line. Work on it must begin I had made a demand for Saurashtra-Mandsaur rail line via Sitamau. She kust also took into it.

Mr. Chairman, Sir, I come from the holy land of Lord Pashupatinathji. A magnificent temple of lord Puashupatinathji is situated in a Mandsaur. This is the only Pashupatinath temple in the entire world outside Kathmandu. A train must be named Pashupatinath Express in honour of the deity. This is my request.

Mr. Chairman, Sir, she spoke of convergence with sports department. Neemuch has several national level football players. She has provided a multi-functional complex. I request a foot ball academy too be sanctioned there. I thank the hon. Chairman for giving me an opportunity to speak.

DR. SHAFIQR RAHMAN BARQ (Sambhal): Hon. Chairman, Sir, thank you. Due to paucity of time I will be brief. Sambhal, a historical place has been the capital of Chauhans it has also been the Suba during Mughal period. Today its population is about fine lakh. Earlier Sambhal had a branch line train. But it has been

discontinued for several years. For several years I have been making the demand that it be restored. Even last year I had made this demand. I thank sister Mamata Banerjee for the announcement to link Sambhal with main line via Hasanpur-Gujraula. But, no progress has been made so for now nor any development has taken place in this regard. Sambhal should be a railway junction.

Mr. Chairman Sir, the Minister of Railways just now replied to my question by saying that Gajraula-Hasanpur-Hasanpur-Sambhal is being linked with Mainpuri at a cost of about Rs. 900 crores. Anyway it should be sanctioned and Sambhal should be linked with the mainline at the earliest. Since she had sanctioned it, work on it must start and her promise to me in this regard should be fulfilled. I would go so far as to suggest to link Sambhal with Amroha to shorten the distance. This would make the journey to Delhi very convenient.

Briefly, I reiterate my demand that she should keep her promise by making sambhal a railway junction at the earliest this year only and sanction has already given by her in this regard.

SHRIMATI YASHODHARA RAJE SCINDIA (Gwalior): I would like to remind the Hon. Minister of Railways that after a horrible accident involving two trains at the Badarvas railway station in district Shivpuri railway on 02.09.2010, she had made an announcement that one dependent in the family of every deceased in the family will get employment on compassionate grounds. Five months have passed since the announcement was made. However no action on the said announcement has been taken. I would urge that one dependent of each those 20 families should get job at the earliest.

In the severe callision between a goods train and the intercity express on Badarvas railway station in district Shivpuri in Madhya Pradesh on 20.09.2010, 5 persons of district Shivpuri, 3 of Gwalior and one person of Murena met their untimely death. The details about them are as follows:

SHIVPURI: Shrimati Mankunwar Jain w/o Shri Ratlam Chand Jai, Nrendra Nagar Colony Chhatri Road, Shivpuri, Shrimati Usha Jain W/o Shri Paras Jain, New Block Shivpuri; Shri Santosh Rathor S/o Shri Bharosi Lal Rathor Gayatri Colony, Pohari Bypass, Shivpuri; Shri Sudhir Tiwari S/o Shri Bhargu Nath Tiwari, Chandra Colony, Nawab Saheb Road, Shivpuri; Shri Deepak Solanki, Fatehpur Road, Shivpuri.



GWALIOR: Shri Nagendre Singh, head constable, 13 Battalion SAP Gwalior, wife Shrimati Durga Singh, Sikander Kamfur Lathur, Gwalior; Shri Nakul S/o Shri 1383 Ashok Shiv have, B-block, Anand Vihar, Gwalior; Shir Mannau Hasde, Wife Shrimati Pinki Harde resident of Vikas Colony Numaballav bi Gath No. 2 Laskhav, Gwalior; and

MURENA: Shrimati Deemple Gupta w/o Shri Dharmendra Gupta, Bamor, district Morena.

After the train accident the hon. Minister of Railways had announced that she will provide employment to one dependent of the family of each deceased on compassionate grounds. Therefore, the issue of providing employment on compassionate ground to one member each of the family of every deceased was continuously raised by me during discussion with the concerned DRM (Bhopal), General Manager, West Central Railways, Jabalpur the issue was discussed in the meeting of the Standing Committee of Railway in Shivpuri on 20.10.2010 and a request for immediate action in this regard was made through a letter dated 9.10.10, 4.12.10, 20.12.10 and 10.01.11 to the Chairman, Railway Board, Government of India.

I would like to bring the fact to the knowledge of the hon. Minister of Railways that prior to this, one member each of the family of the deceased persons in the train accident in West Bengal has been provided employment on compassionate grounds, details in this regard are as follows.

Shri Sukhdev Sardar Age 21 years S/o Shri Binoy Sardar village Basnti Sonakali, 24 Pargana, South; Shrimati Poonam Gupta w/o Shri Suresh Gupta, 3 B, Datta Para Lane, Kolkatta-6; Shri Apurv Sardar S/o Shri Anil Sarkar, Singhrani, PS, Bagda, 24 Pargana West; Shri Gautam Gayen, Garenga Mirpotta PS Kotwali, Distirct Nadiya, West Bengal; Shri Javed Alam, age 34 years, Tiljala, Kolkotta-39, Shrimati Sabeya Javed, age 30 years, Tiljala, Kolkatta-39; Kumari Sireen Javed, Age 06 years, Tiljala, Kolkatta-39, Kumari, Sarmeen Javed, age 6 years, Tiljala, Kolkatta-39; Shri Reranjana, 24 Pargana, South; and Shrimati Meghna Nashkar, age 50, Noyupukur, post office Joynagar, 24 Pargana, South.

Lastly, I would like to request the hon. Chairman, Railway Board, Government of India to favourably consider the purpose of providing employment on compassionate grounds to one dependent of the families of the deceased so that they could support their families in this age of

rising inflation. I would again request to make effective intervention in this regard.

I demand that a new train be started between Gwalior and Mumbai. A local EMU train service be started between Jhansi-Gwalior-Agra. 11775/11776 Bhind-Kota Passengers train be converted into an express train and Martand Express be started between Gwalior and Reewa. EMU train be started between Jhansi Agra, Aligarh-Agra and Delhi-Agra.

The following trains be provided halt at the Gwalior station:

Nizamuddin-Tirupati; Yashwantpur-Sampark Kranti; Durg-Jammu Tavi Express; Khajuraho-Nizamuddin link express and Lokmanya Tilak Terminus-Haridwar-Muzzafapur-Surat Express and Nizamuddin Chennai Express be run 3-4 days a week. 11109-11110 Lucknow-Jhansi intercity train be extended upto Gwalior. Train no. 14211/14212 Agra-New Delhi Intercity Express be started from Gwalior.

Taj Express be given a stoppage at Sonagisi station, Southern Express at Dabra; Dadra-Bareilly; Okha-Gorakhpur, Ujjaini and Gondwana Express be given stoppage at Dabra and Soputh Mahanaya/Gwalior Chindwara/Ujjaini Express be given a halt at Dabra. Besides, Dehradun Intercity and Indore-Amritsar train be given stoppage at Mohna.

Sabalgarh narrow gauge train be started from Motijheel railway station. Gwalior Sabelgarh narrow gauge train passes through the following busiest areas and railway crossing 1. Loko 2. Gandhi Nagar 3. Marta 4. Kati Ghati 5. Ghaupra station 6. Adavish Mill Road 7. Police Line 8. Janaktal 9. Behodapure 10. Motijheel.

Gwalior railway stations/platform no. 4 be beautified and it be made a world class station.

The construction work for platform, station building and passenger shade at the Gwalior railway station was sanctioned in 2007-08 but due to lack of budgetary support this work is progressing at a very slow pace. It is requested that Rs. 5 crore be allocated for completing the said work. The construction work of good godowns shade in Ghatigaon block near Gwalior railway station was also approved in 2007-08 but it is also not progressing due to lack of budgetary support. Under the said project the godowns near platform no. 4 is purposed to be shifted near Rairu railway stations. It is



requested that an allocation of rupee four area be made for completing the work.

An under bridge be constructed under the Gwalior-Jhansi rail line crossing the jail road at Dabra. A bridge be constructed at the railway crossing village Simviyaltal follows under monument of villagers. There is an urgent need of constructed an over bridge at Shivpuri railway platform no. 1 and 2 at Gwalior. Guna rail line for the convenience of the passengers.

On 20.9.2010 due to tremendous collusion between a goods train and intercity express at Badarwas railway station in Shivpuri district five people from Shivpuri district, three people from Gwalior and one person from Murena were killed. At that time Union Minister of Railways had announced that one member of the aggrieved families would be appointed on compassionate ground in railway but orders in this regard are yet to be issued whereas appointment on compassionate ground has already been given to one family member of the eleven people killed in a rail accident occurred in West Bengal.

DR. RAJAN SUSHANT (Kangra): Hon. Chairman, Sir, as per your directions I would like to offer three kind of suggestion. As I am a native of this country I would like to give suggestions pertaining to security of the country and as I hail from the state of Himachal, I would also give suggestions concerning to my state as I represent Kangra-Chamba I would like to give suggestion about my constituency as well.

Hon. Chairman, Sir, today our borders are not secured the country still faces threat from Pakistan and China. The intension of China toward, India is not good. China has developed rail and road network along Indian borders be it in Jammu and Kashmir, Arunachal Pradesh or Himachal Pradesh and it has even built airports near the boarder. Keeping in view the security of the country, the people of the country are demanding that India should also strengthen its road and rail network along our boarders and construct airport near boarders. The Government has started working in this regard in some border areas but I regret to say that Himachal Pradesh has been neglected completely in this regard.

In Himachal Pradesh Kinnaur and Lahaul spiti are adjoining to China, nothing has been given to Himachal Pradesh in the rail budget nor a special package has been given to it in the General Budget. This is not a new thing. It has been going on independence. Only few kilometers of rail line has been constructed from 1947 to

till date and that too at a very slow pace. Barring this not even an inch of rail line has been constructed in Himachal Pradesh. We have not extended even an inch of rail lines after Britishers left the country.

Every year during presentation of Rail Budget 70 lakhs Himachalis have expectations from Minister of Railways be it Kumari Mamata Banerjee, Laluji, Nitishji or Ram Vilasji and listen to them attentively. They look forward to getting something from every Minister of railways but nobody pays heed to them. Rather Ministers of Railway till now have taken care of their own states, nobody thinks about the entire country. With regret I have to say that Ministers of Railways confine themselves to their states only when it comes to rail budget.

I want to briefly cite some examples of injustice done to the people of Himachal Pradesh. In this budget there is a proposal to introduce 253 new trains and to increase the frequency of 122 trains but there is not even a single proposal for Himachal Pradesh. Besides 25 new rail projects are proposal to be started but there is not a single project for Himachal Pradesh. There are six proposals of gauge conversion but there is such no such proposal for Himachal Pradesh. In additions there are 28 proposals of doubling of the rail lines but there is not even a single project for Himachal Pradesh. There is a proposal for carrying out survey for 107 new rail lines but there is no such proposal for Himachal Pradesh. There are four proposals of gauge conversion but again there is not even a single proposal for Himachal Pradesh. Similarly, there are sixteen proposals of doubling but there is not a single proposal for Himachal Pradesh. In Himachal Pradesh there is no factory, no medical college, no engineering colleges, college and school.

In 2010-2011, 584 stations were upgraded as and developed as model stations but not a single station in Himachal Pradesh was upgraded. In the year 2011-12, 269 stations are proposed to be developed as model stations but not a single station in Himachal Pradesh has been included therein. There is a proposal for development of 160 multi functional complex but there is no such proposal for my state. Therefore, I want to give suggestion that from the security point of view Pathankot to Jagindernagar meter gauge rail line laid during British rule be converted into broad gauge line and should be extended from Mandi Kullu Lahaul Spiti to Tibet boarder. Kalka-Shimla narrow gauge line should also be converted into broad gauge line and extended up to Tibet border from Rampur via Kinnaur. Chandigarh-Bilaspur-Mandi-



Kulu-Lahaul Spiti rail line should also be extended up to Tibet border. A new rail line to Lahaul Spiti via Noorpur-Kakira-Banikhet-Chamba-Pangi be constructed. Talwada-Smana-Khaligyar-Ameta-Jasoor-Noorpur be inter connected from security point of view. Kalka-Baddi-Nalagarh-Bilaspur Hamirpur-Jwalaji to Kangra new rail lines should be constructed.

There is a mention of six railway lines of Himachal Pradesh included in the surveys conducted for 190 lines during the last two years *i.e.* 2009-10 and 2010-11. An assurance has been given to include six lines *i.e.* Bilaspur to Leh via Kullu-Manali, Joginder Nagar-Mandi, Bilaspur-Rampur, Bushar, Parwanu to Dalnaghat, Una-Hoshiarpur and Una to Jayjo line in the 12 Five Year plan. I demand that adequate amount of funds should be provided for these lines in the budget of this year itself and work be started therein.

I demand that eleven new trains on Pathankot-Joginder Nagar line and ten trains on Kalka-Shimla line and eleven new trains on Delhi to Ambala-Nangal-Una-Aamb-Andora line should be started and coaches and engines of existing trains should be changed by new coaches and engines. From the tourism point of view specially decorated attractive trains should be provided on these both lines of Himachal Pradesh ...(*Interruptions*).

MR. CHAIRMAN: Sushantji, you are repeatedly using number 11. Is this a auspicious number.

DR. RAJAN SUSHANT: Of give this has been a popular demand of the people of that area. Nothing has been given that is why I am speaking, atleast, make a beginning. Nangal-Una-Aamb-Andore should be connected with Pathankot. Likewire, rail coach factories should be set up in Kangra and Chamba districts on the line one at Kapurthala for manufacturing railway coaches and other goods. One railway workshop needs to be set up at Jwali in Kangra district.

Railway model stations need to be sanctioned at Jasoor-Bharmaur-Jasauta-Suryaguler-Kangra-Palampur-Papraula-Jwalaji-Una and Shimla. Multifunctional complex needs to be opened at Jasoor, Jwalaji, Jwali, Papraula, Una and Shimla. Also ticket counters need to be opened at Talwada, Ladataha and other places under Pathankot railway station wherefrom trains originate to Himachal Pradesh. Railway level crossings and overbridges needs to be constructed wherever necessary.

I would like to make two-three points. There is growing perception arriong 70 lakh peace-loving, disciplined and

patriot Himachali people that the government of India makes budgetary allocations only to these areas where Railway Minister and Finance Minister belong to on where the circumstances have turned bad or where army is stoned on where firing oceans fixing more often than not or where terrorism is gaining ground, patriot and peaceful people get nothing. Therefore, I strongly urge the government of India especially the Minister of Railways on the behalf of 70 lakh Himachali people that we are not begging from you. I feel sad when Minister of Railways Kumari Mamata Banerjee asks us not to shout. But I am to say that we are not demanding anything personally. Ministry of Railways, in fact, an institution and an M.P. is also an local representative. People of Himachal do not ask for any charity. We are demanding our legitimate due. Our peace and perseverance should not be construed as our weakness. Himachal Pradesh is the land of warriors, where first Paramveer Chakra awardee Pt. Somnath Sharma was born and also two out of four Paramveer Chakra winners in Kargil war belong to Himachal Pradesh. Himachal Pradesh is also the hilly state of hardworking people. Their patience should not be tested. Their legitimate dues should be provided at the earliest. They should not be incited. Railway network needs to be laid down from the point of view of scarcity, tourism and development interruption ...(*Interruptions*). All the railway stations in Himachal Pradesh should be chistened in the name of for freedom fight like Shri Ram Singh Pathania, Kamale Ramchandra, Pahari Gandhi and Major Somnath Sharma.

Finally, I would conclude after making my last point. Himachal Pradesh is not a poor state. We are rich in terms of natural resources but it is very said that even the 13th Finance Commission has put us in an disadvantageous position and our state has not got even 7.19 per cent share and our state does not get any rights on our water and electricity. I, therefore, demand that Himachal Pradesh should get special status and a special grant of fifteen thousand crores of rupees. One lakh jobs should also be created in Himachal Pradesh. I have already hinted towards the states which have been provided all these privileges. Otherwise helpless and hapless Himachal Pradesh can move on the path whereupon the Government of India makes on that path out of compulsion.

I, warn also that if our demands we are not met out of this budget then alongwith lekhs of pepole of Himachal Pradesh would start satyagrah and would also launch agitation and the Government of India would be fully responsible for all that.



MR. CHARIMAN: Sushant ji, then you will have to change your name as your name is Sushant.  
...(Interruptions)

DR. RAJAN SUSHANT: When peace is broken then it leads to revolution.

[English]

SHRI IJYARAJ SINGH (Kota): Mr. Chairman, Sir, I would like to thank you for giving me this opportunity to speak on the Railway Budget. As the time available to us is short, I shall try to be very brief.

I would like to congratulate the Minister on a well-presented Budget. In addition, I would like to congratulate her on carrying on with the stated policy of the Budget Speech of 2009 that Railways will not only get into the projects which are economically viable but also those that are socially desirable. In that direction, a further step has been taken in this Budget as according to the speech, a non-lapseable fund has been created for these projects to be used under the umbrella of the Pradhan Mantri Rail Vikas Yojna. It is a fact of history that when rail routes come to a particular area, they end up in improving the economy of the entire region and this in turn makes the project viable economically.

I would also like to thank the hon. Minister for giving two new trains to the Kota region, in fact, the entire Hadoti region. This is, in addition, to other betterments in infrastructure and future possibilities of railway tracks. Kota is the third largest city in the State of Rajasthan. It has about ten lakh people living in the area. It is also the main centre for trade and commerce and also the centre for rail connectivity. Many students come here from all over the country in order to study in the coaching institutes which have made Kota world famous. Due to all the above factors and other reasons, it is desired and a need is felt that a second station be developed in this area. I have given several suggestions and several times I have talked to the authorities and mentioned to the Minister that Dakania Station in Southern Kota should be developed for this purpose. However, so far no action has been taken in this regard. The connectivity of Kota is important for the entire Hadoti region. In fact, we feel that there are some directions in which there should be better connectivity. In fact, in the direction of Uttar Pradesh, we need better connection. We have, so far, only the Avadh Express in that direction which runs packed and does not meet all the requirements.

I have suggested that the train Mathura-Allahabad should be extended up to Kota as it sits idling at Mathura for many hours. I have also suggested that the Ajmer-Hyderabad train be routed via Kota as it gives the entire region a better connectivity. The Delhi-Mumbai railway line passes through a large section of my constituency and Kota falls in this line. In addition to Kota, there are several other stations on this line starting from Sumerganj Mandi, Indergarh, Lakheri, Kapren, Keshoraipatan, the city of Kota, Darrah and Ramganjmandi. All these regions attached to these stations have demands for extra train stoppages. Ramganjmandi is an important station because of the Kota stone mining which is world famous around in this area. Keshoraipatan is an important religious centre and a possible tourist centre. Bundi another station is already a tourist centre and Darrah is another station near where the new national park is to be developed. So, all these stations have needs for further improvement in infrastructure and amenities such as connecting stations, connecting platforms, tin shed coverings etc. I have written several times regarding this to the Ministry and the authorities; however no steps have been taken so far.

Kota has been announced as a world class station in the Budget speech of 2010 and the people of Kota and Hadoti thank the hon. Minister for this. However, as the Minister has mentioned in her speech there has been no progress in the world class station so far. We hope that this can be done speedily and soon.

Introduction of anti-collision devices is something that has been long awaited and overdue. It is very welcome and it has been introduced in certain routes of the area. I would like this to be introduced in the West Central Railway System also.

Mr. Chairman, Sir, in spite of a very good and well crafted Budget, there are certain areas of concern for the Railways. The operating ratio has reached 92 per cent which is worrisome. It has risen from 76 per cent 92 per cent over the last four to five years. Growth in freight traffic is 4 per cent and if we compare this to the national growth of 8 to 9 per cent, then this is also a cause for worry. Freight accounts for about 65 per cent of the railway revenue and the good thing is that the freight rates have not been increased as our freight rates are the second highest in the world after Germany. It is three times the rate of China. We must keep in mind that Railways are continuously competing with fast developing highway system.



MR. CHAIRMAN: If you have any problems relating to your constituency you may refer to them.

SHRI IYARAJ SINGH: The Railways also must ensure that adequate number of rakes is available for transportation of items like fertilizer which is in great demand, especially in our area during the times of need of farmers. The quality of services offered by Railways has to be looked into with great care as it is vital, since the Railways are trying to attract users both need based as well as tourists. Let us remember that the value of money is what is most important here. Our standards of Railways and quality will always be compared with that certain countries like China with whom we are measured as per growth and future potential. The images that we see of Chinese railway stations and railways are mind boggling to say the least - they are that good. We have to have the commitment and desire to be just as good, if not better. We must make sure on all the promises that we have made so far.

Mr. Chairman, Sir, finally, I would like to conclude and thank the hon. Minister of Railways for the Budget and commend the Railway Budget.

[Translation]

SHRI ARJUN ROY (Sitamarhi): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on rail budget-2011-12. I would like to congratulate her to put railways in its proper social perspective in the largest rail budget of rupees fifty seven thousand crore.

Mr. Chairman, Sir. hon. Minister has made a mention to introduce trains in the name of Guru Ravindra Nath Tagore and Swami Vivekanand. She also deserves our appreciation for providing 30-40 per cent concession in fare to senior citizens and also extending assistance to the differently abled in Rajdhani and Shatabdi trains. However, I would like to draw the attention of the Hon. Minister to some pertinent issues relating to my area.

Hon. Minister has mentioned on page 2 of budget speech that a decision has been taken to set up rail based industries to meet the requirements of MEMU DEMU etc. She also deserves kudos for it.

I would like to draw the attention of the hon. Minister to Muzaffarpur rail wagon factory which produces 50 to 70 wagons per month. Earlier this factory was under the administrative control of the ministry of Heavy Industries. Mr. Chairman, Sir, there used to be a Minister of Railways

from unified Bihar and he was our leader as we were in the same party. Even Raghuvansh Babu has made a mention of it. This factory was shifted from the Ministry of Heavy Industries to the Ministry of Railways in the year 2008 and two other similar companies namely Burn standard company and Bretweth company were also shifted to Ministry of Railways. This was well appreciated. The wages of the workers of these companies were revised and now they are being paid in the range of Rs. 1900 to Rs. 2200 but in the other similar company, about 900 workers are being paid a wage of Rs. 6000 p.m. But revised wage is not being provided in the factory I am, in fact, referring to Bharat Wagon factory which is located in Muzaffarpur and Mokama when we go there in any meeting, stall officers come to us raising all sort of issues. The wages have been revised in West Bengal based company in the same circumstances ...*(Interruptions)*.

KUMARI MAMATA BANERJEE: It was done during time of Shri Lalu Ji ...*(Interruptions)*.

SHRI ARJUN ROY: Shri Lalu Ji had taken ones and this take over took place in West Bengal during your time ...*(Interruptions)*.

KUMARI MAMATA BANERJEE: When I looked into it, I made certain amends. This would not have been a problem had things been set right earlier. ...*(Interruptions)*

SHRI ARJUN ROY: I want the Hon. Minister to give an assurance in this regard during her reply. Families of 900 people are on the verge of starvation. If an assurance comes from the Government that the way it has strengthened two companies of West Bengal and revised the pay of the employees, the employees of the Bharat Wagon will be given justice in a similar manner. The hon. Minister is talking about setting up new industries. 50-70 wagons could be produced from that old factory. It is not being strengthened nor any funds are being given by the government as a result of which its production has come down to five to six wagons per month. It is a very important question for Bihar and the Railways as well.

The hon. Minister has mentioned at page 11 that 336 stations would be developed as model stations and the suggestions of people's representatives have been taken into consideration for the same. I could not meet the hon. Minister, hence, I met the Chairman of the Railway Convention Committee which the hon. Minister made a mention of. I gave in writing to the Chairman of the Railway Board to include the Janakpur Road station



in the list of model stations and also develop infrastructure for the same but that has not been included in the said list. If it has not been included, I request her to include the same in the list. Along with this multi-functional complexes which have been sanctioned at several places a multi-functional complex should be sanctioned at Sitamarhi from where I am an M.P., the birth place of Maa Janki. If a woman has any identity in not only the country but the world over, it is Maa Sita and our hon. Minister is also a woman, hence, I request her to sanction a multi-functional complex for there.

The Muzzafarpur-Sitamarhi rail line is 60 km long. The work on it started in 1997. Raghuvansh Babu was refereeing to this. Its work is in the final stage. Rs. 80 crore was demanded for the same. The hon. Minister has made a commitment of laying 1000 km new rail line in a year. The Government has provided only Rs. 26 crore for the same ...*(Interruptions)*

MR. CHAIRMAN: Please conclude.

SHRI ARJUN ROY: Sir, I am a new member and get less time. I am concluding in two minutes.

I will conclude in two minutes. If the hon. Minister provides Rs. 80 crore, then this project would definitely be completed by December this year. If you happen to become Chief Minister then whosoever will become Railway Minister from your party would inaugurate that project. Thus this 60 km length would also be added to 1000 km in your name.

Second important point is that the Sitamarhi-Nirwalli rail line was announced in 2008, It hardly matters who was the Railway Minister at that time. A paltry sum of Rs. 1 crore has been provided in the Railway Budget to complete more than 100 km long rail line. We want that sufficient funds should be provided to start this work.

Similarly, a Garib Rath train should be introduced from Sitamarhi to New Delhi. A DMU should be introduced between Bargania and Samastipur. Trains ply from Darbhanga to Kolkata and Darbhanga to Mumbai. If they are further extended upto 50 km, they would depart from Sitamarhi. A large number of tourists from India and abroad visit Sitamarhi and this would facilitate their journey. The Lichhavi train has only two rakes. One rake should be added because even today it runs eight-nine hours late. There is no washing kit at Sitamarhi station, hence washing work is not undertaken there and it creates problem in trains operation. I would like to

request the hon. Railway minister to get a washing kit arranged there.

With these words, I conclude and I am grateful to you for giving me an opportunity.

*[English]*

SHRI KABINDRA PURKAYASTHA (Silchar): Mr. Chairman, Sir, I rise to speak on the Railway Budget presented before the House by the hon. Railway Minister.

I come from Silchar of Assam. It is just on the border of Bangladesh. Naturally, whatever I would say would be mostly regarding the North-East of India. North-East of India is the most backward area of the country. The communication system is in worst condition. Rural people are mostly dependent on the railways, but the railway network in the North-East is not at all sufficient. Of course, in Assam there are several lines, but in other States of the North-East the railway network is not at all sufficient. This is the position of the railways in the North-East.

I will not speak for long. I would like to speak only about one thing because of which we are suffering very much. That is about the gauge conversion from Lumding to Silchar. The foundation stone was laid in 1996 and it was scheduled to be completed in 2007. Now, it is 2011, but unfortunately not even forty per cent of the work is completed. This is the situation there. The trains which are now running in this meter gauge line are also not regular. Experts say that it is not wise to construct broad gauge line parallel to the existing meter gauge line. They also opine that the tunnels which are already constructed are not safe. So, all these points should be considered.

It is said that there are several reasons for the delay in gauge conversion work. One is, frequent law and order problems; second is, there are no roads for carrying necessary goods by the side of the railway line; third is, the Army authorities say that the land through which this broad gauge line will be constructed belongs to them and they are not ready to part with that land; and fourth is, the Forest Department authorities are also objecting to the construction work saying that some of the lands belong to them. These are the reasons put forward by the railway authorities. I would request the hon. Minister to see that these problems are sorted out.

I want to say that Lumding-Silchar railway line is the life line of that zone. Unless the gauge conversion work in this portion is completed, any fund allotted or work



executed in the States of Tripura, Mizoram, Manipur and else where in Assam will be of no avail and meaningless for want of direct link.

That is why, without providing the broad gauge conversion from Lumding to Silchar, if further works are carried out, then it will be meaningless because trains will not run to all the places. That is why, in my opinion, due importance should be given for completion of the works.

Sir, further regarding the gauge conversion from Lumding to Silchar and other places, as per your Budget, the latest anticipated cost is Rs. 4,255.17 lakh and the approximate expenditure to the end of 2010-11 is Rs.2,741.68 lakh. *(Interruptions)*

MR. CHAIRMAN: There is no need of going so much into the details. The Minister of Finance has given a package of Rs. 8,000 crore to the North East.

SHRI KABINDRA PURKAYASTHA: So, I would request the hon. Minister of Railways to take a sympathetic view so that the work should not be disturbed. ...*(Interruptions)*

Sir, I have several demands. ...*(Interruptions)*

MR. CHAIRMAN: You can handover these demands to the hon. Minister.

...*(Interruptions)*

SHRI KABINDRA PURKAYASTHA: Yes, Sir. I will hand over my request to the hon. Minister.

*[Translation]*

MR. CHAIRMAN: Shri Hemanand Biswal ji, you may come in the front row of seats.

SHRI HEMANAND BISWAL (Sundargarh): I was about to say the same thing. There is a proverb.

*[English]*

"Failure is the pillar of success but in my case pillar is the failure of success". So, for that, I would like to speak from seat number 272.

*[Translation]*

Thank you for giving me an opportunity to speak on the Railway Budget. Today, a debate is going on on the

Railway Budget. The Railway Budget has been prepared well and many good things have been included in it. There is no proposal in the budget to increase passenger fare. I am thankful to the hon. Minister for this. Eight new trains have been introduced in the Railway Budget for 2010-11, out of them six are express trains and two passenger trains. I am thankful to her for this also. I am also thankful for extension of the Sambhalpur to Nizamuddin train. Routes of 9 trains have been changed and all are going through Orissa, of which are Howrah-Sikandarabad, Hyderabad-Darbhangra via Jharkhand, Howrah-Tirupati, Ranchi-Pune, Digha-Vishakhapatnam, Purulia-Vilupuram, Dibrugarh-Kanyakumari etc. are the prominent ones.

20.00 hrs.

All these trains are running via Orissa. I am thankful to you for this but at the same time, I regret to say that Rourkela station earns maximum revenue in the Western Railway and it is ahead of Jharsuguda.

MR. CHAIRMAN: We had extended the time of House till 8.00 o'clock but five-six members still have to speak. Therefore, I would like to take leave of the House for extending the time of the House till 8.30 o'clock.

SEVERAL HON. MEMBERS: Yes, Sir, that is o.k.

SHRI HEMANAND BISWAL: Rourkela is called steel city. Jharsuguda is a new steel city. If one compares the revenue of these two cities, we are giving maximum revenue. Bandomunda Bisra is the border of Orissa. More than one year has passed.

*[English]*

There is no direct communication from Rourkela, Bisra, Rajgangpur, Garposh, Barma, etc. These are all falling under my constituency.

*[Translation]*

There is no train for Delhi or Mumbai as all the trains are diverted from Jharsuguda via Bilaspur. Some trains are diverted from Khargapur. The people of this area are giving maximum revenue and they have no facility to visit Delhi, the capital of India. The facility which was there has been discontinued one year back. There is an urgent need to take action on this count.



KUMARI MAMTA BANERJEE: Does a Rajdhani train not ply from Bhubaneswar?

SHRI HEMANAND BISWAL: Madam, There is no direct train from there.

[English]

All these train are diverted from Cuttack ...*(Interruptions)*

KUMARI MAMATA BANERJEE: That is all right. The Rajdhani Express is there. The trains go throughout the country. ...*(Interruptions)*

[Translation]

SHRI HEMANAND BISWAL: I feel obliged that a provision of Rs. 732 crore has been made in the budget and ongoing projects would also be financed there from. Proposals for five railway lines in 2009-10 and seven in 2010-11 were made in the House in order to provide for new trains but no progress has been made on the proposals made earlier.

MR. CHAIRMAN: Please conclude and submit that remaining speech to the Hon. Minister.

SHRI HEMANAND BISWAL: Survey for five rail lines announced in last budget has been carried out but the work thereon is yet to be started. I have given a proposal for a new railway line Jharsuguda-Sundergarh-Kunkuri-Ambikapur. Discussion has also taken place in this regard and I am reiterating it because this train will pass through Sundergarh. While presenting budget in 2009 Mamataji had said that tribal and backward areas would be given more attention. I am saying so because Sundergarh is a tribal district.

MR. CHAIRMAN: Biswasji, please submit your remaining suggestions to the hon. Minister.

Ram Kishunji, although the time allocated to your party has been exhausted yet I am giving you time to speak on the matter.

[English]

You will have to finish your speech within these three minutes.

[Translation]

SHRI RAMKISHUN (Chandauli): Hon. Chairman, Sir, thank you for giving me an opportunity to speak on the

Rail Budget for the year 2011-2012. I thank the Hon. Minister of Railways too as her budget is more welfare oriented than profit oriented.

You all know from which district and which state I come. Banaras and Chandauli are two districts. The area from where the railway line passes, has a great bearing on expansion of the railways. Many trains including passenger trains coming from various parts of the country pass through Banaras and Mughalsrai but I am sorry to say, there is no development plan for these areas as there should be one. It saddens us a bit. Through you, I want to say to the hon. Rail Minister that I have little to tell her in this regard.

Asia's biggest railway yard is at Mughalsarai but there is no over bridge at district headquarters Chandauli. Three railway lines touch this district headquarters ...*(Interruptions)*.

KUMARI MAMATA BANERJEE: The state government has to submit the proposal.

SHRI RAMKISHUN: Didi, if you announce the over bridge at the district headquarters, I will stop my speech.

KUMARI MAMATA BANERJEE: The state government has to give the proposal ...*(Interruptions)*.

SHRI RAMKISHUN: Didi, if the state government does not give a proposal, I would request you to ask the state government to give our ...*(Interruptions)*.

DR. RAGHUVANSH PRASAD SINGH: One has to wait for one hour at Chandauli crossing ...*(Interruptions)*.

SHRI RAMKISHUN: About 30-35 MPs catch train from there. As many as 6 Rajdhani trains stop there. 1400 railway employees live in the railway colonies there. But the retiring room, the railway colonies and the parks all are in bad shape. Another area is district Varanasi. Railway employees have settled at Fulariya and Manas Nagar. There is no proper path for them. Half a dozen people have been killed by trains while crossing the railway lines. The railways is planning to lay fifth railway line one after the other from Howrah to beyond Mughalsarai. You can imagine the problems likely to be faced by the people of the district in the absence of the over-bridge if that another parallel line is laid. The birth place of Lal Bahadur Shastri and the Mahatma Gandhi park have been closed by the railway officers. The birth place of Shastriji has seen no sign of development.



I know a lot of history and geography. I will not speak if you stop me ...*(Interruptions)*.

MR. CHAIRMAN: Ramkishunji, your speech is impressing me very much. But I see, you are speaking very emotionally. You make your demand forcefully.

SHRI RAMKISHUN: No, Sir, I am not speaking emotionally. I am only echoing the pain and agony of the people of the district. It is up to you whether you give me time or not. I am duty bound to put my issues before this House. Through you, I would request Mamata didi to be a bit benevolent to us. There is no train for us to go to Mughalsarai. You propose to extend Lucknow-Baruna express which runs from Banaras to Lucknow, to Kanpur. If you extend it further to Mughalsarai, it would benefit the people of many districts and the train would take half an hour or one hour more.

Similarly, I want to tell you certain important things with regard to my constituency. An over-bridge is badly needed at a place near Chandauli station. Please get it constructed.

There are 1400 railway employees at Mughalsarai. Adequate medical facilities are not available there for them and they have to go to Howrah for medical treatment. I want your favour to address this problem. There is a good stadium at Mughalsarai for which the railways charges Rs. 45000/- rent for a day. This is the highest rate in the entire division. If any youngster wants to use it for organizing any event, he would have to shell out this hefty sum. You should accept these important points for the sake of development.

Farmers' land is being acquired for freight corridor project. Land of farmers of Dharna, Chhitampur, Hridaypur near railway colonies has been acquired. Till now, jobs to only 16 farmers have been given whereas 100 farmers are yet to get job. I thank you for the freight corridor project. You are not acquiring the lands of farmers rather you are using railway land. Some farmers are willing to part with their land. You are going to lay a yard even bigger than the existing one at Mughalsarai. You would need land of farmers for the purpose. I want that land losers should be given jobs. There is large land holding with the railway Inter college. This (college) can be upgraded. If possible, please upgrade it to a degree college level as there is a huge number of railway employees there. This would be an important decision on your part.

Sir, there are level crossings every here and there on Gaya-Patna line. Roads on either side of the railway line have been constructed under the Pradhan Mantri Gram Sadak Yojana. The roads would be put to better use if gates are erected on these crossings. Mughalsarai is the biggest area. This plays an important role in the development of the railways. You should ensure optimal developmental for this area. Please send a team consisting of railway board officials to conduct a survey and you can decide yourself. With these words, I conclude.

KUMARI MAMATA BANERJEE: Fly over has been planned in DFCCL.

DR. PRABHA KISHOR TAVIAD (Dahod): Hon. Chairman, Sir, I am grateful to you for allowing me to speak on the discussion on rail budget. I am very grateful to Mamata didi for bestowing largesse on Dahod. While listening, just now some one said common man means 'Bengali'. Mamata didi has spared the poor and the middle class from hike in fares. This had the full cooperation of the Finance Minister and the Hon. Prime Minister. Through you I express my gratitude to the hon. Minister for sanctioning the work of Dahod under bridge which had been stalled for 17 long years. Valsad-Puri Express was announced in previous budget. It goes to Puri from Valsad, via Ratlam. The Hon. Minister provided a stoppage at Dahod. The people of Dahod feel extremely grateful to her as they now can travel to Jagannath Puri.

I am very grateful to Mamata didi for giving stoppage to Garib Rath in deference to the wishes of the entire tribal belt around Dahod. I have a suggestion for her concerning the tri-weekly Udaipur-Bandra, announced by her. People in large numbers from my constituency repeatedly go to Lord Krishna Temple, Srinathdwara by the train which goes to Udaipur from Bandra. Regarding the triweekly announced by Didi for that destination, my suggestion is to provides a stoppage at Dahod. Apart from this stoppage was also given to tri-weekly Bandra-Ajmer at Dahod. We can take this train for Ajmer Sharif. Ten coaches in this train were for Ajmer Sharif and ten for Udaipur. If Dahod gets Bandra-Ajmer train for three days and coaches are attached on separate days then we can travel to Lord Krishan Dham at Srinathdwara for six days. It will also enable large number of people from our place to visit there conveniently.

I am very grateful to her for extending the Valsad-Vadodara inter-city to Dahod. However, I have a request regarding the MEMU train which makes four trips- a total



of 90 km only. It is my demand that if it is extended up to Dahod or Ahmedabad it would benefit the tribals who go to earn their livelihood. Large number of students go to Anand and Ahmedabad for study. Rescheduling of this train is very essential to enable the students to reach Ahmedabad at 11.

I am very thankful to hon. Minister for making Dahod realize that she is with the common man. My wish is that she continues to bless us.

MR. CHAIRMAN: Dr. Prabhaji you should also thank the Chair sometimes.

SHRI GHANSHYAM ANURAGI (Jalaun): Mr. Chairman, Sir, I am grateful to you for allowing me to speak on an important issue such as Railway Budget. I want to express my immense gratitude to the hon. Minister of Railways for the railway budget 2011-2012. In this budget the interest of crores and crores of the poor have been kept in mind since the entire country has welcomed the more of not increasing rail fares, I too, consider it as a very good gesture. The Hon. Minister of Railways had said last year that Railways have no source of revenue. But Railways is not merely a source to earn revenues. It is meant to provide facilities to the poor, the common man. The entire country is looking up to the railways.

MR. CHAIRMAN: Anuragiji state your problems.

SHRI GHANSHYAM ANURAGI: The problems of my constituency are very minor. One my request, a survey was sanctioned in 2009-10 for doubling of Jhansi-Kanpur route. In 2010-11, on my request four surveys were approved. First was Konch to Phaphund, second; Bhind to Mahoba, third; Hamirpur Road to Hamirpur, and the fourth was from Urai to Jalaun. The Hon. Minister assured me that some funds would certainly be released for these schemes. But, due to certain reasons it did not happen. I fail to understand the reasons for this. It was meantime in list of 190 announced, earlier that three surveys were complete in my constituency and that these too would be included in 2012 plan. It was also said that in 2012 the schemes relating to Jhansi-Kanpur, Konch-Dibiapur and Hamirpur Road to Hamirpur would be included in the twelfth plan. Hon. Minister, Bhind to Mahoba and Urai to Jalaun have not been included. I request her to get these surveys also done quickly so that these are not only included in the 12th plan but a separate budget also be provided for these five schemes. I have persistently demanding an over bridge at Urai.

Regarding my demand for train stoppage at Pukhrai, Kalpi, Urai Ant, Poonth not and Sumerpur Modha I was assured these also would be met. These stoppages have been approved by DRM, Jhansi and GM, Allahabad. However, these have not yet been done. It is regrettable. Kindly expedite these too. She had told me to have faith in her for sanctioning over bridges at Urai and Jhansi. She has done this for which also we thank her.

I belong to Bundelkhand, the poorest and the most backward district. We are extremely grateful for the assurance given by her to execute the said schemes. Even if the schemes were not implemented, her assurances is what matters. She read the rail budget, gave assurances, also implemented schemes, but the officials of the Railway Department include the survey and make recommendations. But the Railway Board officials do not implement the schemes and also do not favour stoppages to trains. Apart from this we do not seek anything else. Our demand is confined to stoppages to 2-4 trains. Proposal is received from there. She gives assurance. But we have to make repeated visits to the Railway Board like circumambulation around Lord Shankar's Shivling. Yet, their recommendations go contrary to our demands. I request her to pay some attention to the Department and the functioning of Railway Board should be streamlined. It is very sad to see that the Railway Board ignores her orders and as MP is not given appointment even after waiting for four hours.

Mr. Chairma Sir, I had proposed stoppages of some trains at the stations in my parliamentary constituency, Jalaun, to the Minister of Railways, which were approved by the zonal officials. The Minister had assured positive action in this regard. I want nothing since she has given assurance for the rail line, my only request is to accede to the demands of the poor for stoppage of trains. They stage a sit-in, hold demonstration and vent their anger at us. So much so that they even sat on hunger strike at Bhodha and Bharuma-Samerpur stations. Their request for stoppages should be met, to enable the passengers to complete their journey. The bus journey compared to train is expensive.

MR. CHAIRMAN: Anuragi ji, sit down your speech is not being recorded.

Dr. Meinyaji.

...(Interruptions)\*

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\*Not recorded.



[English]

DR. THOKCHOM MEINYA (Inner Manipur): Mr. Chairman, Sir, we have heard from many learned colleagues that from those places where trains are running.

I will seek the indulgence of the House to listen me. I come from the State where no train has run so far. Anyway, I am grateful to the UPA-I when we had introduced one national project from Jiribam to Tupul, which would go to Imphal in Manipur. Our hon. Railway Minister, Mamata ji has assured that the rail will be connected to Imphal.

I would like to quote paragraph no. 19 from her Railway Budget speech. It says :

“Northeast is our priority area and receives Government’s full support. Imphal, the Capital of Manipur, will soon be connected to the railway network. I have planned in advance. Therefore, I propose to set up a diesel locomotive centre in Manipur.”

So, I would like to thank her very much for that.

There is one important issue relating to that. To connect this to Imphal via Tupul, we require to have the broad gauge extension from Lumding to Badarpur. This is already in the Plan but it is yet to be completed. Once it is completed and it goes to Imphal, then to Myanmar, that will be the policy which we naturally follow for the Look-East Policy.

The Railway Budget is quite balanced. I am not going into the details. There is no increase in train fare and freight fare. I would not like to mention all those things.

Coming to my original point, this particular railway project, which was the national project in the UPA-I, was targeted to be completed by 2010 in the beginning during that time. The Railway Ministry would remember one thing that in those days I had always insisted that this project should be completed in 2009 because that was the election year for the Lok Sabha, and that could not happen. The target year had been changed to 2012. Still we are worrying about it. Now, the target has been shifted to 2014. My request to the hon. Railway Minister and the Railway Ministry is that this project should not be further delayed because people are looking forward to see a rail coming to our State.

It is due for a long time. We have not seen rail in our State. Our nearest railway stations are Dimapur in Nagaland and Silchar in Assam. From there, we have not seen any train. Most of the people in Manipur have not seen the railways. They do not know what the railways are. But once it goes through Manipur, the national integrity and all sorts of things would be improving. Our Government in Manipur, of course, has been extending full support for having railway network there.

So, with these few words, I once again thank the hon. Minister and I support this Railway Budget. I wish her all the best.

SHRI DEEPENDER SINGH HOODA (Rohtak): Mr. Chairman, Sir, I thank you very much for giving my this opportunity to speak on the Railway Budget. First of all, let me thank the hon. Railway Minister whole heartedly.

[Translation]

I would like to congratulate and thank Mamtaji wholeheartedly. I feel that this Budget is really pro common man which is what the real for UPA Government is what else can be greater than this? I would like to thank hon. Minister of Railways hon. Mamtaji for presenting a Bhagat in favour of the common man. I am observing for the first time that no one from left parties is present here. All of them have left either due to them being in awe of her or they have left because they have been facing some problem at domestic front. However, the fact remain that all of them have gone and nobody of them can be seen. I have often seen that many Members of left parties are present when Railway Budget is presented. I would like to congratulate Mamtaji in advance because it is a historical budget. The subsequent elctions in Kolkata that will take place after the presentation of the budget are likely to result in a change in ground there. I remember my being a Member of Parliament when I was a school student in the decade leading to 90 minutes. I remember Mamtaji attended the house even though she was injured. It left an indelible impression on my mind at that time when I was a student. Millions of people will rejoice when regional change takes pake in Kolkata in favour of UPA. I would like to wish her good luck on my behalf. The Budget is very good but I have certain suggestions to make that will add to its.

Sir, I would conclude within two minutes. I won’t elaborate much but would come straight to the crux of the matter.



MR. CHAIRMAN: I would be taking note of whether or not your suggestions really add to glory.

SHRI DEEPENDER SINGH HOODA: Sir, my first suggestion while extending my thanks is that the survey of one new real time from Rohtak to mansi via Mehon has been proposed in the budget. This line was rejected due to economic viability on the year 2002. I would liked extend my thanks for reconsidering the proposal of survey of this line in this year's budget. Besides, I would like request that this be included in the list of socially desirable projects so that the outcome of the survey becomes more certain as per our wishes leading to expeditious completion of this real line. My second suggestions is that most of the work of electrification on Delhi to Rohtak real line has been completed. The distance between Shakurbasti Delhi and Rohtak, which is my Lok Sabha Parliamentary Constituency is about 40 kilometres. I think that once the work of electrification is completed EMU services can be started on the said route immediately because the number of daily commuters on the said route is in lakhs and it will be a good facility for them. Besides, I would also like to say that there is provision of local trains in Kolkata and Mumbai particularly I have seen the provision of local trains in Mumbai. There is good rail network in the National Capital Territory but N.C.R. is a vast area which includes Gurgaon, Rohtak, Panipat, Sonipat, Jhajjar and Faridabad etc. and if railway tries to expand its train services in the N.C.R. on the lines of local trains in Kolkata and Mumbai, I think it will be very good.

KUMARI MAMATA BANERJEE: Ask your father to create a corporation, everything will be got done.

SHRI DEEPENDER SINGH HOODA: All right. Exactly I want to say what he had said that we have high hopes from her and I hope that the state government will also do something in this regard as she has said.

KUMARI MAMATA BANERJEE: We will extend full help.

SHRI DEEPENDER SINGH HOODA: Thank you, Sir, I have four suggestions and out of those four suggestions I have already given two. My third suggestion is about survey for two more railway lines for which I want to appeal to you. One line is from Dadri which falls in Bhiwani, to Jhajjar via Bijwasan because Bijwasan is going to become a big station and a new route can be drawn from there. My fourth suggestion is about the railway line from Jhajjar to Farukhnagar which will be a

short distance route. My request is that a proposal for survey for these two lines be included in the budget. Very good provisions have been made, I wanted to speak for long but you have not given me ample time to speak otherwise I would have appreciated a lot particularly about the provisions made for ex-servicemen and sports person because there are numerous number of sports persons from Haryana and they are asked to work either in Haryana or in railways. Once again I thank her very much and my good wishes and congratulation to her in advance for Kolkata results.

[English]

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): I rise to support the Railway Budget for the year 2011-12 presented by the hon. Railway Minister Kum. Mamata Banerjee with no increase in passenger fare for the second consecutive financial year. Introduction of business-oriented policies in the Indian Railways is highly appreciated. This shows the UPA Government's strong commitment towards growth of Indian Railways and the interest of the common man.

I appreciate Didi Ji's initiative to extend rail connectivity in socially desirable areas by introducing a new scheme, Pradhan Mantri Rail Vikas Yojana.

The Minister has given utmost importance to safety by introducing Anti-Collision Device and elimination of unmanned level crossing.

MR. CHAIRMAN: Lakshmi Ji, have you have got some problems in your constituency? Please narrate them.

SHRIMATI BOTCHA JHANSI LAKSHMI: I thank the Railway Minister for sanctioning 1063.78 kilometres of new lines with a cost of Rs. 3,745.09 crore for my State, Andhra Pradesh, under various schemes like new lines, doubling, electrification and MMTS. Apart from the sanctioned schemes, 17 new surveys have been proposed to be taken up in 2011-12. My special thanks to the hon. Minister, Mamata Ji. I congratulate the Railway Minister for providing senior citizen concession for women from the age of 58 years.

I thank the Railway Minister for naming a train after the great Indian saint, Swami Vivekananda. On these lines, I want to make a suggestion that a train may be named after Gurajada Apparao who hails from my district. He is one of the greatest social reformers from my State. He agitated against eradication of child marriages,



Kanya Shulk and anti-dpwry. He was the one who supported that widows should get married and start a new life. He is a great reformer. He is the most popular poet among Telugu literature. I also suggest that when EMUs and DMUs are going to be introduced, these trains should be named after historical places, famous rivers and Sixteenth century ancient Ram Temple in my district.

I would request the Railway Minister to sanction an Electrical Loco Shed at Vizianagaram. There is a vast tract of land available at Vizianagaram for this purpose. Moreover, it is a Tri-State junction for the trains from Odisha, West Bengal and Chhattisgarh. This will provide employment opportunities to the local youth and would develop that district, which is one of the most backward districts in Andhra Pradesh. I would bring to the kind notice of the Railway Minister, Mamata Ji that an ROB at Peda Manapuram, which is an inter-State highway connecting Odisha and Andhra Pradesh in Vizianagaram District may be sanctioned in this year. All the necessary consents have been accorded by the National Highways Authority. Kindly sanction this ROB.

I would request some train stoppage of Falkanama Express at Chipurupalli and Visakha Express at Sigadam and Tatanagar to Yeshwantpur Train halt at Bobbili.

Also, my special thanks to the Railway Minister for electrification of Vizianagaram-Rayagada-Titlagarh-Raipur and a new line survey between Vizianagaram-Palasa. I also thank the hon. Railway Minister for her kind consideration to appoint ex-servicemen against suitable vacancies in the Railways.

Last time I raised this point for providing passes to journalists. I also thank the Railway Minister for providing passes to the journalists of the print and electronic media twice a year.

On behalf of my constituency people, I extend my heartfelt thanks to the hon. Minister, Mamata Didi and other Ministers of State for allocation in this year's Budget to my parliamentary constituency and also to Andhra Pradesh.

I would conclude by saying this.

I would conclude by saying.

[Translation]

Mamata Didi, affection should be with our state always.

\*SHRI KAMAL KISHOR 'COMMANDO' (Bahraich): I rise to support the Railway Budget. Respected Mamta didi does not consider Railways to be a profit making undertaking. She rather treats it as a medium of public service that is why she has not put any burden on the public even in the face of extremely adverse circumstances. Concession to senior citizens in train fares has been increased from 30 to 40 per cent. The age of women senior citizens has been reduced to 58 for the purpose of giving concession to them in train fares. The most helpless class of society *i.e.* physically challenged have been allowed to travel in the Rajdhani and Satabadi trains. Journalists can avail the facility of concession all train travel twice a year along with their facilities. Exe-servicemen of the country would be provided jobs in the railways. The largest railways network of the country employs 16 lakh employees/officers and a decision has been taken to construct hostels for their children and there is a proposal to introduce new Duranto, 3 Satabadi trains and 13 new passenger trains. A decision has also been taken to develop 236 railway stations as model stations and Bahraich station of my parliamentary constituency is also included in that list considering the heavy rush passengers in trains, 56 new express trains have also been promised to be run. The frequency of many Duranto trains has been increased. Introduction of Non-AC Duranto trains has also been announced in this budget. The Hon. Railway Minister has set the target of increasing passenger and goods traffic instead of increasing the economic burden on train passengers. Keeping this in view, she has decided to introduce many new trains and also to increase the frequency of many trains. This is a very good example of balanced economic policy. The decision of constructing 10 thousand shelters for the people of lowest strata of citizens who were compelled to sleep along with railway tracks is also a commendable decision. E-ticking and Go-India smart card would go a long way in checking black-marketing of tickets and would also curtail long queues at ticket counters. The decision of filling the backlog vacancies reserved for SCs/STs would be helpful in ameliorating the standard of living of these people. Didi has done a commendable job in this railway budget by taking a decision to create a separate sports cadre and construct sports academies, stadia and multipurpose halls with a view to improve the standard of sports. Sports talents would certainly receive a further boost as the sportspersons of railways have performed well in the games in the country in the Asian Games and the Commonwealth Games.

\*Speech was laid on the Table.



Main demands:

I urge you to fulfill the following demands with regard to my Parliamentary Constituency: Sanction was accorded for conducting a survey for a new rail line from Jarwal to Bahraich. The said line should be sanctioned.

Work of gauge conversion of Gonda to Bahraich line has already been sanctioned and the work is in progress. Remaining funds may be released during the year 2011-12 and the work completed. Besides, gauge conversion of line from Bahraich to Nepalganj Road via Nanpara may be undertaken during the year 2011-12.

Work of constructing an over-bridge at the level crossing on Bahraich-Risiya road has already been sanctioned. Funds should be provided and work completed during the year 2011-12.

A halt station each at Gaighat and Kailashpuri be sanctioned without delay on Gonda-Bahraich-Nanpara-Bailani route for the benefit of passengers as this is a forest area with negligible means of transportation.

Stoppage of Gorakhdham Express and Gorakhpur-Lucknow Intercity Express should be provided at Jarwal station on Gorakhpur-Lucknow route.

A level crossing be constructed at Bairiya, 07 kilometers away from Bahraich on Gonda-Bahraich route.

A road may be constructed from Badgama level crossing in front of Risiya railway station to Thana railway crossing.

Approval may be granted for setting up a reservation centre at Risiya railway station.

Another reservation centre may be sanctioned to be set up at Nepalganj Road station.

UTS be set up at Mihipurava railway station.

A non-stop train from Gorakhpur to Delhi be introduced in view of the crowd at Gorakhpur station.

\*SHRI JITENDER SINGH MALIK (Sonapat): Madam, I fully support the 2011-12 rail budget presented by the hon. Minister of Railways.

This is her third budget in as many years. This budget has been prepared by her keeping in mind the

\*Speech was laid on the Table.

progress of the country, each section of the society and equal development of each region of the country.

It is well known that Indian railways is the backbone of the country's economy and society. In her third straight budget she has strengthened this back bone. She has paid a lot of attention on each state. But, I will draw her attention to Sonapat Lok Sabha constituency in Haryana. I thank her for the following works:

1. Rail fares have not hiked. The UPA Government has not hiked rail fares for the last eight years.
2. Concession has been given to women as senior citizens on attaining 58 years.
3. Forty per cent concession in fares is given to senior citizens.
4. Recruitment for 1.75 lakh vacancies in Group C and D.
5. Formulation of a plan to provide small dwellings through Sukhi Grah Yojana for those living along the rail lines.

Demands:

1. FMC and a budget hotel be opened in Sonapat.
2. Ex-servicemen be recruited from Haryana.
3. More local trains should be introduced between Delhi and Sonapat and their frequency should also be increased.
4. Stoppage of the Delhi-Chandigarh Shatabdi should be provided at Sonapat.
5. Work should be started on the Gohana-Jind line at the earliest.
6. Sub-urban yard facility be developed at Sonapat.
7. One FOB at established at Southern end of Sonapat Station.
8. A third line be laid from Holambi Kalan to Gannaur via Sonapat.
9. PRS Counter be opened at Mini Secretariat, Sonapat.
10. PRS facilities be provided at Gannaur, Gohana.

SHRI DHANANJAY SINGH (Jaunpur): Mr. Chairman, Sir, you have allowed me to speak on such an important subject. I would, therefore, take little time-besides, I am the last speaker on this subject also...(Interruptions)

MR. CHAIRMAN: You have also come in the last.

SHRI DHANANJAY SINGH: Sir, I kept sitting for a long time and I left at about 4 O'clock.

MR. CHAIRMAN: I was not here in the House at that time.

SHRI DHANANJAY SINGH: Mr. Chairman, Sir, I through you, would like to thank the Hon. Minister. This has been our longstanding demand to introduce a train from Jaunpur to Mumbai and the hon. Minister of Railways has provided the same in this year's rail budget from Jaunpur to Mumbai via Faizabad. I sincerely thank him for it...(Interruptions)

MR. CHAIRMAN: I have been told that you have land your speech on the table therefore, you cannot give the speech again. This is against the ruling as well.

SHRI DHANANJAY SINGH: Ok, Sir, I am giving my thanks only.

MR. CHAIRMAN: Ok. You could thank him and he should accept.

[English]

MR. CHAIRMAN: The House stands adjourned to meet on Monday, 7th March, 2011.

20.36 hrs.

*The Lok Sabha then adjourned till Eleven of the  
Clock on Monday, March 7, 2011/Phalgun 16,  
1932 (Saka)*

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