

LOK SABHA DEBATES

(English Version)

Tenth Session
(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Friday, March 9, 2007/Phalgun 18, 1928 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

[*English*]

MR. SPEAKER: Q. No. 161—Shri Jai Prakash—not present.

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): Sir, I protest it. I have worked so hard.

MR. SPEAKER: For a change, you have done it.

...(Interruptions)

MR. SPEAKER: I did not mean it. You always study well.

...(Interruptions)

MR. SPEAKER: Q. No. 162—Shri Eknath M. Gaikwad—not present.

Shrimati Nivedita Mane—not present.

Q. No. 163—Shri Mahavir Bhagora.

ORAL ANSWERS TO QUESTIONS

[*Translation*]

Power Shortage

+
*163. SHRI MAHAVIR BHAGORA:
SHRI HARIKEWAL PRASAD:

Will the Minister of POWER be pleased to state:

(a) whether several State Governments are reeling under huge power shortage and heavy load shedding;

(b) if so, the reasons therefor along with the remedial measures taken by the Government in this regard;

(c) the names of power surplus and power deficit States in the country as on date;

(d) whether there is any criteria to transfer surplus power to power-deficit States;

(e) if so, the details thereof; and

(f) the initiatives taken/being taken by the Government to improve the power situation in the country particularly in the National Capital Region keeping in view the forthcoming Commonwealth Games during 2010?

[*English*]

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (f) A Statement is laid on the Table of the House.

Statement

(a) There is overall shortage of power in the country. The shortage vary from State to State and season to season, as well as times of day depending on the demand and supply of power. Electricity is a concurrent subject. Supply and distribution of electricity in a State is the responsibility of the respective State Governments which make arrangements for supply of power to various categories of consumers/areas in the State. Load shedding and power cuts are resorted to by the respective State depending on demand of power and its availability and their priorities for distribution. The Government of India supplements the efforts of the State by way of addition to generation capacity and establishment of bulk high voltage transmission system in the Central Sector through Central Public Sector Undertakings. State-wise power supply position during April-February, 2007 is given in the annexure.

(b) The main reasons for shortage of power are as under:

(i) Demand for power in the States outstripping the growth in their generation and capacity addition.

(ii) Low Plant Load Factor of some of the thermal

- (iii) Inadequate availability of gas.
- (iv) High Aggregate Technical and Commercial (AT&C) losses including theft of electricity.
- (v) Poor financial position of State Utilities making it difficult for them to raise the resources necessary for making required investments to create adequate generation, transmission and distribution system.

The following measures/steps have been taken/are being taken by the Government to improve power supply position in the country.

Short-term:

- (i) Improving Plant Load Factor (PLF) of existing plants.
- (ii) Rigorous monitoring of production, transportation and stocking of coal at all major coal based plants in the country to ensure adequate availability of fuel to meet the improved PLF of coal stations. Import of coal to bridge constraints in production of domestic coal.
- (iii) Tapping of surplus power from captive power plants.
- (iv) Utilization of unutilized capacity of gas based stations on liquid fuel as well as purchase of gas from spot market.
- (v) Strengthening/augmentation of sub-transmission system in States under Accelerated Power Development Reforms Programme (APDRP) as a major step towards reduction of Aggregate Technical & Commercial (AT&C) losses.
- (vi) Optimum utilization of available power by strengthening of inter-state and inter-regional transmission capacity.
- (vii) Coordinated operation and maintenance of hydro, thermal, nuclear and gas based power stations to optimally utilize the existing generation capacity.
- (viii) Promoting demand side management, energy efficiency and energy conservation measures.
- (ix) "Partnership in Excellence" Programme starting with adoption of better operation and maintenance (O&M) practices to enable

enhancement of Plant Load Factor (PLF) of existing thermal power stations through tie-up with well performing power utilities as a precursor to major renovation and modernization/life extension.

- (x) Renovation, modernization and life extension and old and inefficient generation units with interest subsidy on loans by the Power Finance Corporation and Rural Electrification Corporation under "Accelerated Generation and Supply Programme (AG&SP).

Long-term:

- (i) Creation of a National Grid for optimum utilization of generation capacity through inter-regional transfer of power.
- (ii) Launching of 50,000 MW hydro initiative for coordinated development of hydro sector.
- (iii) Identification of sites for thermal capacity over 1,00,000 MW.
- (iv) Power Finance Corporation and Rural Electrification Corporation have mobilized themselves to see that good generation projects are not hampered for lack of funds.
- (v) Rigorous monitoring of capacity addition of the on-going generation projects.
- (vi) Advance Planning of generation capacity addition projects for the 11th Five Year Plan and 12th Five Year Plan.
- (vii) Implementation of Ultra Mega Power Projects of 4000 MW each to achieve benefit of economy of scale.
- (viii) Procurement of hydro-electric power from Bhutan.
- (c) No state in the country is surplus in power on a sustained basis. However, some states have surplus power during certain hours (particularly during off-peak hours) of the day or have seasonal surpluses.
- (d) and (e) The Electricity Act, 2003 has enabling provision for transfer/sale of power including surplus power from one state to another state. The Act provides for non-discriminatory open access to the transmission system of central/state transmission utility for use by any licensee, generating company and any consumer as and when

such open access is provided by the Central/State Commission on payment of transmission charges. The states having surplus power sell the same to other states directly or through traders subject to availability of transmission corridor. The regulations for open access in inter-state transmission system have been framed by CERC.

(f) The initiatives taken/being taken by the Government for improving the power situation in the country have been indicated in reply to part (b) of the question.

Government has taken necessary steps for providing electricity to National Capital Region keeping in view the forthcoming Commonwealth Games in 2010 and has mobilized NTPC, DVC and assistance from Government of Haryana. Memoranda of Understanding were signed on 24th August, 2006, among Government of Delhi, Government of Haryana, NTPC and DVC for developing new power projects and expanding the existing power plants. Six projects, namely, Mejia Expansion (1000 MW), Koderma (2x500 MW), Bokaro Expansion (500 MW),

Dadri-II Expansion (2x490 MW), Badarpur Expansion (2x500 MW) and Jhajjar (3x500 MW) have been identified for meeting the power requirement of NCR of Delhi.

For Commonwealth Games and beyond. In pursuance of decision taken in the meeting of Committee of Secretaries on 26th August, 2006, a high level monitoring committee under the chairmanship of Secretary, Ministry of Power, Government of India comprising Chief Secretary, Government of NCT of Delhi, Chief Secretary, Government of Haryana, Chairman, Central Electricity Authority, CMD, NTPC, Chairman, DVC and representatives of Ministry of Coal, Ministry of Environment & Forests, has been set up to monitor various aspects of implementation of new power projects for Delhi, to meet the power demand for Commonwealth Games, 2010. Eight meetings have been held in this context so far wherein various milestones for these projects have been decided so as to make power available from them during the Commonwealth games. In addition, power would also be available to Delhi from existing units of DVC, expansion units of Chandrapur TPS of DVC, Central Sector Projects likely to be commissioned during the 11th Plan as well as additional generation capacity proposed to be commissioned in Delhi.

Annexure

Power Supply Position (Provisional)

(Figures in MU net)

State System Region	February, 2007				April, 2006-February, 2007			
	Requirement	Availability	Surplus/Deficit(-)		Requirement	Availability	Surplus/Deficit(-)	
	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
1	2	3	4	5	6	7	8	9
Chandigarh	81	81	0	0.0	1,243	1,241	-2	-0.2
Delhi	1,286	1,281	-5	-0.4	20,751	20,373	-378	-1.8
Haryana	1,971	1,815	-156	-7.9	24,649	21,755	-2,894	-11.7
Himachal Pradesh	409	383	-26	-6.4	4,655	4,515	-140	-3.0
Jammu and Kashmir	840	640	-200	-23.8	10,550	7,274	-3,276	-31.1
Punjab	2,081	1,901	-180	-8.6	36,173	32,370	-3,803	-10.5
Rajasthan	2,766	2,666	-100	-3.6	30,647	29,121	-1,526	-5.0
Uttar Pradesh	3,587	2,987	-600	-16.7	52,643	43,858	-8,785	-16.7

1	2	3	4	5	6	7	8	9
Uttaranchal	553	523	-30	-5.4	5,551	5,200	-351	-6.3
Northern Region	13,574	12,277	-1,297	-9.6	186,862	165,706	-21,156	-11.3
Chhattisgarh	1,189	1,098	-91	-7.7	12,697	11,905	-792	-6.2
Gujarat	5,266	4,485	-781	-14.8	56,767	49,205	-7,562	-13.3
Madhya Pradesh	3,661	2,926	-735	-20.1	35,501	30,177	-5,324	-15.0
Maharashtra	9,563	6,991	-2,572	-26.9	98,672	80,625	-18,047	-18.3
Daman and Diu	126	114	-12	-9.5	1,457	1,277	-180	-12.4
Dadra and Nagar Haveli	252	252	0	0.0	2,669	2,625	-44	-1.6
Goa	209	206	-3	-1.4	2,373	2,356	-17	-0.7
Western Region	20,266	16,072	-4,194	-20.7	210,136	178,170	-31,966	-15.2
Andhra Pradesh	5,117	4,682	-435	-8.5	54,691	52,473	-2,218	-4.1
Karnataka	3,663	3,563	-100	-2.7	36,700	36,007	-693	-1.9
Kerala	1,215	1,180	-35	-2.9	13,567	13,303	-264	-1.9
Tamil Nadu	5,024	4,913	-111	-2.2	55,691	54,796	-895	-1.6
Pondicherry	133	133	0	0.0	1,646	1,646	0	0.0
Lakshadweep#	2	2	0	0	22	22	0	0
Southern Region	15,152	14,471	-681	-4.5	162,295	158,225	-4,070	-2.5
Bihar	653	599	-54	-8.3	7,647	7,020	-627	-8.2
DVC	888	868	-20	-2.3	10,490	10,273	-217	-2.1
Jharkhand	343	336	-7	-2.0	3,973	3,784	-189	-4.8
Orissa	1,360	1,334	-26	-1.9	15,534	15,251	-283	-1.8
West Bengal	1,869	1,814	-55	-2.9	24,231	23,703	-528	-2.2
Sikkim	21	21	0	0.0	201	197	-4	-2.0
Andaman-Nicobar#	20	20	0	0	220	170	-50	-22.7
Eastern Region	5,134	4,972	-162	-3.2	62,076	60,228	-1,848	-3.0
Arunachal Pradesh	32	25	-7	-21.9	248	233	-15	-6.0
Assam	313	289	-24	-7.7	3,940	3,655	-285	-7.2
Manipur	29	27	-2	-6.9	424	404	-20	-4.7
Meghalaya	95	67	-28	-29.5	1,263	990	-273	-21.6

1	2	3	4	5	6	7	8	9
Mizoram	21	19	-2	-9.5	212	201	-11	-5.2
Nagaland	26	24	-2	-7.7	318	305	-13	-4.1
Tripura	50	45	-5	-10.0	747	678	-69	-9.2
North-Eastern Region	566	496	-70	-12.4	7,152	6,466	-686	-9.6
All India	54,692	48,288	-6,404	-11.7	628,521	568,795	-59,726	-9.5

#Lakshadweep and Andaman & Nicobar Islands are stand-alone systems, power supply position of these, does not form part of regional requirement and availability.

Note: Both peak met and energy availability represent the net consumption (including the transmission losses) in the various States. Net export has been accounted for in the consumption of importing States.

Peak Demand and Peak Met (Provisional)

(Figures in MW net)

State	February, 2007				April, 2006—February, 2007			
System	Peak Demand	Peak Met	Surplus/Deficit(-)		Peak Demand	Peak Met	Surplus/Deficit(-)	
Region	(MW)	(MW)	(MW)	(%)	(MW)	(MW)	(MW)	(%)
1	2	3	4	5	6	7	8	9
Chandigarh	171	171	0	0.0	264	247	-17	-6.4
Delhi	3,021	2,967	-54	-1.8	4,000	3,736	-264	-6.6
Haryana	3,909	3,330	-579	-14.8	4,837	4,201	-636	-13.1
Himachal Pradesh	874	822	-52	-5.9	874	873	-1	-0.1
Jammu and Kashmir	1,550	1,239	-311	-20.1	1,550	1,309	-241	-15.5
Punjab	4,900	4,286	-614	-12.5	8,971	6,558	-2,413	-26.9
Rajasthan	5,171	4,916	-255	-4.9	5,794	4,916	-878	-15.2
Uttar Pradesh	7,800	6,632	-1,168	-15.0	9,184	7,531	-1,653	-18.0
Uttaranchal	1,030	910	-120	-11.7	1,108	991	-117	-10.6
Northern Region	26,894	24,166	-2,728	-10.1	31,516	26,644	-4,872	-15.5
Chhattisgarh	2,631	1,892	-739	-28.1	2,631	1,892	-739	-28.1
Gujarat	10,238	7,710	-2,528	-24.7	11,619	8,110	-3,509	-30.2
Madhya Pradesh	6,665	5,579	-1,086	-16.3	8,090	6,404	-1,686	-20.8
Maharashtra	17,372	12,316	-5,056	-29.1	17,372	12,557	-4,815	-27.7

1	2	3	4	5	6	7	8	9
Daman and Diu	206	188	-18	-8.7	210	188	-22	-10.5
Dadra and Nagar Haveli	390	385	-5	-1.3	415	385	-30	-7.2
Goa	457	407	-50	-10.9	457	407	-50	-10.9
Western Region	35,965	26,334	-9,631	-26.8	36,453	26,882	-9,571	-26.3
Andhra Pradesh	9,727	8,267	-1,460	-15.0	9,727	8,281	-1,446	-14.9
Karnataka	6,289	5,811	-478	-7.6	6,289	5,811	-478	-7.6
Kerala	2,792	2,728	-64	-2.3	2,792	2,728	-64	-2.3
Tamil Nadu	8,574	8,398	-176	-2.1	8,609	8,449	-160	-1.9
Pondicherry	231	231	0	0.0	265	265	0	0.0
Lakshadweep#	6	6	0	0	6	6	0	0
Southern Region	26,012	23,940	-2,072	-8.0	26,012	23,940	-2,072	-8.0
Bihar	1,345	1,041	-304	-22.6	1,399	1,162	-237	-16.9
DVC	1,617	1,595	-22	-1.4	1,650	1,597	-53	-3.2
Jharkhand	672	653	-19	-2.8	687	671	-16	-2.3
Orissa	2,564	2,524	-40	-1.6	2,649	2,608	-41	-1.5
West Bengal	4,325	4,207	-118	-2.7	4,784	4,669	-115	-2.4
Sikkim	45	45	0	0.0	45	45	0	0.0
Andaman-Nicobar#	40	32	-8	-20	40	32	-8	-20
Eastern Region	10,063	9,585	-478	-4.8	10,491	10,058	-433	-4.1
Arunachal Pradesh	79	76	-3	-3.8	79	76	-3	-3.8
Assam	701	639	-62	-8.8	771	688	-83	-10.8
Manipur	101	85	-16	-15.8	106	101	-5	-4.7
Meghalaya	339	208	-131	-38.6	402	269	-133	-33.1
Mizoram	81	80	-1	-1.2	81	80	-1	-1.2
Nagaland	62	58	-4	-6.5	79	79	0	0.0
Tripura	146	113	-33	-22.6	169	142	-27	-16.0
North-Eastern Region	1,477	1,063	-414	-28.0	1,477	1,166	-311	-21.1
All India	100,411	85,088	-15,323	-15.3	100,715	86,425	-14,290	-14.2

#Lakshadweep and Andaman & Nicobar Islands are stand-alone systems, power supply position of these, does not form part of regional requirement and availability.

Note: Both peak met and energy availability represent the net consumption (including the transmission losses) in the various States. Net export has been accounted for in the consumption of importing States.

[*Translation*]

SHRI MAHAVIR BHAGORA: Mr. Speaker, Sir, although the hon'ble Minister has given a comprehensive reply to the question, still I would like to know, through you, from the hon'ble Minister as he stated in his reply that in case of the shortage of power vis-a-vis its demand by the States the Government of India supplements the efforts of the State by way of addition to generation capacity and establishment of bulk high voltage transmission system in the central sector through Central Public Sector Undertakings. I would like to know from the hon'ble Minister the locations of those Central Public Sector Undertaking in the country and how much financial assistance has been provided to which States by way of addition to power generation capacity during the last three years?

SHRI SUSHILKUMAR SHINDE: It is a very general question.

MR. SPEAKER: You also give a very general reply.

SHRI SUSHILKUMAR SHINDE: I would like to tell the hon'ble Member that there is shortage of power in the country. In view of it, the hon'ble Prime Minister had made an announcement ever since the UPA Government came to power that the Ministry of Power has started working on it in a phased manner as per the assurance given and it would take steps to supply and generate as much power as possible. I would like to quote the figures here that today we have the capacity to generate 1.28 lakh megawatts of power and we would like to add to it in the next one year. This figure is constantly monitored as well by our Minister of Finance on the website. I have come after talking these figure right now and that we would be able to generate further 3190 Megawatt of power by 31st March. It gives me great pleasure to announce that one of our Vindhyachal Unit with 500 Megawatt capacity has started working only yesterday. I have received this information just now which I am glad to share with the House.

SHRI MAHAVIR BHAGORA: Mr. Speaker, Sir, I would like to thank the hon'ble Minister, however the State annexed with his reply reveals a huge shortage of power in various States vis-a-vis its demand and it has been stated in his reply that the States having surplus power can sell the power to the deficit States facing shortage of power. So I would like to know from the hon'ble Minister if the selling rate of power is uniform throughout

the country or it is different and the manner in which the Central Government propose to make efforts for the transmission of power to the States facing power shortage and whether this arrangement is available with the States. Would it like to tap excess power available with the States.

SHRI SUSHILKUMAR SHINDE: Mr. Speaker, Sir, there is a Regulatory Commission in every State. It fixes the rate of power. The rate of power is fixed in each State taking into account the extent of expenditure and the manner in which expenditure incurred in every State. Every state is facing shortage of power. I have with me a statement in that regard. This State is facing a shortage of 70 thousand megawatt power. Recently I attended a meeting of the SAARC Committee. It was attended by all the hon'ble Ministers of the SAARC countries. There I stated that the work of power generation in South Asia will have to be undertaken on a massive scale. I stated there proudly that the Government of India has envisaged an ultramega project with each project having a capacity of four thousand megawatt. It is unprecedented. The cost of four thousand megawatt project is sixteen thousand crore rupees. Each of the projects costs Rs. 3.5 billion crore. It has been done to maximize the capacity addition and increase our current per capita consumption of 660 units. The Government of India has taken a decision to provide one unit of power in every house by the year 2012. All the rural areas of the country would be provided with electricity under Rajiv Gandhi Electrification Scheme by the year 2009.

SHRI HARIKEWAL PRASAD: Mr. Speaker, Sir, the statement made by the hon'ble Minister appears to be mugged up or a reproduction of already prepared speech that he tries to deliver in the House. Of course he has admitted that there is power shortage in the country. Through you, I would like to know from the hon'ble Minister whether he is aware of the power rates being charged by the private and public sector companies and their failure to supply power forcing people to resort to traffic jams and demonstrations at various places in the country?

Secondly, there is competition among the private and public sector companies. Is a struggle and tough fight going on between the two over the question of rate fixed by the private and public sector companies?

Whether any formula has been evolved by him by holding talks with the public sector and private sector companies in public interest to address the problem of power theft and shortage of power supply to consumers.

[English]

MR. SPEAKER: It is a very long question.

[Translation]

SHRI SUSHILKUMAR SHINDE: Sir, the hon'ble Member has asked mainly three questions. First question relates to privatization in the power sector, second is regarding Government's policy in this regard and third is regarding the reasons for the shortage of power. I said that our state is facing shortage of power to the tune of 70 thousand megawatt. The Government of India has introduced new independent IPP programmes in which private sector participation has been proposed and also to entrust them with the task of distribution, power generation and transmission as proposed under the Electricity Act. It is correct that several times the rate of electricity are fixed very high by the private sector. The Regulatory Commission has been set up to look into it. Regulatory commission monitors the expenditure involved in the project. The rates are fixed taking into account all these things. Thirdly, he has asked about AT & C losses.

Sir, there is great concern in the country in this regard. The Act of 2003 provides for the manner in which power theft could be checked. There is 48 per cent power theft in certain States of the country even today. If it is reduced, the position of power will improve to a great extent in the country. It will be possible through our concerted efforts. These kinds of efforts have helped us in Delhi. Even anonymous applications filed at the city center is entertained. This way, efforts are being made to minimize power theft. So, I would call upon the entire country to apprise us of power theft taking place. We will try to control it. Our department is also trying to bring down AT and C losses.

[English]

MR. SPEAKER: I think, the entire House will support the Minister on this issue.

[Translation]

SHRIMATI KRISHNA TIRATH: Mr. Speaker, Sir, the entire country is facing power shortage, and the main reasons for it have been cited by the hon'ble Minister in his reply stating the means of generating power despite the low plant load factor in most of the States.

MR. SPEAKER: Please ask direct question.

...(Interruptions)

SHRIMATI KRISHNA TIRATH: Does the Government have any proposal to generate power from nuclear plants.

SHRI SUSHILKUMAR SHINDE: Mr. Speaker, Sir, the Prime Minister is very much concerned about the nuclear issue and an agreement is going to be signed with America very soon in this regard. Till now only 3 percent work has been done in our country and much headway has not been made in this regard as yet. We have made a beginning in this regard. I have got information that our Kayaga Plant of Tamil Nadu has started generating 220 megawatt electricity from yesterday. Power is generated through nuclear, hydrogen, thermal and non-conventional wind and there are other means of generation of power.

[English]

MR. SPEAKER: Shri Anil Basu; there should be brief question and brief answer.

SHRI ANIL BASU: Mr. Speaker, Sir, my question contains three points. I would be very brief also.

MR. SPEAKER: Put only one question.

SHRI ANIL BASU: I quite appreciate the extensive reply given by the Minister but in the reply of the Minister, under short-term measures, it is written: "...to ensure adequate availability of fuel to meet the improved PLF of coal stations." Regarding the availability of fuel, the Minister has not mentioned about the 'quality fuel'. The main problem is non-availability of quality fuel. I think, the answer should be corrected by adding the word 'quality'.

MR. SPEAKER: I am glad that you have so closely read it.

SHRI ANIL BASU: The Minister has told the House about the addition in the generation capacity but in the meantime power plants set up by the State Government have outlived their lives. In a very short time, a number of power plants are going to outlive their lives. Is there any assessment in the Ministry as to what quantum of megawatt would be affected due to outliving of such power plants?

High ash content in coal is another problem. Is there any mechanism in the Ministry in this regard? It is because high ash content coal is mainly supplied to the State Government power plants. ...(*Interruptions*)

MR. SPEAKER: You want to know about the old power plants and ash content. It is enough. Let the Minister reply.

SHRI ANIL BASU: There are three points.

MR. SPEAKER: Three points are not allowed.

...(*Interruptions*)

MR. SPEAKER: Only the hon. Minister's reply will be recorded.

...(*Interruptions*)*

SHRI SUSHILKUMAR SHINDE: The hon. Member has said that I should put in the words 'quality coal'. The entire House knows that coal contains about 40 per cent ash. That is the reason why the power words 'quality coal' were not put in. Coal means coal, and it was put in. ...(*Interruptions*)

SHRI ANIL BASU: Sometimes stone is also supplied affecting the power plants. ...(*Interruptions*)

MR. SPEAKER: Are you all giving information to the Minister? You have to ask a question and he will reply. If you are not satisfied with the reply, there are procedures which are open.

...(*Interruptions*)

SHRI BASU DEB ACHARIA: Sir, he is helping the Minister. ...(*Interruptions*)

MR. SPEAKER: Hon. Members, you need not raise your hands all the time.

...(*Interruptions*)

MR. SPEAKER: Nothing will go on record except the Minister's reply. No interruptions, please.

...(*Interruptions*)*

SHRI SUSHILKUMAR SHINDE: Sir, we are monitoring the State projects. Not only we are monitoring but also we are monitoring the State projects and the Central Projects of the CPSU every fortnightly, and I monitor every monthly. The Department has been working day and night, and that is the reason why, we are giving capacity at the moment. The hon. Member has said that ash content is there. That is a fact. But considering that, we have also, through NTPC, started making profit of that ash also, and selling that particular ash for construction, cement and other things. We are making money out of that. But it is a fact that the Indian coal contains bigger ash. That is why, we are importing coal also from outside. We are taking all efforts for this.

MR. SPEAKER: I think, the hon. Members from all sides will give you a report as to how many persons, who are unauthorisedly using power, have been caught.

...(*Interruptions*)

MR. SPEAKER: Why are you straining your arm? Your name has been recorded once. Let us be serious. This is a serious matter.

Now, Shri Munshi Ram.

[*Translation*]

SHRI MUNSHI RAM: Mr. Speaker, Sir, the reply given by the hon'ble Minister shows that there is a difference of nearly 16 to 17 percent in consumption and supply of power in Uttar Pradesh. However, it is a matter of regret that the hon'ble Minister has stated that the responsibility of distribution of power in the State is in the hands of State Government. In view of the availability of power in Uttar Pradesh there should be a load shedding of only 4 hours out of 24 hours. However, the Western Uttar Pradesh, which is rural and agricultural area, get power supply only for 4 hours out of 24 hours. But those which are furnished areas and consume maximum power and where power theft is more than 50 per cent get 24 hour electricity. ...(*Interruptions*)

[*English*]

MR. SPEAKER: How can he deal with every State and every district separately?

[*Translation*]

SHRI MUNSHI RAM: Higher officials, IAS officers act arbitrarily. ...(*Interruptions*)

MR. SPEAKER: You have not yet asked the question.

SHRI MUNSHI RAM: I would like to know whether the Government of India would intervene in it?

SHRI SUSHILKUMAR SHINDE: Mr. Speaker, Sir, time and again I have said in the House that the capacity addition in every State has drastically falls. So I am myself monitoring it and telling them that they will have to do capacity addition. Till now, the practice was such that if there is shortage of 5 thousand megawatt of power in any State, they used to come with a target of three thousand megawatt, however, they actually generated only 50 megawatt of power. Thus, how can we do the power generation? ...*(Interruptions)*

[English]

MR. SPEAKER: All these details cannot be asked here.

[Translation]

SHRI SUSHILKUMAR SHINDE: Mr. Speaker, Sir, presently we are monitoring all these things. I would like to inform that PLF of Uttar Pradesh is 48 per cent where as it is 99 per cent in NTPC. If PLF is increased, Uttar Pradesh may get additional one thousand megawatt power equivalent to the shortage of power in the State. ...*(Interruptions)*

[English]

MR. SPEAKER: I think, the hon. Minister has given very exhaustive information. You please study them. No more supplementaries, please.

...*(Interruptions)*

SHRI KINJARAPU YERRANNAIDU: Sir, please allow two more supplementaries. ...*(Interruptions)*

MR. SPEAKER: Very well, I will allow Half-an-Hour Discussion on this Question.

...*(Interruptions)*

[Translation]

SHRI SUGRIB SINGH: There is power crisis in our State. ...*(Interruptions)*

MR. SPEAKER: Everywhere there is power crisis. The question cannot be asked about the districts of every State. I am seeing that every Member is asking about his district. It is not possible.

Now Q. No. 164—Dr. Rajesh Mishra.

SHRI RAM KRIPAL YADAV: Sir, are you angry with me? ...*(Interruptions)*

[English]

MR. SPEAKER: Why should I be happy with you? You are, all the time, disturbing me. Even than I like you; you are a nice man.

Export Credit

*164. [†] DR. RAJESH MISHRA:
SHRI AVTAR SINGH BHADANA:

Will the Minister of FINANCE be pleased to state:

(a) whether small scale pharma exporters are facing difficulties due to export credit limit prescribed/sanctioned by the public sector banks;

(b) if so, the details thereof; and

(c) the steps taken by the Government to solve the problem?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) No, Sir. Public Sector Banks do not prescribe any ceiling on the Export Credit Limits to Small Scale Exporters. Banks usually sanction the Working Capital limits, including Export Credit, after assessing the individual customer's performance.

(b) and (c) Do not arise.

[Translation]

DR. RAJESH MISHRA: Mr. Speaker, Sir, the hon'ble Minister in his reply has stated that the public sector banks do not prescribe any ceiling on the Export-Credit limits to small scale exporters, While, in same reply it has been further stated that the export credit-limit is sanctioned, that means limit is prescribed. Through you, I would like to know from the hon'ble Minister the reason why the ceiling on the export credit limit is prescribed whereas small scale exporters are protected under

different foreign bill negotiations and foreign bill purchase ECGC scheme in Delhi region of Public Sector Bank, Bank of India. Why has restriction on all these limits been put on over all exposure cap?

[*English*]

MR. SPEAKER: What was your original Question, and what you are asking now, I do not know?

[*Translation*]

DR. RAJESH MISHRA: Sir, my original question is in two parts and I have asked about the first part.

I want to know the steps being taken by the Government to remove the hurdles coming in the way of export.

[*English*]

MR. SPEAKER: His Supplementary is longer than the Question.

SHRI P. CHIDAMBARAM: Sir, when this Question came to us, we checked with the Reserve Bank of India; we checked with the Pharmaceutical Export Promotion Council, which functions under the Ministry of Commerce; we checked with the Indian Drugs Manufacturers Association; and we checked with the Ministry of Small-scale Industries. None of them has informed us that they have received any complaint about limiting export credit to any exporter. In fact, that is no ceiling on export credit. Any application of export credit, if it is under Rs. 25,000, should be disposed of within a fortnight, and above Rs. 25,000 within eight weeks to nine weeks.

Therefore, nobody has brought to our notice any complaint regarding denial of export credit unreasonably; and every case where export credit application is rejected, has to be brought to the notice of the Chief Executive of the Bank because export is an area where we have instructed banks to be very liberal and very helpful in providing export credit. If there is any specific case, kindly bring it to my notice and I will look into it.

MR. SPEAKER: Have you got any other Supplementary? The hon. Minister has invited you to give information if there is any specific case.

[*Translation*]

DR. RAJESH MISHRA: Sir, similarly I would like to know the amount of loan provided to small scale pharmaceutical companies vis-a-vis the bigger companies against line of credit Export-Import Bank of India which is a public sector bank. What steps have been taken by the Government to improve the plight of the small-scale companies?

[*English*]

MR. SPEAKER: I think, he has replied.

Mr. Minister, do you want to add anything?

SHRI P. CHIDAMBARAM: Sir, export credit to the pharmaceutical industry at the end of March, 2005 was Rs. 12,682 crore. At the end of March, 2006, it is Rs. 16,200 crore representing an increase of 30 per cent. This, of course, includes both big pharmaceutical companies as well as small pharmaceutical companies. I have no complaint from anyone about any particular case.

[*Translation*]

SHRI AVTAR SINGH BHADANA: Mr. Speaker, Sir, I would like to know from the hon'ble Minister whether small scale exporters are facing difficulties on account of ceiling on the export loan by the public sector banks. If so, the details thereof and the steps taken by the Government to solve this problem.

[*English*]

MR. SPEAKER: It is the same thing.

SHRI P. CHIDAMBARAM: Sir, I respectfully request the hon. Members to bring to my notice any specific cases, any specific sector, any specific bank, and I shall certainly attend to it. But generally, how do I answer a question?

MR. SPEAKER: Okay.

Now, Mr. Rewati Raman Singh. Do you have any specific case?

SHRI P. CHIDAMBARAM: Or even a specific sector.

SHRI REWATI RAMAN SINGH: No, Sir. Thank you.

[Translation]

Sir, banks delay in making payment to the traders and exporters for the sale of their goods in foreign countries till the rate of the foreign exchange is not in their favour due to rise and fall in the market. Through you, I would like to know from the hon'ble Minister whether the Government or the Reserve Bank of India propose to fix any time limit in this regard so that the traders are also able to make timely payment of export.

[English]

MR. SPEAKER: This is totally a different matter. Banks are depositing the money at the appropriate exchanges.

SHRI P. CHIDAMBARAM: This Question concerns export. The Indian companies are exporting to other countries. They receive payments. Now, today, thanks to the rather comfortable foreign exchange position, we allow exporters to retain foreign exchange earnings for, I believe, as long as a year. We are not compelling them to bring the money quickly into India. They can keep the foreign exchange earnings outside India in a bank and use it for imports. I think the hon. Member is asking a very different question than this question.

DR. SUJAN CHAKRABORTY: Sir, the growth rate in pharma sector is huge. It is known to all of us. The Minister himself has said while replying to the earlier question that the growth rate in pharmaceutical export is plus or minus 30 per cent, and this has been continuing for the last 8-10 years. Probably, it can even be comparable with the IT sector where our export is more. The Minister will agree that in export also, the component from small sector is major. Probably, it is plus or minus 60 per cent from the small sector.

MR. SPEAKER: What is your question?

DR. SUJAN CHAKRABORTY: Therefore, I want to know this from the Minister. In the given scenario, while the growth of export in pharma sector is huge, what are the further steps of incentives that we are proposing to make export even further?

MR. SPEAKER: I am sorry this question does not arise out of the main Question. This is for export credit. Whether there is any complaint in ceiling, he says, no.

DR. SUJAN CHAKRABORTY: I have not got any complaint. I am asking this question. What are the other incentives that the Government is proposing?

MR. SPEAKER: Mr. Minister, you may, in reply to the General Budget, refer to it.

SHRI P. CHIDAMBARAM: Let me clarify. Exporting drugs is not an easy thing. There are very, very strict regulations in foreign countries. Only if you get a registration with their Food and Drug Administration, you can export drugs. So, it is very unlikely that very small companies can meet those very stringent requirements. Small scale sector also exports but the large companies, of course, export more drugs. The small scale sector's growth is really in producing drugs within India or producing drugs on behalf of larger companies. But the fact is that we have achieved a certain degree of strength in exporting drugs and pharmaceuticals. It is because among any commodity or any item that is exported, the regulation for the drug is the most stringent regulation. So, it is not likely that the small scale sector's export will grow at a very fast pace. But even within that, as I have pointed out, the small scale sector gets full support from the banking system to grow their exports.

If there is any specific case or specific company or specific bank, kindly bring it to my notice.

MR. SPEAKER: Q. 165—Shri Rayapati Sambasiva Rao—Not present.

Q. 166—Shri Hansraj G. Ahir—Not present.

Shri N.N. Krishnadas

[Translation]

Earthquake Resistant Technology

*166. ⁺SHRI N.N. KRISHNADAS:
SHRI HANSRAJ G. AHIR:

Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the Government is aware that continuous earthquakes are occurring in certain areas of the country recently;

(b) if so, the details thereof;

(c) whether areas have been identified as earthquake-prone areas in the country;

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

(e) the details of the earthquakes resistance technology adopted for construction in earthquake prone area;

(f) whether any regulation is being formulated to make use of earthquake resistant technology mandatory in construction sector in the country; and

(g) if so, the details thereof?

[English]

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) to (g) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) Consequent to the occurrence of the great earthquake in Sumatra region on 26th December, 2004 of magnitude 9.3 and the 8th October, 2005 earthquake in Muzzafarabad of magnitude 7.6, these regions had witnessed aftershock activity of lesser intensity on more or less continuous basis. The Sumatra and nearby regions had witnessed about 95 aftershocks of magnitude 5.0 and above since January, 2006 till date, some of which have been reported felt in Andaman and Nicobar Island region. Also, 12 aftershocks of magnitude 5 and above had been recorded in the Muzzafarabad area since January, 2006 till date, some of which were felt in the Indian region. The Bhuj region of Gujarat, where an earthquake of magnitude 7.7 occurred on 26th January, 2001, had also exhibited aftershock activity of lower intensities. In this region, there had been 18 aftershocks of magnitude 3.5 and above since January, 2006 till date.

(c) Yes, Sir.

(d) Bureau of Indian Standards [IS-1893 (Part-I): 2002], based on various scientific inputs from a number of agencies, has grouped the country into four seismic zones viz. Zone-II, III, IV and V (Annexure I). Of these, Zone V is the most seismically active region, while zone II is the least. The modified mercalli (MM) intensity

(Annexure I, II and III), which measures the impact of the earthquakes on the surface of the earth, broadly associated with various zones is as follows:

	Seismic Zone	Intensity on MM scale
II	(Low intensity zone)	VI (or less)
III	(Moderate intensity zone)	VII
IV	(Severe intensity zone)	VIII
V	(Very severe intensity zone)	IX (and above)

Broadly, Zone-V comprises of the entire northeastern India, parts of Jammu and Kashmir, Himachal Pradesh, Uttaranchal, Rann of Kutch in Gujarat, Parts of North Bihar and Andaman & Nicobar Islands. Zone-IV covers remaining parts of the Jammu & Kashmir and Himachal Pradesh, Union Territory of Delhi, Sikkim, northern parts of Uttar Pradesh, Bihar and West Bengal, parts of Gujarat and small portions of Maharashtra near the west coast and Rajasthan. Zone-III comprises of Kerala, Goa, Lakshadweep Islands, remaining parts of Uttar Pradesh, Gujarat and West Bengal, parts of Punjab, Rajasthan, Madhya Pradesh, Bihar, Jharkhand, Chhattisgarh, Maharashtra, Orissa, Andhra Pradesh, Tamil Nadu and Karnataka. Zone-II covers remaining parts of the country.

(e) The Bureau of Indian Standards (BIS) has brought out several publications useful for construction practices in the country, which are required to be adopted for construction in earthquake prone areas. In addition, National Building Code of India (2005) has also been brought out by BIS, which incorporates latest provision of relevant codes related to design and construction of earthquake resistant buildings. The above-referred standards cover different types of construction and cater to the requirements of various parts of the country.

(f) The construction of buildings is governed and regulated by Building Bye-laws/Regulations framed by respective States. However, the Ministry of Housing and Urban Poverty Alleviation has been advising State Governments for adopting disaster resistant construction technologies in the housing projects. Byelaws/regulations on earthquake resistant building design have been adopted for construction in the cities of Guwahati, Chennai and Dhanbad.

(g) To ensure construction of earthquake resistant houses by strengthening technological regime of respective States and UTs, a Model Town and Country Planning Legislation, Zoning Regulation Development Control and Building Regulation/Bye-laws for Safety against Natural Hazards have been prepared by an Expert Committee constituted by the Ministry of Home Affairs.

To help State Governments in amending their Acts/Byelaws/Regulation, Building Materials and Technology Promotion Council (BMTPC) has been organising one-day Technical Workshops on Model Amendments in Town and Country Planning Act, Zoning Regulation, Development and Control Regulation and Building Regulation for safety against natural hazards in States/UTs to disseminate the recommendations of the Committee. Already in all 8 North-eastern States, Technical Workshops have been organised. In addition, Technical Workshops have also been organised in Tamil Nadu, Chhattisgarh, Bihar, Uttar Pradesh, Himachal Pradesh, Pondicherry and Andaman and Nicobar.

Annexure I

State-wise details of Seismic Zones

State/UT	Seismic zone
1	2
Andaman and Nicobar Islands	V
Arunachal Pradesh	V
Andhra Pradesh	II, III
Assam	V
Bihar	III, IV, V
Chhattisgarh	II, III
Chandigarh	IV
Dadra and Nagar Haveli	III
Daman and Diu	III
NCT-Delhi	IV
Goa	III
Gujarat	III, IV, V
Haryana	II, III, IV

1	2
Himachal Pradesh	IV, V
Jammu and Kashmir	IV, V
Jharkhand	II, III, IV
Karnataka	II, III
Kerala	II, III
Lakshadweep	III
Madhya Pradesh	II, III
Maharashtra	II, III, IV
Manipur	V
Meghalaya	V
Mizoram	V
Nagaland	V
Orissa	II, III
Pondicherry	II, III
Punjab	II, III, IV
Rajasthan	II, III, IV
Sikkim	IV
Tamil Nadu	II, III
Tripura	V
Uttaranchal	IV, V
Uttar Pradesh	II, III, IV
West Bengal	II, III, IV, V

Annexure II

Modified Mercalli Intensity Scale (Abridged)

Intensity Grade	Description of Earthquake Effects
I.	Not felt except by a very few under specially favourable circumstances.
II.	Felt only by a few persons at rest, specially on upper floors of buildings and delicately suspended objects may swing.

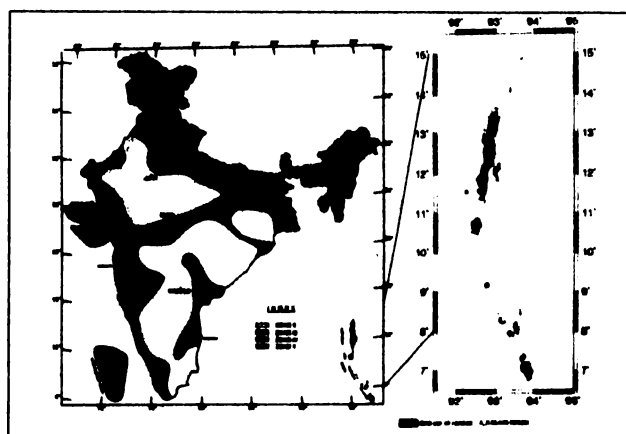
- III. Felt quite noticeable indoors, specially on upper floors of buildings but many people do not recognize it as an earthquake; standing motor cars may rock slightly; and vibration may be felt like the passing of a truck.
- IV. During the day felt indoors by many, outdoors by a few, at night some awakened; dishes, windows, doors disturbed; walls make creaking sound, sensation like heavy truck striking the buildings; and standing motor cars rocked noticeably.
- V. Felt by nearly everyone; many awakened; some dishes, windows, etc. broken; a few instances of cracked plaster; unstable objects overturned; disturbance of trees, poles and other tall objects noticed sometimes; and pendulum clocks may stop.
- VI. Felt by all, many frightened and run outdoors; some heavy furniture moves; a few instances of fallen plaster or damaged chimneys; and damage slight.
- VII. Everybody runs outdoors, damage negligible in buildings of good design and construction; slight to moderate in well built, ordinary structures; considerable in poorly built or badly designed structures; and some chimneys broken, noticed by persons driving motor cars.
- VIII. Damage slight in specially designed structures; considerable in ordinary but substantial buildings with partial collapse; very heavy in poorly built structures; panel walls thrown out of framed structures; falling of chimney, factory stacks, columns, monuments, and walls; heavy furniture overturned, sand and mud ejected in small amounts; changes in well water; and disturbs persons driving motor cars.
- IX. Damage considerable in specially designed structures; well designed framed structures thrown out of plumb; very heavy in substantial buildings with partial collapse; buildings shifted off foundations; ground cracked conspicuously; and underground pipes broken.
- X. Some well built wooden structures destroyed; most masonry and framed structures with foundations destroyed; ground badly cracked; rails bent; landslides considerable from river banks and steep slopes; shifted sand and mud; and water splashed over banks.

XI. Few, if any, masonry structures remain standing; bridges destroyed; broad fissures in ground, underground pipelines completely out of service; earth slumps and landslips in soft ground; and rails bent greatly.

XII. Total damage; waves seen on ground surfaces; lines of sight and levels distorted; and objects thrown upward into the air.

Annexure III

Seismic Zoning Map of India



MR. SPEAKER: Mr. Minister, I congratulate you for your new designation, Minister for Earth Sciences.

SHRI KAPIL SIBAL: Thank you.

SHRI N.N. KRISHNADAS: Sir, in certain parts of the country, especially in the State of Kerala, the border areas of both the districts, Thrissur and Palakkad, have been identified as earthquake-prone areas.

It is so in certain areas of Kerala also. In this particular area, for the last ten years, continuously the earthquakes are occurring in border districts of Thrissur and Palakkad and at a very sensitive and strategic area of the Mullaperiyar dam also. Some months back one earthquake also occurred. I would like to ask the hon. Minister, through you, as to whether the Government will send a study team with scientists to examine all these things thoroughly.

SHRI KAPIL SIBAL: Mr. Speaker, Sir, as far as Kerala is concerned I would like to say this. ...(*Interruptions*)

SHRI J.M. AARON RASHID: Sir, please allow me. He mentioned about Mullaperiyar. ...(*Interruptions*)

MR. SPEAKER: The hon. Minister is answering a Question and you are interrupting him. What is happening?

...(Interruptions)

MR. SPEAKER: I do not understand. It is that in this House no dam can be mentioned, no river can be mentioned? What is this?

...(Interruptions)

MR. SPEAKER: Will you take your seat? I am trying to get an answer. Do not get up, please.

...(Interruptions)

MR. SPEAKER: If you have to fight, go back to Kerala. Do not come here.

...(Interruptions)

SHRI P.C. THOMAS: Sir, there is no fight there.
...(Interruptions)

MR. SPEAKER: Mr. Minister, you have to know how to ignore the interruptions.

MD. SALIM: The earth is full of controversies.
...(Interruptions)

SHRI KAPIL SIBAL: Mr. Speaker, Sir, as far as India is concerned, seismologically we divided India into four zones—Zones-2, Zones-3, Zone-4 and Zone-5. The Zone-5 is where the intensity is the maximum. As far as Kerala is concerned, it is part of Zone-2 which is the least susceptible to any kind of earthquake activity and part of it is in zone-3. From our studies we do not think that there is any danger to any construction in Kerala as far as earthquake is concerned.

MR. SPEAKER: You ask your second supplementary. You can go on building now.

SHRI N.N. KRISHNADAS: Sir, we are safe.
...(Interruptions) My second supplementary in this. The hon. Minister right now explained that part of Kerala is Zone-2 and there is nothing to worry and there is no danger. But under what study report he is making this statement? I want to know whether any study has been conducted? May I know this from the hon. Minister through you? ... (Interruptions)

MR. SPEAKER: Knowing him, I am sure, he has not fabricated anything.

SHRI KAPIL SIBAL: Mr. Speaker, Sir, the hon. Member might assume that when we make a statement as solemnly as we do in this House, it is not done without any study.

MR. SPEAKER: Shrimati Ranjeet Ranjan to ask the question. Is there any problem in your State?

[Translation]

SHRIMATI RANJEET RANJAN: Mr. Speaker, Sir, through you, I would like to tell the hon'ble Minister that Delhi is considered to be the most sensitive earthquake prone area and commonwealth games are scheduled to be organised here in near future. We have come to know through newspaper that standards required to be maintained in quake-prone areas in regard to the construction work being carried out for commonwealth games are being overlooked.

[English]

SHRI KAPIL SIBAL: Sir, as far as Delhi is concerned, Delhi is part of Zone-4. In other words, Delhi is susceptible to large tremors, sometimes more than Richter scale beyond 5. Therefore, we have to be very careful about Delhi. As far as Delhi is concerned, I got a study conducted through a process which we call microzonation. In other words, we divide Delhi into several zones and depending on the nature of the soil in different zones we decide as to what is the exposure of building activity and constructed building to being destroyed in the event of an earthquake of a particular Richter scale. That study has already been completed. It is 1:50,000 scale. But we are going to have a study done in Delhi at 1:10,000 scale which can give us a much better picture.

As far as construction activity is concerned, there are guidelines issued by the Bureau of Indian Standards and there is, under the Ministry of Urban Development, a setup which is Building Material Technology Council, which advises people as to what ought to be done in the city of Delhi and in other places. Under the municipal byelaws of Delhi there are certain standards that are required to be maintained because it is an earthquake-prone area. So, all those laws, hopefully, will be followed and we give advices to the people.

We, in fact, are now thinking of persuading all the State Governments in India to actually adopt these byelaws and make them mandatory so that all building activity in India is concerned about. Whenever any building activity takes place, they must comply with these byelaws and requirements. But it is up to the State Governments to do. We will be urging the State Governments to adopt and make these byelaws mandatory.

MR. SPEAKER: Thank you.

SHRI ANANTH KUMAR: Mr. Speaker, Sir, the Koyna region where the Koyna dam is situated, is very much earthquake-prone and it is a matter of history that a couple of decades back, because of severe earthquake near Koyna region, there was a breach in the Koyna Anicut and hundreds of people died and it was a great disaster. This Koyna dam has been a dangling sword on the head of the State of Karnataka, especially northern parts of Karnataka and Maharashtra including Meeraj, Sangli and Satara regions also.

MR. SPEAKER: Please put your Question.

SHRI ANANTH KUMAR: I am coming to the Question. Every time, because of the insecurity feeling of the Koyna dam engineers, the State Government of Maharashtra suddenly allows for the discharge of huge waters. Therefore, there will be artificial flood-like situations in the northern parts of Karnataka taking toll of lots of lives and livestock. Therefore, is there any plan by the hon. Minister and the Union Government to come out with an earthquake-resistant technology to make Koyna dam stronger so that it does not create such a havoc and insecurity for the lower riparian States and regions?

SHRI KAPIL SIBAL: Sir, as far as Karnataka is concerned and flooding in Karnataka is concerned, that Question really does not arise out of this Question. But as far as the structures, as far as Koyna dam is concerned, parts of Maharashtra are in Zone-3, parts are in Zone-2 and some part of it is in Zone-4. As far as construction of Koyna dam is concerned, I do not think that these dams, though I personally cannot vouchsafe for it, but I do not think that any of these dams are built without taking care of the possibility of earthquakes. I feel there are very strict conditions as far as large structures are concerned including dams like Koyna dam. ...(*Interruptions*)

SHRI ANANTH KUMAR: It is brought because of earthquake. ...(*Interruptions*)

MR. SPEAKER: You are in Zone-3. Zone-3 is moderate intensity.

SHRI ANANTH KUMAR: Sir, I want a solemn assurance from the hon. Minister ...

MR. SPEAKER: That there will be no earthquake!

...(*Interruptions*)

SHRI ANANTH KUMAR: I want an assurance that he would look into the whole thing.

SHRI KAPIL SIBAL: Sir, I can solemnly assure you that I solemnly ask God that there should be no earthquake in Karnataka. ...(*Interruptions*)

SHRI ANANTH KUMAR: Sir, he is responsible to answer to the people. I want him to only assure this House that he would look into the matter.

MR. SPEAKER: I am sure, he will look into it.

SHRI ANANTH KUMAR: He is not coming out with an assurance.

MR. SPEAKER: You invite him to visit Koyna.

...(*Interruptions*)

SHRI ANANTH KUMAR: Sir, you will appreciate; I want your protection. ...(*Interruptions*) He is not giving an assurance. ...(*Interruptions*) The hon. Minister may visit the Koyna dam.

MR. SPEAKER: Hon. Members, please take your seats. I try to protect you. Please wait for my protection.

SHRI P.S. GADHAVI: Sir, I need your protection. ...(*Interruptions*)

MR. SPEAKER: Now, in spite of his new designation, he cannot stop an earthquake, I believe.

...(*Interruptions*)

MR. SPEAKER: Secondly, the hon. Member wants you to visit Koyna. I am told it is a beautiful place. Why do you not go and see?

SHRI KAPIL SIBAL: I would love to do that.

MR. SPEAKER: And also try to allay his apprehensions.

SHRI KAPIL SIBAL: Yes, Sir.

MR. SPEAKER: Shri Krishnaswamy to ask a Question now.

...(*Interruptions*)

SHRI ANANTH KUMAR: Sir, he has not said anything.

MR. SPEAKER: He is bound by my observations.

SHRI ANANTH KUMAR: Agreed. Thank you for that. But he should assure the House. ...*(Interruptions)*

MR. SPEAKER: He is bound.

SHRI KAPIL SIBAL: I will go to Koyna dam. ...*(Interruptions)*

SHRI A. KRISHNASWAMY: Sir, if any earthquake occurs in Indonesia, Sumatra or in Sri Lanka or in Pakistan it affects the border States of our country. I want to know whether the hon. Minister has conducted any survey in the bordering countries to avoid danger and to protect our people from other countries. Recently tsunami occurred. ...*(Interruptions)*

SHRI KAPIL SIBAL: Mr. Speaker, Sir, the hon. Member knows that I have no jurisdiction to start conducting surveys in other countries, but we hope that in times to come, the relations between our countries get so friendly that we are able to do so. But at the moment, I have no such facility.

SHRI P.C. GADHAVI: Sir, I would like to ask question. ...*(Interruptions)*

MR. SPEAKER: You decide when to ask a question! Then, all of you decide when to ask a question!

...*(Interruptions)*

MR. SPEAKER: I am trying to find out which areas are earthquake-prone.

Shri C.K. Chandrappan, Kerala is a very low intensity area.

SHRI C.K. CHANDRAPPAN: Yes. I know that.

MR. SPEAKER: So, Kerala has no question.

Md. Salim. West Bengal is in Zone. ...

...*(Interruptions)*

MR. SPEAKER: It is no wonder. I am committing mistakes. All sides are coming.

...*(Interruptions)*

MR. SPEAKER: Shri C.K. Chandrappan, you may ask a question.

SHRI C.K. CHANDRAPPAN: Sir, it is good that you have given an assurance that Kerala is not prone to earthquake and all that. We are really very happy about it. I would like to know from the hon. Minister whether you have made some investigation or will make some investigation because during the last two to three years, there have been some tremors, including in my constituency Trichur. Last month, there was a tremor and it created some kind of problem for buildings. Would you like to make an inquiry in Kerala? Probably, you know that there is CESS, Centre for Earth Science Studies or some such organisation which may be asked to conduct an inquiry and on the basis of that inquiry, tell us what the situation is.

SHRI KAPIL SIBAL: Mr. Speaker, Sir, I just want to allay some doubts in people's minds because, I think, you ought to know that there are earthquakes occurring even now as I talk in the Parliament. The earthquakes are occurring on the ground here. Earthquakes occur every moment as we move around, but they are of very low intensity. All the earthquakes of little higher intensity are being measured by the Ministry of Earth Sciences through the Department of Seismology. So, any earthquake anywhere of intensity beyond 3 or 4 on the Richter Scale is being measured. The problem is that even though I give you an assurance about Kerala, I cannot say that ten years down the road, nothing will happen in Kerala. I have only told you that Kerala is in Zone 2 and Zone 3, but I do not know what is happening in the inner bowls of the earth's crust. This is a natural event that can happen anywhere at any point in time. By and large, because of these zones, it is unlikely that earthquake beyond the measurement of 5 on Richter Scale is going to occur. That is point number one that I want to tell you.

As far as measuring these things is concerned, they are being measured. In fact, we have under the Eleventh Plan, a long-term plan to invest something like Rs. 88 crore into 177 broadband digital seismographs. These digital seismographs will give us data across the country real time as to the intensity of any earthquake anywhere in India measuring beyond 3 on the Richter Scale. That will include Kerala and every part of the country. That will help us a lot in analysing these events.

MR. SPEAKER: I think, a very elaborate answer has been given.

...(Interruptions)

MR. SPEAKER: Since you come from Kutch, I hope this will not create another earthquake!

SHRI P.S. GADHAVI: Thank you very much.

Sir, as the hon. Minister has stated, Zone 5 comprises of entire North-Eastern India, parts of Jammu and Kashmir, Himachal Pradesh, Uttaranchal and Rann of Kutch in Gujarat. As you very well know, my part comes in Zone V. ...(Interruptions)

[Translation]

MR. SPEAKER: We are discussing the situation in Kutch right now. After that we will talk about Bihar.

[English]

SHRI P.S. GADHAVI: So far as construction of buildings is concerned, the hon. Minister has stated that rules and regulations are framed by the respective States. That is all right. In my part, there are constructions being carried out under Indira Awas Yojana and other Central Government *yojanas* and Central Government is giving grants for them. From that limited grant, one cannot build earthquake-resistant structures.

Will your Ministry advice the Central Government to increase the grant for this particular area? This area is under Zone-5 where poor people reside. These poor people cannot construct houses that are earthquake resistant with their limited income. Is your Ministry going to recommend to the Government of India to increase the grant for these poor people?

MR. SPEAKER: The Question is related to technology.

SHRI KAPIL SIBAL: Sir, this question does not arise. We are dealing with technology, and we are not dealing with grants. ...(Interruptions)

SHRI P.S. GADHAVI: Sir, what can they do without grants? How will it be helpful to them? ...(Interruptions)

MR. SPEAKER: You can speak to the Home Minister about it.

...(Interruptions)

[Translation]

Dr. VALLABHBHAI KATHIRIA: The Government of Gujarat had sent a request in regard to opening a seismology institute in the State. Please say something in this regard.

[English]

MR. SPEAKER: Although you are not allowed, but I will allow it to remain on record. But the hon. Minister will not respond to it.

SHRI SARBANANDA SONOWAL: Sir, as you know that Assam and the North-East is very sensitive as it is in earthquake zone. In this regard you know the bitter experience that the people of Assam had received in the 1950s. I think it is better known to the hon. Minister. I had submitted a proposal, which was given to me in this regard by the Assam Science Society regarding setting up of an advanced warning system in Assam and the North-East. What steps have been taken by the hon. Minister in this regard? I want to know about this from him.

SHRI KAPIL SIBAL: As far as Assam is concerned, I might inform the hon. Member that we have conducted a very detailed study with respect to Guwahati. We have not created a scaling map of 1:25,000 which impacts on different regions of Guwahati because the maximum destruction in an earthquake beyond 6 Richter scale is in urban dwellings, especially, the dwellings where people build houses. They become the victims of earthquake and natural events.

We have conducted a very detailed study in Guwahati. In fact, we are very concerned that Zone-5 is a very dangerous zone. If tomorrow we have an earthquake that is beyond 7 Richter scale, then I dare say that there would be massive destruction. Therefore, as a nation, we have to realize that we have to start investing in technologies; start investing in our Seismology Department in the Ministry of Earth Sciences and to give it more money.

The real challenge is that we have to start moving towards trying to predict the possibility of an earthquake. Though we cannot do so at the moment, but in some countries there are digital broadband seismology equipment available through which one can even measure tremours below zero. Iceland has that technology. I have

decided to setup an institute of earthquake precursors with Norway and Iceland to start looking and analyzing data near zero or even below zero. Once we are able to do that, then we can connect it with other movements in the atmosphere and in the ocean. We may be able to reach a stage where we start looking at possibilities of earthquake-prone areas in the next 5-10 years. But we need to invest hugely in science and technology. Therefore, in the Eleventh Five-Year Plan we are in fact taking this scheme forward in a big way. The Finance Minister and the Planning Commission are agreeable to give us Rs. 100 crore only for this. I am sure that 5-10 years down the road when you ask me this question, I will be able to tell you precisely what areas are hazard-prone and how we are going to deal with it.

MR. SPEAKER: I have already allowed six supplementaries to be put by hon. Members on this particular Question.

...(Interruptions)

MR. SPEAKER: All right Mr. Ram Kripal Yadav, you are forcing me to give you an opportunity to put your supplementary.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, as per the state-wise details of seismic zones, Bihar is lying in seismic Zone II, III and V. It means Bihar comes under three zones. There are areas in Bihar which are lying under these three zones. I would like to know the measures taken to protect Bihar from earthquake? Earlier also areas like Darbhanga, Patna etc. had been hit by severe earthquakes. Through you, I would like to know from the hon'ble Ministers as to what measures are being taken in this regard?

[English]

SHRI KAPIL SIBAL: Mr. Speaker, Sir, I have already stated...

MR. SPEAKER: Yes, you have; it is an irrelevant question.

SHRI KAPIL SIBAL: Mr. Speaker, Sir, I have already stated that there is no way that I can protect people from an earthquake occurring.

MR. SPEAKER: I must compliment your Ministry for giving an exhaustive answer.

MR. SPEAKER: Q. 167: Shri Suresh Prabhakar Prabhu—Not present;

Shri Jasubhai Dhanabhai Barad—Not present.

Q. 168—Shri Vijoy Krishna

[Translation]

Special Dispensation to KB and NCCF

*168.⁺ SHRI VIJOY KRISHNA:
SHRI RAGHUNATH JHA:

Will the Minister of FINANCE be pleased to state:

(a) whether his ministry has received a proposal from DoPT for according special dispensation for Kendriya Bhandar and National Consumer Cooperative Federation with regard to Government purchases;

(b) if so, the details thereof;

(c) whether the dispensation proposed would protect and safeguard Kendriya Bhandar as Kendriya Bhandar has employed a large number of personnel; and

(d) if so, the details thereof?

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

Statement

(a) to (d) A proposal has been received from DoPT for giving preferential treatment to Kendriya Bhandar (KB) and National Cooperative Consumers' Federation (NCCF). The said proposal mainly seeks to authorise Kendriya Bhandar and National Cooperative Consumers' Federation to supply all items required for office consumption up to Rs. 1 lakh, on each occasion, on the basis of single quotation till 31.3.2010, with responsibility for ensuring reasonableness of the rates being placed on these organizations. The special dispensation has been sought by DoPT to help Kendriya Bhandar in improving its financial position and enabling it to restructure its alternate business strategy in a given time span. The above proposal is under examination of this Ministry.

[Translation]

SHRI VIJOY KRISHNA: Mr. Speaker, Sir, the reply given by the hon'ble Minister is very vague and evasive. It has not been made clear as to what kind of protection and safety Kendriya Bhandar would get from the proposed dispensation. In the end of the reply, he has stated that the said proposal is under examination in his Ministry. I would like to ask as to what are the points of examination and by what time the examination would be completed. I would like to know only this from the hon'ble Minister.

MR. SPEAKER: This has nothing to do with the question.

[English]

SHRI P. CHIDAMBARAM: This proposal is dated 12th of February, 2007. Now, obviously, the Ministry was busy with Budget-making. This will be examined as early as possible. I have instructed my officers to sit with DoPT, examine this proposal, and I am confident that we will be able to take a decision before the end of the month.

MR. SPEAKER: Do you have any more supplementaries?

[Translation]

SHRI VIJOY KRISHNA: He has not made it clear as to by what time it would be done, nor has he explained what he meant by special dispensation and the time by which it would be completed.

[English]

SHRI P. CHIDAMBARAM: Sir, as I said, the proposal was dated 12th of February, 2007. It is being examined. I have instructed my officers to examine the proposals. Before a proposal is examined by the two Ministries sitting together, how can I give an answer to this question? It is being examined.

[Translation]

SHRI RAGHUNATH JHA: Mr. Speaker, Sir, we are grateful to the hon'ble Minister for explaining this. But reality is much different from it. The proposal in regard to giving dispensation has been accepted by him, but that dispensation is not being provided. The hon'ble Minister should at least answer that the proposal would be accepted.

[English]

MR. SPEAKER: He has already assured that it was received many days ago, now he will do it immediately. As soon as you pass his Budget, he will do it.

SHRI P. CHIDAMBARAM: I have said that the proposal is being examined. I have instructed them to complete the examination. Once the examination is over, a decision will be taken.

MR. SPEAKER: Q. 169: Shri Sukhdev Singh Dhindsa—not present;

Shri M. Raja Mohan Reddy—not present.

Q. 170: Shri Subhash Sureshchandra Deshmukh—not present.

Hon. Ministers whose questions are listed at the end may be alert.

Q. 171: Shri Girdhari Lal Bhargava

[Translation]

Financial Assistance to Indian Projects Abroad

*171. ⁺SHRI GIRDHARI LAL BHARGAVA:
SHRIMATI KIRAN MAHESHWARI:

Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has taken a decision to provide some kind of assistance to Indian companies undertaking projects abroad;

(b) if so, the details thereof; and

(c) the norms/criteria fixed in this regard?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) to (c) The Union Government has taken several steps from time to time to encourage exports, including project exports. Some important steps for assistance to Indian companies undertaking projects abroad, are the setting up of Project Export Promotion Council and

establishment of a National Export Insurance Account to provide Insurance Cover for medium and long term exports including project exports.

MR. SPEAKER: Shri Girdhari Lal Bhargava, the best Member of Parliament of the House.

[Translation]

SHRI GIRDHARI LAL BHARGAVA: Sir, I would like to ask the hon'ble Minister about the details of steps taken in regard to projects running in the foreign countries. Please give details in this regard.

[English]

SHRI P. CHIDAMBARAM: Sir, the question, if I may say with respect, ought to have been addressed to the Ministry of Commerce, but since it was listed in the name of my Ministry, I am very happy to do so. There is a recommendation of a Task Force and there is a recommendation of the Standing Committee of Secretaries. Based on these two recommendations, two decisions have been taken by the Ministry of Commerce. The first decision is to set up the Project Export Promotion Council. That is really a new *avatar* of the earlier OCCI, the Project Export Promotion Council is set up like every other export promotion council to promote export of projects. The other and the more important one is the National Export Insurance Account. The National Export Insurance Account is a mechanism to provide underwriting support to a large number of medium and long-term project exports. The resources available to ECGC and others are not quite adequate to underwrite such high value medium and long-term exports. Besides, reinsurance is not available from General Insurance Corporation of India, which is the national reinsurer.

Therefore, after detailed examination of a number of recommendations on this behalf, the Government of India decided to set up the National Export Insurance Account to promote exports from India and to protect the payment risks for transactions for which ECGC is unable to provide cover. I am told that this account will ultimately grow to a size of about Rs. 2000 crore. My request is, while I will be happy to answer supplementaries, really the question should be put to the Ministry of Commerce.

MD. SALIM: The next question is very important, Sir.

[Translation]

MR. SPEAKER: What is the matter?

...(Interruptions)

MD. SALIM: Sir, full reply has been given to it.

SHRI GIRDHARI LAL BHARGAVA: Sir, I fail to understand what he is saying.

MR. SPEAKER: He is saying please do not ask more supplementaries. But all right, you may ask the question.

SHRI GIRDHARI LAL BHARGAVA: Mr. Speaker, Sir, I would like to ask as to how much amount has been spent under insurance scheme and the projects which have been provided insurance cover?

[English]

MR. SPEAKER: Any particulars about this?

SHRI P. CHIDAMBARAM: As I said, the Government has just taken a decision to set up this account. I am told up to Rs. 2000 crore will be made available under this account. I cannot exactly give you what amount will be reinsured, etc.

MR. SPEAKER: Shrimati Kiran Maheshwari—Not present.

MR. SPEAKER: Q. 172—Shri Anil Basu—Not present.

Shri Ram Kripal Yadav.

Alleged Corruption in Judiciary

⁺
*172. SHRI RAM KRIPAL YADAV:
SHRI ANIL BASU:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the attention of the Government has been drawn to the problem of alleged corruption in judiciary;

(b) if so, the remedial measures taken by the Government or likely to be taken by the Government to keep judiciary specially, the higher judiciary free from corruption; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (c) Reports of alleged corruption in judiciary have come to the notice of the Government. Government has no constitutional competence to set up any Committee to look into allegation levelled against Judges of Supreme Court and High Courts. However, Judges (Inquiry) Bill, 2006 has already been introduced in the Lok Sabha on 19.12.2006. The Bill seeks to devise a suitable legislative framework for empowering a judicial forum to deal with complaints against judges of the Supreme Court and High Courts.

MR. SPEAKER: Shri Ram Kripal Yadav, do you have any supplementary? I do not know what supplementary you can put here. There is no jurisdiction up till now.

[*Translation*]

SHRI RAM KRIPAL YADAV: The hon'ble Ministers has stated that Judges (Inquiry) Bill, 2006 is lying pending. It had been introduced. I would like to ask as to who would be brought under the purview of this bill.

MR. SPEAKER: All these details are given in the Bill.

SHRI RAM KRIPAL YADAV: Sir, my supplementary is also related to this as a committee of hon'ble Judges has been constituted which will look into corruption cases against judges. Mr. Speaker, Sir, I would like to know whether the Government propose to set up an autonomous organisation on the line of election commission for this purpose? Whether Government propose to set up an independent commission. ...(*Interruptions*)

MR. SPEAKER: At least give him some time for giving the reply.

[*English*]

SHRI H.R. BHARDWAJ: Sir, I would like to draw your attention to this problem. The hon. Member is perhaps not very well aware of the Constitutional provisions. ...(*Interruptions*)

[*Translation*]

SHRI RAGHUNATH JHA: Speak clearly. Its a matter of corruption. ...(*Interruptions*)

[*English*]

SHRI H.R. BHARDWAJ: Whatever it is, I am replying to the question. This is a very delicate question. You are aware that only their peers can deal with this problem. That Bill is before the Committee. Let the Committee examine and give its report and we will act accordingly. ...(*Interruptions*)

MR. SPEAKER: Nothing will be recorded.

...(*Interruptions*)*

MR. SPEAKER: Have you got any other supplementary Mr. Yadav?

12.00 hrs.

[*Translation*]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, the hon'ble Minister has not given a satisfactory reply. If any person, howsoever influential he may be indulges in corrupt practices, action should be taken against him. ...(*Interruptions*)

[*English*]

MR. SPEAKER: He has answered that. That is the constitutional provisions. What can he do?

[*Translation*]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, do the Government propose to amend the constitution in order to check corruption in the entire country? ...(*Interruptions*)

[*English*]

AN HON. MEMBER: There should be a Half an Hours Discussion on this issue. ...(*Interruptions*)

MR. SPEAKER: We shall have to deal with this matter with all seriousness. Not to go on like this.

...(*Interruptions*)

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Central Assistance for Metro Water Supply

*161. SHRI JAI PRAKASH (MOHANLAL GANJ): Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether due to the acute shortage of drinking water in some of the metro cities of the country, the people are forced to buy drinking water;

(b) if so, whether the Government has received some proposals for central assistance from the States;

(c) if so, the steps taken to provide assistance; and

(d) further steps contemplated in this matter?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) This Ministry has not received any official report about acute shortage of drinking water forcing people to buy it for consumption. However, there are news reports about people buying water in various cities for variety of reasons. As per information collected from various State level agencies/Urban Local Bodies of 35 metropolitan cities in 2003, the *per capita* water supply is in excess of national norm of 150 liters per capita per day in respect of 12 metro cities, whereas, it is less than the national norm in case of balance 23 metro cities.

Besides, Urban water supply and sanitation is a State subject and it is the responsibility of the State Governments/ULBs to plan, design, execute, operate and maintain water supply, sanitation and urban development projects with State plan funds.

(b) to (d) The Government launched the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in December, 2005, under which Additional Central Assistance (ACA) is made available for development of Urban Infrastructure including water supply schemes in 63 selected cities including 35 metro cities.

The Ministry has so far received 106 project proposals for improving/augmenting water supply from 27 metropolitan cities for financial assistance under JNNURM.

The proposals were examined and 60 water supply projects have already been sanctioned by the Central Screening and Monitoring Committee (CSMC) for metro cities at an estimated cost of Rs. 5593.34 crore.

Water Supply Projects have been accorded the highest priority under JNNURM. The State Governments are encouraged to send proposals of water supply and for waste water/sewage collection, treatment and disposal projects for protection the quality of the natural water bodies.

[English]

Corporate Debt Market

*162. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has taken any decision about the regulatory jurisdiction over the corporate debt market;

(b) if so, the details thereof; and

(c) if not, the steps taken by the Government to sort out the issue?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The regulatory jurisdiction over the corporate debt market has been provided in relevant laws, namely, the SEBI Act, 1992, the Securities Contracts (Regulation) Act, 1956 and the RBI Act, 1934. These provide that:

(i) SEBI is responsible for regulation and development of (a) primary market for public issues as well as private placement by listed companies, (b) secondary market transactions on Exchanges and off-Exchanges, and (c) repo and reverse repo transactions on Exchanges; and

(ii) RBI is responsible for development and regulation of market for repo/reverse repo transactions off-Exchanges.

(c) Does not arise.

Licences for Indian Banks in UK

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

(a) whether the Government has sought more branch licences for its banks to expand their presence in the United Kingdom as reported in the *Hindu Business Line* dated January 19, 2007;

(b) if so, the details thereof;

(c) whether any assessment of profitability of the banks has been made;

(d) if so, the details thereof; and

(e) the time by which these branches are likely to be opened?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (e) Opening branches overseas is a commercial decision taken by the Board of Directors of a bank. However, before commencing operations the bank is required to obtain sanction of the Reserve Bank of India and the host regulator(s).

Presently, five Indian banks have 22 branches in United Kingdom (UK). The branches are reported to be profitable.

In the meeting of Indo-UK Economic and Financial Dialogue held on 18th January, 2007 in New Delhi, both sides agreed to improve co-operation on economic and financial issues and to develop open, healthy and competitive financial sectors.

India-E.U. Ministerial Science Conference

*167. SHRI SURESH PRABHAKAR PRABHU:
SHRI JASHUBHAI DHANABHAI BARAD:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the India-EU Ministerial Science Conference was held recently in New Delhi;

(b) if so, the issues discussed and the outcome thereof;

(c) whether any agreement was signed between India and the European Union; and

(d) if so, the details thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes Sir, Department of Science and Technology (DST), on behalf of Government of India, hosted an "India-EU Ministerial Science Conference" at New Delhi on February 7-8, 2007. This event was co-chaired by Hon'ble Shri Kapil Sibal, Minister for Science and Technology and Earth Sciences, India, H.E. Dr. Annette Schavan, German Minister for Education & Research under the framework of German Presidency of EU and H.E. Dr. Janez Potocnik, European Commissioner for Science & Research. It aimed at providing impetus and strategic direction for strengthening India-European Union (EU) Science and Technology Cooperation.

(b) The India-EU Ministerial Science Conference discussed two key issues (i) What are the main economic and societal challenges that the EU and India are confronted with and what role do science and technology play in addressing them? and (ii) How can India-EU science and technology cooperation be further strengthened and its impact enhanced, and through what modalities? The outcome of these discussions at the India-EU Ministerial Science Conference resulted in the adoption of a Joint Communiqué entitled "The New Delhi Communiqué", on February 7, 2007.

(c) and (d) No Sir, the said event was organized within the framework of existing India-EC Science and Technology Agreement. Only the outcomes of the discussion held at the India-EU Ministerial Science Conference were reflected in the "New Delhi Communiqué" signed at New Delhi on February 7, 2007 by Hon'ble Minister for Science, Technology and Earth Sciences Shri Kapil Sibal, H.E. Dr. Annette Schavan, German Minister for Education & Research under the framework of German Presidency of EU and H.E. Dr. Janez Potocnik, European Commission for Science & Research. The New Delhi Communiqué inter-alia:

- Underlines that science and technology cooperation between the India and EU should be based on the principles of symmetry, reciprocity, mutual benefit and, where appropriate, the co-investment of resources in joint actions;
- Underlines the potential benefits of joint or coordinated calls for proposals, in strategically

important research fields of mutual interest involving the co-investment of resources equally open to research communities in the EU and in India on a partnership model for balanced mutual benefits for both sides;

- Provides for holding India-EU strategic workshop series on some key areas like climate change, clean energy, combustion, comprehensive approach to systems biology with a focus on infectious diseases and drug development including pre-clinical and clinical trials;
- Recommends establishment of a critical number of joint India-EU nodes for networking innovation systems in different regions of India and Europe.
- New symmetric program for providing science and technology collaboration and mobility with joint funding.
- Combined effort to create joint infrastructures for advanced research in both India and EU.

State Funding of Elections

*169. SHRI SUKHDEV SINGH DHINDSA:
SHRI M. RAJA MOHAN REDDY:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has initiated any steps to introduce the practice of State funding of elections and is considering various options and alternatives in this regard; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) and (b) The Government has considered the various recommendations/proposals relating to the State funding of elections received by it. With a view to building consensus among the recognized political parties, the Government requested the Election Commission of India on 2nd January, 2006 to recommend in consultation with the recognized political parties the quantities of certain items to be provided to them or to the candidates set up by them taking into consideration the geographical features and means of communication available.

2. The Election Commission convened a meeting of all recognized political parties on the 15th February, 2006

to elicit their views on the proposal on State funding, made by the Government. Representatives of all the six National Parties and 28 out of 44 State parties participated in the meeting. The Election Commission has noted that there was complete unanimity on the need for curbing the role of money power in elections, but no unanimous opinion on the suggestions made by the Government could be arrived at.

3. Notwithstanding the absence of consensus among the recognized political parties and its own apprehensions, the Election Commission has stated that in case the Government still proposes to go ahead with partial State funding the Commission recommends as under:—

(a) For recognized political parties:—

- (i) Rent free accommodation may be provided to National Parties at their national headquarters and to recognized State Parties, at the registered address of the party as reflected in the Commission's record.
- (ii) A total number of 3,000 telephone calls for a National Party headquarters and 1,000 calls for a State party headquarters per month may be funded over and above the free calls, if any, permitted to any subscriber.
- (iii) In addition, a computer with an internet connection may be provided in the headquarters of each National and recognized State party.
- (iv) All recognized National and State parties are already being granted adequate time on Government controlled electronic media (Doordarshan and AIR) according to a well devised scheme by the Commission. As for allocation of time to these parties on private cable television network and electronic media, Ministry of Information & Broadcasting has to examine whether the private cable networks have the obligation under the law to make some time available, free of cost, for such political telecasts.

(b) For Candidates of recognized parties:—

- (i) A total quantity of 300 litres of Petrol or 450 litres of Diesel (on the assumption that a candidate would cover, on an average, 200 kms consuming 20 litres of petrol/30 liters of diesel, per day during the 14 days period of campaign

and day of poll) for each candidate may be funded for every assembly segment, subject, however, to a maximum of 1500 litres of petrol or 2,250 litres of diesel for a Parliamentary Constituency.

- (ii) The issue of supplying specified quantity of paper for printing voter slips, etc., can be decided in accordance with the number of electors in the Constituency.
- (iii) Every candidate may send one communication (not weighing more than 10 grams) to each registered elector in his Constituency at State cost.
- (iv) One set of loudspeaker with microphone for every assembly segment, subject to maximum of 10 sets for a Parliamentary Constituency, may be funded to each candidate.
- (v) Instead of installing land-line telephone, it would be preferable to provide a Mobile Pre-Paid Card to every candidate for Rs. 1500/- (*i.e.* Rs. 100/- per day) for every assembly segment, subject to maximum of Rs. 7,500/- for a Parliamentary Constituency.
- (vi) The candidates' camps may be provided at State cost at each polling station (beyond a distance of 200 metres) with two chairs and a table, for each candidate.
- (vii) Refreshments and food packets arranged for counting staff inside the counting hall may be provided also to the counting agents of each candidate, irrespective of whether he is sponsored by a political party or an independent candidate.

The Commission has further recommended that—

- I. Whereas the items mentioned at (a) above may be provided to political parties by the Government, the materials/facilities mentioned at (b) above may be furnished to the candidates directly by the District Election Officers concerned.
- II. The expenditure on account of funding on the above items under (b) should be suitably deductible from the expenditure ceiling of a candidate.

4. The Government has not taken any final decision in this regard.

[*Translation*]

Integrated Rural Energy Programme

*170. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) the manner in which Integrated Rural Energy Programme is being implemented in the country, particularly in backward and rural areas alongwith the salient features of said programme;

(b) whether the Government has conducted any study to assess the progress in the implementation of said programme in the States;

(c) if so, the details thereof;

(d) whether the desired results of the said programme have been achieved in the States;

(e) if so, the details thereof; and

(f) if not, the reasons therefor and the steps being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) The Ministry of New and Renewable Energy is implementing the Integrated Rural Energy Programme (IREP) in the rural areas of the country, including the backward areas. The IREP is a Centrally Sponsored Scheme with 50:50 cost sharing between States/UTs and Centre. The programme aims at development of planning and institutional capabilities of the States to prepare and implement micro and macro-level rural energy plans. The programme deliverables include preparation of State level Rural Energy Plans, District Rural Energy Plans and preparation, and, implementation to the extent possible of demonstration projects in clusters of villages in the selected districts. The demonstration projects under the programme provide for meeting energy needs in identified village clusters in the selected Districts, through the optimum mix of available

energy sources, with focus on renewable energy. The programme also includes components of capacity building and enabling mechanism through training, demonstration, technical back-up units, awareness creation, promotion of entrepreneurship and IT infrastructure. Five IREP Regional Centres have been established at Bakoli (Delhi), Lucknow (U.P.), Bangalore (Karnataka), Anand (Gujarat) and Shillong (Meghalaya) with support from this programme. These centres play a key role in the implementation of the rural energy programmes through capacity building and other allied activities.

(b) and (c) The Integrated Rural Energy Programme (IREP) is being implemented by this Ministry since 1994-95. Evaluation studies on the IREP Programme were taken up earlier through the National Council of Applied Economic Research (NCAER), New Delhi and Operations Research Group, Vadodara. The programme was last evaluated under an United Nations Development Programme (UNDP) funded project during 2001-02. The study revealed that minimum infrastructure in terms of trained manpower required to rationally assess the gap between energy demand and supply and preparation of energy plans and projects are available in every State and most of the districts of the country. Based on its assessment of achievements and shortcomings of the programme, the study had recommended that the programme should be modified for its effective implementation. The hurdles faced in the implementation of the programme included inadequate provision of financial and other resources by the States. The programme was modified in 2003-04 to improve its implementation through higher central financial assistance, increased focus on human resource development, and coordination & monitoring using Information Technology.

(d) to (f) The modified IREGP programme, being implemented since 2003-04, has so far covered clusters of villages in 323 districts of 21 States/UTs. Significant data related to the energy demand and consumption and energy resources has been generated for these village clusters and districts, apart from widespread dissemination of renewable energy devices in these areas. The State-wise number of districts covered under the modified IREP programme is given in the enclosed Statement.

Statement

State-wise number of districts covered under the modified IREP programme

Sl.No.	State/UT	Districts Covered
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	5
3.	Chhattisgarh	16
4.	Gujarat	2
5.	Haryana	19
6.	Himachal Pradesh	12
7.	Jammu and Kashmir	14
8.	Jharkhand	7
9.	Karnataka	27
10.	Kerala	14
11.	Madhya Pradesh	48
12.	Manipur	9
13.	Meghalaya	7
14.	Mizoram	6
15.	Nagaland	6
16.	Pondicherry	2
17.	Punjab	17
18.	Tamil Nadu	14
19.	Tripura	2
20.	Uttaranchal	13
21.	Uttar Pradesh	70
Total		323

[English]

Recovery of Loans

*173. SHRI NIKHIL KUMAR:
SHRI RAGHUVeer SINGH KOSHAL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that some of the banks have hired 'goondas' to recover loans from defaulters;

(b) If so, whether the guidelines of the Government/ Reserve Bank of India (RBI) are being flouted by banks to recover loans from the defaulters;

(c) if so, the details thereof; and

(d) the steps taken by the Government against such banks which have adopted criminal ways to recover the loans and are not following the guidelines of the Government/RBI?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (d) Reserve Bank of India (RBI) has received complaints against various banks alleging harassment and use of unfair means adopted for recovery purposes. As and when such complaints are received, these are examined in light of extant guidelines on the subject.

As per RBI Guidelines on Fair Practice Code for Lenders issued in May, 2003, it is inter-alia stipulated that in the matter of recovery of loans, the lender should not resort to undue harassment viz. persistently bothering the borrowers at odd hours, use of muscle powers for recovery of loans etc.

RBI has also issued instruction to all commercial banks/NBFCs (excluding Regional Rural Banks) in November, 2005 regarding Credit Card Operations which inter-alia stipulate that their agents should not resort to intimidation or harassment of any kind, either verbal or physical, against any person in their debt collection efforts, including acts intending to humiliate publicly or intrude the privacy of the credit and holders' family members, referees and friends, making threatening and anonymous calls or making false and misleading representations.

The IBA has formulated a "Model Code for collection of dues and repossession of security" which has been recommended to banks in January, 2007 for adoption and implementation. The Model Code, inter alia, provides that banks commit to maintaining Dignity and Respect to customers in their Debt Collection Policy and not follow policies that are unduly coercive in collection of dues.

The Hon'ble Supreme Court, in a recent judgement has ordered that Bank(s) should resort to procedure recognized by law to take possession of vehicles in cases where the borrower may have committed default in payment of the instalments instead of taking resort of strong arm tactics.

Loans from World Bank

*174. SHRI ADHIR CHOWDHURY:
SHRI UDAY SINGH:

Will the Minister of FINANCE be pleased to state:

(a) whether the World Bank has decided to increase its total lending to India during the next few years;

(b) if so, the details thereof;

(c) whether the World Bank is engaged in many projects in India;

(d) If so, the details of such projects and the assistance provided thereof; and

(e) the manner in which the Government is repaying the principal amount with interest?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The World Bank lending to India is guided by the Country Assistance Strategy (CAS), which is mutually agreed between the Government of India and the World Bank. Current CAS (July 2004-June 2008) envisages up-scaling of Bank's lending to India to US \$ 2.5 to 3 billion per annum in each of these four years.

(c) Yes, Sir.

(d) The details of ongoing projects (as on 28.2.2007) with World Bank assistance are given in the enclosed Statement.

(e) Repayment of principal amount with interest, based on the terms of the loan/credit agreement between the Government of India and the World Bank, is made by the Government by making necessary provisions in the budget each year.

Statement*World Bank Current Portfolio (as on 28.02.2007)*

Sl.No.	Project Name	Approval Date	Amount (US \$ Million)	Amount (Rs. Crore)
1	2	3	4	5
1.	TN Irrigated Agri. Mod. & Water-Bodies Restoration & Management Project	23-Jan-07	485.0	2182.5
2.	Third Andhra Pradesh Economic Reform Loan/Credit	11-Jan-07	225.0	1012.5
3.	Punjab Rural Water Supply and Sanitation	14-Dec-06	154.0	693.0
4.	Punjab State Roads Project	5-Dec-06	250.0	1125.0
5.	Uttaranchal Rural Water Supply and Sanitation Project	5-Sep-06	120.0	540.0
6.	Karnataka Health Systems	22-Aug-06	141.8	638.2
7.	Second National Tuberculosis Control Project	22-Aug-06	170.0	765.0
8.	Reproductive & Child Health Second Phase	22-Aug-06	360.0	1620.0
9.	Orissa Socio-Economic Development Loan II	1-Aug-06	225.0	1012.5
10.	Karnataka Panchayats Strengthening Project	29-Jun-06	120.0	540.0
11.	National Agricultural Innovation Project	18-Apr-06	200.0	900.0
12.	Karnataka Municipal Reform Project	14-Mar-06	216.0	972.0
13.	Power System Development Project III	19-Jan-06	400.0	1800.0
14.	HP Mid-Himalayan Watershed Development Project	13-Dec-05	60.0	270.0
15.	Tamil Nadu Empowerment and Poverty Reduction	12-July-05	120.0	540.0
16.	Third Tamil Nadu Urban Development Project (TNUDP III)	5-July-05	300.0	1350.0
17.	Maharashtra Water Sector Improvement Project	23-Jun-05	325.0	1462.5
18.	India: Emergency Tsunami Reconstruction Project	3-May-05	465.0	2092.5
19.	Lucknow-Muzaffarpur National Highway Project	21-Dec-04	620.0	2790.0
20.	Tamil Nadu Health Systems Project	16-Dec-04	110.8	498.7
21.	Assam Agricultural Competitiveness Project	14-Dec-04	154.0	693.0
22.	SME Financing & Development	30-Nov-04	120.0	540.0
23.	Rural Roads Project	23-Sept-04	399.5	1797.8
24.	Madhya Pradesh Water Sector Restructuring Project	7-Sept-04	394.0	1773.1
25.	Hydrology Project Phase II	24-Aug-04	105.0	472.4

1	2	3	4	5
26.	Integrated Disease Surveillance Project	8-July-04	68.0	306.0
27.	Uttaranchal Decentralized Watershed Development Project	20-May-04	69.6	313.3
28.	Karnataka Urban Water Sector Improvement Project	8-Apr-04	39.5	177.8
29.	Rajasthan Health Systems Development Project	11-Mar-04	89.0	400.5
30.	Allahabad Bypass Project	14-Oct-03	240.0	1080.0
31.	Maharashtra Rural Water Supply and Sanitation "Jalswarajya" Project	26-Aug-03	181.0	814.5
32.	Tamil Nadu Road Sector Project	17-Jun-03	348.0	1566.0
33.	Food and Drugs Capacity Building Project	5-Jun-03	54.0	243.1
34.	Chhattisgarh District Rural Poverty Reduction Project	24-Apr-03	112.6	506.5
35.	Andhra Pradesh Rural Poverty Reduction Project	20-Feb-03	150.0	675.1
36.	Uttar Pradesh State Roads Project	19-Dec-02	488.0	2196.0
37.	Technical/Engineering Edu. Quality Improvement Project	14-Nov-02	250.0	1125.0
38.	Andhra Pradesh Community Forest Management Project	18-July-02	108.0	486.0
39.	Mumbai Urban Transport Project	18-Jun-02	542.0	2439.0
40.	Gujarat Emergency Earthquake Reconstruction Project	2-May-02	442.8	1992.6
41.	Karnataka Community-Based Tank Management Project	25-Apr-02	98.9	445.1
42.	Kerala State Transport Project	14-Mar-02	255.0	1147.5
43.	Mizoram State Roads Project	14-Mar-02	60.0	270.0
44.	Rajasthan Water Sector Restructuring Project	19-Feb-02	140.0	630.0
45.	Uttar Pradesh Water Sector Restructuring Project	19-Feb-02	149.2	671.4
46.	Karnataka Rural Water Supply and Sanitation Project-II	18-Dec-01	151.6	682.2
47.	Karnataka Watershed Development Project	21-Jun-01	100.4	451.8
48.	Rajasthan Second District Primary Education Project	21-Jun-01	74.4	334.8
49.	Grand Trunk Road Improvement Project	21-Jun-01	589.0	2650.5
50.	Karnataka State Highways Improvement Project	24-May-01	360.0	1620.0
51.	Madhya Pradesh District Poverty Initiatives Project	7-Nov-00	110.1	495.5
52.	Kerala Rural Water Supply & Environ. Sanitation Project	7-Nov-00	65.5	294.8
53.	Third Technician Education Project	7-Sept-00	64.9	292.1
54.	Gujarat State Highway Project	5-Sept-00	381.0	1714.5

1	2	3	4	5
55.	Second Renewable Energy	27-Jun-00	130.0	585.0
56.	Third National Highways Project	8-Jun-00	516.0	232.2
57.	Technical Assistance for Economic Reform Project	12-May-00	45.0	202.5
58.	Rajasthan District Poverty Initiatives Project	25-Apr-00	100.5	452.2
59.	Uttar Pradesh Health Systems Development Project	25-Apr-00	110.0	495.0
60.	Uttar Pradesh Sodic Lands Reclamation Project (02)	15-Dec-98	194.1	873.5
Total			13118.3	59032.3

[Translation]

Irregularities in Allotment of Shares

*175. SHRI JIVABHAI A. PATEL:
SHRI KASHIRAM RANA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received any complaints regarding irregularities/scam in allotment of shares during the recent past;

(b) if so, the details thereof;

(c) the action taken by the Government in this regard; and

(d) the steps taken by the Government to safeguard the interests of the shareholders?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) Subsequent to the issue of interim orders dated December 15, 2005 and January 12, 2006 by SEBI in respect of Yes Bank and IDFC IPOs, SEBI had received complaints alleging irregularities in allotment of shares in various IPOs made during the year 2005. The enquiries and investigations made by RBI and SEBI indicate that a few entities opened thousands of demat accounts with Depository Participants (DPs) and bank accounts with Banks in the names of fictitious/benami individuals. They applied for shares in IPOs from these benami/fictitious accounts in sizes permissible for retail individual investors (RIIs) and obtained allotment. As a result, the genuine RIIs failed to get allotment of or got allotment of fewer shares than they would have otherwise got.

(c) and (d) Government has advised SEBI to reallocate the shares from the persons who did not deserve to be allocated the shares to the persons who should have been allocated the shares. The Budget for 2007-08 has proposed to make PAN the sole identification number for all participants in the securities market. Besides, SEBI and RBI have taken several measures to prevent recurrence of such IPO irregularities and safeguard the interests of the investors in securities market. The measures taken by SEBI include the following:

- SEBI has issued interim directions prohibiting all the entities found involved from dealing in securities market;
- SEBI has issued a circular directing the depositories to activate the ISINs only on the date of commencement of trading on the stock exchanges;
- the depositories have put in place a system including the necessary software to identify multiple accounts;
- The depositories have set up surveillance cell to monitor abnormal transactions in the demat system and report their findings in this regard to SEBI;
- SEBI has initiated quasi-judicial proceedings including enquiry and adjudication against the entities found involved;
- SEBI has launched prosecution proceedings against the entities found involved with a high degree of culpability; and

- SEBI has issued directions to disgorge the ill-gotten gains.

The measures taken by RBI include:

- Penalties ranging between Rs. 5 lakh to Rs. 30 lakh have been levied on 10 banks under the Banking Regulations Act, 1949 for their acts of omission and commission.
- Various internal controls failures observed in the 10 banks involved in the IPO irregularity have been taken up with them for corrective action and also circulated among all other commercial banks to sensitise them on the issue.
- All banks have been advised on January 5, 2006 to take a review of their IPO portfolio and put up a report in this regard to their audit committee. All banks have reported completion of action in this regard.
- Banks have been impressed upon to revisit their internal control systems, processes and procedures and take corrective action wherever required and place a report in this regard before the Audit Committee of the Board. Action has been completed by all banks in this regard.
- A directive has been issued on January 23, 2006, prohibiting the banks from crediting 'account payee' cheques to account of any person other than the payee named therein.

[English]

Conference of Law Minister and Law Secretaries

*176. SHRI ASADUDDIN OWAISI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether recently a Conference of Law Ministers and Law Secretaries was held at Hyderabad;

(b) if so, the issues discussed and the outcome thereof; and

(c) the follow-up action taken by the Government thereon?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) Yes, Sir. A Conference of Law Secretaries and Law Ministers was held on 17th January, 2007 at Hyderabad.

(b) Following issues were discussed at the Conference:

- (i) Pendency and Backlog of cases in Courts.
- (ii) Measures and steps to be taken to ensure speedy trial of cases in courts, particularly in criminal cases.
- (iii) Background Note on Gram Nyayalayas
- (iv) Background paper on capacity Building for Mediation and Conciliation in District and Subordinate Courts
- (v) Matters connected with performance and financing of Fast Track courts
- (vi) Judge Strength in the Subordinate Courts—measures for filling up vacant posts in the time bound manner.
- (vii) Matters connected with computerisation of Courts.
- (viii) Position and performance of Family Courts in the States.
- (ix) Issues connected with the implementation of the scheme of development of infrastructure facilities for the judiciary.
- (x) Computerisation of State Law Departments.

As regards outcome of the Conference, a Resolution named "Hyderabad Resolution" was adopted by the Law Ministers in the Conference.

(c) The Resolution adopted by the Law Ministers of various States/UTs at Hyderabad Conference was forwarded to Law Secretaries of all States/UTs for follow-up action on 31st January, 2007.

[Translation]

Utilization of Funds under ARWSP

177. SHRIMATI NEETA PATERIYA:
PROF. M. RAMADASS:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the total annual funds requirement for providing drinking water in rural areas;

(b) whether some States have not fully utilized the funds released under Accelerated Rural Water Supply Programme (ARWSP) during each of the last three years and thereafter;

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

(d) whether the Government has formulated any plan to accelerate the pace of implementation of the said programme;

(e) if so, the details thereof; and

(f) the steps taken to augment the outlay for the Rural drinking water sector and towards effective utilization of the funds released to States?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) Water is a State subject and State Governments are primarily responsible to provide drinking water to the rural habitations. To supplement the efforts of the State Governments in this direction, financial assistance and technical support is rendered to the State Governments through a Centrally Sponsored Scheme namely Accelerated Rural Water Supply Programme (ARWSP) under Rajiv Gandhi National Drinking Water Mission (RGNDWM). State Governments are, however, competent to plan, sanction, implement and execute rural water supply schemes for the coverage of rural habitations and schools from funds provided under ARWSP. Based on Action Plan submitted by States for coverage of rural habitations with water supply under Bharat Nirman Programme, estimated fund requirement for rural water supply is as below:

(Rs. in crores)			
Year	Total	Centre	State
2006-07	10485	5731	4754
2007-08	16192	9632	6560
2008-09	15840	9807	6033
2009-10	17436	10800	6636
2010-11	19160	11860	7300
2011-12	21000	13000	8000

(b) and (c) The State-wise unspent balance of funds released to the States under Accelerated Rural Water Supply Programme (ARWSP) during the last three years and the current year is given in the enclosed Statement.

The main reasons for unspent funds is on account of various factors like lack of planning for timely preparation of projects and approvals by State Governments, delay in submission of complete proposals for second instalment, short working reasons due to extreme climatic conditions in certain parts. Further, the States have not taken commensurate steps to increase absorbing capacity of funds vis-a-vis increased outlays over recent years.

(d) and (e) Yes, Sir. Bharat Nirman programme has been conceived (2005-06) to (2008-09) for coverage of uncovered habitations and to address issues of quality and slipped back habitations for rural drinking water supply.

The States have been advised to adopt the following strategy to achieve the targets of Bharat Nirman:

- Providing rainwater harvesting structures
- Reviving traditional sources
- judicious use of ground and surface sources for tackling drinking water problems
- Supplementing with new schemes for habitations served by outlived schemes
- Rejuvenation of outlived schemes which are functioning below their rated capacity
- Providing regional schemes for alternate safe source by extending new pipelines
- Source strengthening measures
- Convergence of efforts of relevant Departments in watershed development
- Providing water supply from alternate sources for coverage of habitations with no safe source
- Utilizing low cost technology/treatment technology for mitigation of quality affected habitations
- Institutionalization of community participation in water quality monitoring.

(f) The outlay for the sector has been enhanced by 25% in the current year. With a view to promote effective utilization of funds, there is emphasis on strengthening of

monitoring mechanism for review of physical and financial progress of the States through meetings, periodic reporting, independent evaluation and fiscal disciplinary measures. Besides, states are being encouraged to

promote community participation in planning, operation and maintenance of water supply schemes and involvement of PRIs in the sector.

Statement

Unspent Balance under ARWSP (Normal+Natural Calamities+DDP) during last three years and current year

(Rs. in lakh)

Sl.No.	States/UTs	2003-04	2004-05	2005-06	2006-07*
1	2	3	4	5	6
1.	Andhra Pradesh	0.00	0.00	9044.29	10857.70
2.	Arunachal Pradesh	820.94	0.00	156.38	7579.07
3.	Assam	2304.06	3344.78	7282.01	9146.98
4.	Bihar	1562.69	4574.30	12943.39	13946.07
5.	Chhattisgarh	0.00	702.60	2984.54	4907.09
6.	Goa	551.33	0.00	86.37	115.71
7.	Gujarat	0.43	0.00	118.53	6192.49
8.	Haryana	0.00	0.00	1581.28	664.13
9.	Himachal Pradesh	87.48	231.31	215.01	6447.35
10.	Jammu and Kashmir	4576.53	3342.94	8735.47	20303.61
11.	Jharkhand	793.46	1817.45	4203.49	5859.32
12.	Karnataka	68.31	909.59	930.53	15480.90
13.	Kerala	0.00	0.00	1255.95	3753.71
14.	Madhya Pradesh	0.00	1267.05	823.20	14354.84
15.	Maharashtra	3880.42	675.52	1625.00	19120.80
16.	Manipur	747.87	367.37	2235.77	2892.27
17.	Meghalaya	1120.85	780.83	727.09	2075.71
18.	Mizoram	0.00	0.00	110.40	2164.04
19.	Nagaland	171.95	290.87	1291.58	1358.08
20.	Orissa	0.00	1419.37	6397.75	5908.77

1	2	3	4	5	6
21.	Punjab	0.00	147.71	527.61	2946.76
22.	Rajasthan	520.05	7670.70	21701.06	22484.63
23.	Sikkim	14.12	0.00	162.12	781.62
24.	Tamil Nadu	0.00	936.06	3615.10	6294.13
25.	Tripura	1024.41	530.26	474.74	1225.25
26.	Uttar Pradesh	2562.92	3656.39	13894.48	17194.70
27.	Uttaranchal	969.84	273.41	1299.42	5029.30
28.	West Bengal	1016.09	731.22	1571.47	11541.64
29.	Andaman and Nicobar Islands	4.40	1802.95	3550.46	3550.46
30.	Dadra and Nagar Haveli	0.45	0.45	0.45	0.45
31.	Pondicherry	0.00	100.00	100.00	100.00
Total		22798.60	35573.13	109644.92	224277.58

*Based on release made and expenditure reported till 28.2.2007.

**Release of Second Instalment under
Indira Awas Yojana**

178. SHRI SHISHUPAL N. PATLE:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the second instalment has been released or is proposed to be released to some of the States under Indira Awas Yojana (IAY) for the year 2006-07;

(b) if so, the details thereof alongwith the funds released/to be released to each of these States;

(c) whether such States have spent the amount released as first instalment;

(d) if so, the details thereof indicating the number of families provided houses in each State;

(e) whether the condition/construction of all the dwelling units has been found to be of high standard; and

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

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (f) as per the guidelines of the Indira Awaas Yojana (IAY) scheme, second instalment of funds is released only to those States/DRDAs who have spent at least 60% of the total available funds during the year including the amount of 1st instalment. The amount released to various States/UTs as second instalment of funds under Indira Awaas Yojana during the year 2006-07, along with the amount utilized by them and the houses constructed, is given in the enclosed statement.

As per IAY guidelines, the construction of IAY houses is done by the beneficiaries themselves with the layout and type design of their preference. However, the Concurrent Evaluation Report of the Ministry (1998-99), states that 86% of the beneficiaries have expressed fairly good satisfaction levels with constructed houses.

Statement

State-wise Second Instalment of Central Release made, Utilisation of Funds by implementing States and Union Territories and Number of Houses Constructed under the Indira Awas Yojana during 2006-07 (As on 28.02.2007)

(Rs. in lakhs)

Sl.No.	Name of the States/UTs	Central Release as Second Instalment	Utilisation of Funds	Number of Houses Constructed
1	2	3	4	5
1.	Andhra Pradesh	12919.50	17561.60	84192
2.	Arunachal Pradesh	45.24	812.22	3399
3.	Assam	5438.38	25622.67	77490
4.	Bihar	2346.80	82328.00	256182
5.	Chhattisgarh	1579.72	2733.60	2466
6.	Goa	55.56	99.05	818
7.	Gujarat	5569.16	9009.78	30970
8.	Haryana	744.14	1223.13	3326
9.	Himachal Pradesh	225.13	547.49	1038
10.	Jammu and Kashmir	421.58	1637.49	6029
11.	Jharkhand	469.54	8685.34	37171
12.	Karnataka	2245.01	9183.41	36128
13.	Kerala	2588.17	4309.26	16679
14.	Madhya Pradesh	3521.00	8750.42	25390
15.	Maharashtra	4922.85	13126.22	35433
16.	Manipur	107.48	0.00	0
17.	Meghalaya	76.57	524.81	1475
18.	Mizoram	130.17	261.54	1175
19.	Nagaland	57.49	1024.78	6046
20.	Orissa	1497.91	10164.11	36655
21.	Punjab	120.20	1230.52	4095
22.	Rajasthan	2472.00	4186.09	8606
23.	Sikkim	38.17	260.02	911

1	2	3	4	5
24.	Tamil Nadu	4311.66	8888.11	2275
25.	Tripura	528.60	1444.23	3456
26.	Uttar Pradesh	13851.31	31916.36	120905
27.	Uttaranchal	305.17	1875.62	11359
28.	West Bengal	5865.00	19759.58	87164
29.	Andaman and Nicobar Islands	0.00	12.29	50
30.	Dadra and Nagar Haveli	0.00	7.27	44
31.	Daman and Diu	0.00	0.28	1
32.	Lakshadweep	10.63	18.68	76
33.	Pondicherry	0.00	37.44	214
Total		74021.38	267241.41	901218

*[English]***Loan to Self Help Groups**

*179. SHRIMATI JAYAPRADA:
SHRI K.S. RAO:

Will the Minister of FINANCE be pleased to state:

(a) the mechanism worked out for giving loan to Self Help Groups (SHGs);

(b) the mechanism available to recover loans extended and the percentage and amount of bad debts;

(c) whether the Government has directed the Banks to step up lending to Self Help Groups;

(d) if so, the details thereof alongwith the amount released to SHGs during the last three years, bank-wise; and

(e) the present status of statutory framework for regulation of the Micro Finance Institutions?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) Under the SHG-Bank Linkage Programme, the Self Help Groups (SHGs) are financed by the formal banking system comprising Commercial Banks, Cooperative Banks and the Regional Rural Banks (RRBs). Self Help Promoting Institutions like

Non-Governmental Organisations (NGOs), Government Departments, Banks, encourage rural poor etc. to voluntarily organise themselves into economically homogenous Groups of 15-20 members. Thereafter, the groups are motivated to save small amounts on a regular basis and use this amount for providing loans amongst themselves. Once the group becomes mature enough to handle its own resources, the banks grade these groups and extend credit to the qualified groups in multiples of their savings. The SGHs recover loans from their members and repay to banks. The recovery rate of bank loan to SHGs is reported to be quite satisfactory due to peer pressure of the groups.

(c) Yes, Sir.

(d) the target and achievement of credit linking of SHGs by Commercial Banks, Regional Rural Banks and Cooperative Banks for the year 2003-04, 2004-05 and 2005-06 is as under:

Year	Target (No. in lacs.)	Achievement (No. in lacs.)	Achievement (Amt. Rs. million)
2003-04	1.50	3.62	18555.50
2004-05	1.85	5.39	29943.00
2005-06	3.00	6.20	44990.00

Bank-wise details of amount released to SGHs during the last three years is given in the enclosed statement.

(e) The "Micro Financial Sector (Development and Regulation) Bill" is to be introduced in the current session of Parliament.

Statement

SHG-Bank Linkage-Bank Loan disbursed to SHGs by Commercial Banks during the years 2003-04, 2004-05 & 2005-06

(Rs. Million)

Sl.No.	Commercial Banks	2003-04	2004-05	2005-06
1	2	3	4	5
1.	Allahabad Bank	73.26	250.35	317.69
2.	Andhra Bank	1618.2	1986.27	2800.93
3.	Bank of Baroda	226.41	413.91	589.59
4.	Bank of India	216.88	422.61	684.02
5.	Bank of Maharashtra	82.14	62.95	128.83
6.	Canara Bank	540.74	938.43	1214.95
7.	Corporation Bank	120.64	155.84	259.54
8.	Central Bank of India	222.11	428.11	470.92
9.	Dena Bank	14.61	15.49	39.38
10.	Indian Bank	1180.63	2025.9	3832.59
11.	Indian Overseas Bank	592.94	1590.65	1553.06
12.	Oriental Bank of Commerce	28.41	38.87	51.02
13.	Punjab and Sind Bank	10.8	17.49	21.09
14.	Punjab National Bank	265.77	673.39	720.59
15.	State Bank of India	2676.01	6105.00	8878.92
16.	State Bank of Bikaner & Jaipur	15.14	84.23	216.85
17.	State Bank of Hyderabad	609.69	843.38	1182.41
18.	State Bank of Indore	45.48	27.32	93.03
19.	State Bank of Mysore	40.82	203.6	515.53
20.	State Bank of Patiala	14.45	27.19	21.35
21.	State Bank of Saurashtra	1.19	1.71	5.87

1	2	3	4	5
22.	State Bank of Travancore	59.84	128.11	258.12
23.	Syndicate Bank	438.05	556.23	1091.79
24.	Union Bank of India	279.242	566.4	579.2
25.	United Bank of India	38.24	81.1	122.15
26.	UCO Bank	73.27	221.44	352.28
27.	Vijaya Bank	165.39	97.51	236.15
	Sub Total	9650.352	17963.48	26,237.85
	Private Sector Banks			
1.	Sangli Bank Ltd.	0.16	0.12	0.04
2.	Bank of Rajasthan Ltd.	4.75	9.78	13.93
3.	Dhanalaxmi Bank Ltd.	22.46	111.95	114.29
4.	Global Trust Bank Ltd.*	0	—	—
5.	Jammu and Kashmir Bank Ltd.	1.51	0	4.81
6.	Karnataka Bank Ltd.	7.96	9.47	35.45
7.	South Indian Bank Ltd.	19.25	22.99	53.19
8.	Tamil Nadu Mercantile Bank Ltd.	0	10.92	0.1
9.	Vysya Bank Ltd.	80.68	99.01	185.4
10.	Catholic Syrian Bank Ltd.	2.7	4.67	6.8
11.	Federal Bank Ltd.	14.7	58.06	137.65
12.	Lord Krishna Bank Ltd.	1.7	3.59	4.00
13.	City Union Bank Ltd.	3.16	14.61	4.16
14.	Laxmi Vilas Bank Ltd.	0	0	0
15.	Karur Vysya Bank Ltd.	2.09	1.03	2.66
16.	ICICI Bank Ltd.	1224.7	721.14	1470.42
17.	Nainital Bank Ltd.	2.66	3.02	3.24
18.	The United Western Bank Ltd.	1.6	0.42	10.29
19.	Ratnakar Bank Ltd.	0.03	0.39	0.02
20.	UTI Bank Ltd.	0	0	0
21.	K.B.S. Local Area Bank	12.74	7.25	0
	Sub Total	1402.85	1078.42	2,046.45
	Grand Total	11053.202	19041.90	28284.30

*Global Trust Bank taken over by Oriental Bank of Commerce in 2005

Investment in Nano-Electronic Area

180. SHRI M. SREENIVASULU REDDY: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) the achievements made by the country in nano-technology and how does that compare with the other leading countries;

(b) whether the Government is taking any investment decision in the nano-electronic area; and

(c) if so, the details thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) The Government has a comprehensive programme to promote various facets of Nano Science and Technology. Over 130 research projects have been funded. About 20 centres of excellence on nano science and nano technology in key areas of research namely, bio-mems, tissue engineering, drug delivery, functional materials, smart textiles, etc. have been established. Some joint institution-industry linked projects focusing on specific technology application areas have also been launched. A number of post-doctoral fellowships have been awarded. Several national and international conferences, schools, etc. have been organized. The Government has spent approximately Rs. 350 crore over the past 5 years to promote R&D in this area. A major national-level review of the nano programme was organized recently at Hyderabad where several interesting and promising results were reported. Our investments and achievements, however, are still lower in comparison with several other leading countries. For example, the investments in this area by USA, Japan and China are approximately \$1000 million, \$950 million and \$100 million, respectively. To further intensify its efforts to promote this upcoming area, the Government is embarking on plans for a Nano Science and Technology Mission (Nano Mission). Apart from intensifying and multiplying the kind of activities already started, it is planned to launch a variety of educational and HRD programmes, promote entrepreneurship through establishment of business incubators, establish joint centres with international collaboration and put in special efforts towards development and commercialization of nano technology, not only through public private partnership but also by encouraging and enabling the private sector to invest in, and leverage, this sunrise technology.

(b) and (c) The Government of India has already funded projects worth Rs. 150 crore in the area of nano-electronics. The areas of focus are: novel magnetic and ferroelectric materials, Gallium Nitride devices, silicon-based nanoelectronic devices, etc. The Nano Science and Technology Mission also envisages further investments in this area.

[Translation]

Drinking Water Schemes and Projects

1506. SHRI GIRIDHARI YADAV: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of schemes being run in each State for supply of drinking water;

(b) the funds provided under each scheme during the last three years and current year indicating the share of Union and the State Government, State-wise; and

(c) the number of projects completed under these schemes as per schedule and the number of projects still being implemented, State-wise and scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) Drinking Water is a State subject and as such State Governments are primarily responsible to provide drinking water to the rural habitations. To supplement the efforts of the State Governments in this direction, financial assistance and technical support is rendered to the State Governments through Centrally Sponsored Schemes namely Accelerated Rural Water Supply Programme (ARWSP) and Swajaldhara.

(b) Tabular statements for ARWSP funds provided by the Centre and the States are given as enclosed Statement I and II respectively. A separate Statement-III showing provisions by Centre under Swajaldhara scheme, which has no State contribution is enclosed.

(c) Under ARWSP, funds are not released to the States project-wise, hence project-wise details are not maintained at the Central level. Under Swajaldhara scheme, the State-wise details about the no. of project completed and ongoing are given in the enclosed Statement-IV.

*Statement I**Release under ARWSP (Normal+DDP+Natural Calamities) During Last three years*

Sl.No.	State/UT	2003-04	2004-05	2005-06	2006-07*
1	2	3	4	5	6
1.	Andhra Pradesh	13112.00	16418.40	25080.29	17179.84
2.	Arunachal Pradesh	4102.40	6825.00	10674.54	10299.00
3.	Assam	5772.62	9565.62	14800.63	10416.50
4.	Bihar	3159.50	8941.03	15324.00	9285.50
5.	Chhattiegarh	2574.00	2269.80	5020.44	4827.96
6.	Goa	0.00	0.00	182.45	127.00
7.	Gujarat	8458.00	6696.35	12769.16	14033.08
8.	Haryana	2662.00	2707.00	4193.80	3350.32
9.	Himachal Pradesh	5137.00	5438.20	11895.00	10211.86
10.	Jammu and Kashmir	12850.63	12833.60	23671.50	21788.67
11.	Jharkhand	2060.00	2752.83	6307.28	3631.00
12.	Karnataka	12062.00	12677.44	21208.99	23336.00
13.	Kerala	4268.71	4401.00	6170.65	6216.00
14.	Madhya Pradesh	7310.00	7945.00	15039.88	19733.40
15.	Maharashtra	15710.00	15971.00	33235.88	34192.00
16.	Manipur	1624.15	2103.00	2713.67	1689.50
17.	Meghalaya	1811.78	2613.87	3190.10	3773.74
18.	Mizoram	1386.00	1810.00	2599.27	3317.20
19.	Nagaland	1626.73	1702.00	2647.76	1499.00
20.	Orissa	4713.81	6934.00	13880.94	5166.00
21.	Punjab	2269.00	2815.00	4134.81	4098.00
22.	Rajasthan	23368.51	30439.76	49135.34	30966.30
23.	Sikkim	763.00	731.00	1283.68	1229.00
24.	Tamil Nadu	6269.00	8494.13	12053.66	12496.22
25.	Tripura	1903.00	1575.13	3199.86	3397.71
26.	Uttar Pradesh	10457.00	13455.00	28372.10	28389.40

1	2	3	4	5	6
27.	Uttaranchal	2371.50	3265.47	6559.12	7882.92
28.	West Bengal	6827.00	8270.21	15078.33	17118.40
29.	Andaman and Nicobar Islands	0.00	2037.00	1747.51	0.00
30.	Dadra and Nagar Haveli	0.00	0.00	0.00	0.00
31.	Daman and Diu	—	—	—	—
32.	Delhi	—	—	—	—
33.	Lakshadweep	0.00	0.00	—	—
34.	Pondicherry	0.00	100.00	0.00	0.00
Total		164629.34	201787.84	352170.64	309651.52

*Release upto 23.2.2007.

**Expenditure reported by States/UTs till 23.2.2007.

*Statement II**Provision under State Sector Programme for Rural Water Supply during last three years*

Sl.No.	State/UT	2003-04	2004-05	2005-06	2006-07*
1	2	3	4	5	6
1.	Andhra Pradesh	18239.81	24140.24	23947.35	39393.85
2.	Arunachal Pradesh	2933.30	7286.00	2900.00	639.40
3.	Assam	5661.00	8794.40	6500.12	7485.00
4.	Bihar	5962.30	5866.00	9750.05	20427.85
5.	Chhattisgarh	7294.69	7510.50	9131.25	11415.00
6.	Goa	1242.96	1318.35	1870.00	1625.10
7.	Gujarat	24062.00	19060.00	29051.31	28754.00
8.	Haryana	10832.15	10528.00	18640.00	21825.00
9.	Himachal Pradesh	11220.10	11475.88	10486.34	10615.82
10.	Jammu and Kashmir	16212.64	12500.00	10100.00	23326.00
11.	Jharkhand	6500.00	7825.00	6046.55	5200.00
12.	Karnataka	11633.36	10353.61	17800.00	9432.18
13.	Kerala	4242.61	11339.00	11655.27	15406.50

1	2	3	4	5	6
14.	Madhya Pradesh	11471.85	8954.54	15461.70	9897.93
15.	Maharashtra	22319.30	21378.23	38144.89	58118.34
16.	Manipur	1573.15	1095.48	1460.00	3497.00
17.	Meghalaya	2925.00	3160.23	3620.00	3620.00
18.	Mizoram	1755.96	1657.72	2839.20	3441.00
19.	Nagaland	1561.00	1541.00	2930.12	796.00
20.	Orissa	6680.00	5952.75	9211.44	9988.98
21.	Punjab	7093.00	7288.31	12453.26	15000.00
22.	Rajasthan	18232.20	52637.21	34133.43	28812.30
23.	Sikkim	1200.00	2731.68	2942.50	901.50
24.	Tamil Nadu	39180.15	42200.00	41100.00	41100.00
25.	Tripura	2020.75	1965.00	843.15	3450.00
26.	Uttar Pradesh	20508.51	24371.23	33652.70	41073.27
27.	Uttaranchal	10807.39	12326.88	19231.24	18200.00
28.	West Bengal	6936.63	10736.00	12889.00	13797.00
29.	Andaman and Nicobar Islands	700.00	850.00	3326.00	NR
30.	Dadra and Nagar Haveli	170.00	148.00	51.66	153.84
31.	Daman and Diu	NR	NR	NR	NR
32.	Delhi	74.85	NR	NR	NR
33.	Lakshadweep	164.51	186.00	NR	NR
34.	Pondicherry	740.99	841.47	936.00	1326.00
Total		282152.16	338018.71	393104.53	448618.86

*Expenditure reported by States/UTs till 23.2.2007. 'NR: Not Reported.

Statement III

Allocation under Swajaldhara during last three years

Sl.No.	State Name	2003-04	2004-05	2005-06	2006-07
1	2	3	4	5	6
1.	Andhra Pradesh	1,616.07	1,632.65	4,065.55	2,880.00
2.	Arunachal Pradesh	447.41	473.76	933.61	—

1	2	3	4	5	6
3.	Assam	754.59	797.36	1,751.29	—
4.	Bihar	873.73	923.98	2,232.74	—
5.	Chhattisgarh	262.8	332.2	750.97	—
6.	Dadra and Nagar Haveli	8	8.46	16.67	—
7.	Delhi	6	6.35	12.5	—
8.	Goa	14.55	15.04	28.05	—
9.	Gujarat	765.56	2000.09	2,172.94	1,838.00
10.	Haryana	234.23	246.48	682.31	—
11.	Himachal Pradesh	680.19	677.16	1,667.72	1,420.64
12.	Jammu and Kashmir	1,497.90	1,560.02	2,900.60	—
13.	Jharkhand	356.02	368.12	1074.14	310.96
14.	Karnataka	1,397.03	3,515.13	3,005.31	2,005.00
15.	Kerala	504.03	492.54	1046.19	914
16.	Madhya Pradesh	840.54	966.49	2,696.24	—
17.	Maharashtra	2,172.15	2,935.46	5,359.79	—
18.	Manipur	153.59	162.86	320.93	205
19.	Meghalaya	176.96	186.12	366.77	—
20.	Mizoram	126.88	133.25	262.58	—
21.	Nagaland	130.22	137.48	361.24	173
22.	Orissa	733.28	865.23	2,409.99	—
23.	Puducherry	6	6.35	12.5	—
24.	Punjab	313.79	351.11	580.45	—
25.	Rajasthan	2,191.77	2,866.81	6,179.19	3,884.00
26.	Sikkim	53.42	57.11	112.53	—
27.	Tamil Nadu	673.22	1118.8	2,306.82	1,772.00
28.	Tripura	156.93	164.97	325.1	—
29.	Uttar Pradesh	1,532.91	1,621.06	3,608.10	4,114.00
30.	Uttarakhand	364.33	378.67	1112.15	986
31.	A&N Islands	12	—	—	—
32.	West Bengal	943.9	1,064.06	2,585.18	—
Total		20,000.00	24,065.08	50,760.15	20,502.60

Statement IV*Number of completed and ongoing schemes under SWAJALDHARA during last three years*

Sl.No.	State Name	2003-04		2004-05		2005-06		2006-07	
		Completed	Ongoing	Completed	Ongoing	Completed	Ongoing	Completed	Ongoing
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	361	52	427	124	149	409	0	0
2.	Arunachal Pradesh	75	106	0	0	0	0	—	—
3.	Assam	115	293	171	0	0	0	—	—
4.	Bihar	0	0	0	1	0	2	—	—
5.	Chhattisgarh	0	0	109	87	0	0	—	—
6.	Dadra and Nagar Haveli	0	0	0	0	0	0	—	—
7.	Delhi	0	0	0	0	0	0	—	—
8.	Goa	0	0	0	0	0	0	—	—
9.	Gujarat	132	30	190	97	50	148	10	62
10.	Haryana	7	35	1	30	1	32	—	—
11.	Himachal Pradesh	146	4	133	165	75	363	0	255
12.	Jammu and Kashmir	59	62	13	6	0	33	—	—
13.	Jharkhand	82	46	0	0	12	58	0	0
14.	Karnataka	255	37	103	21	47	189	0	68
15.	Kerala	50	28	9	3	0	1	0	0
16.	Madhya Pradesh	229	473	47	112	66	216	—	—
17.	Maharashtra	159	160	71	116	4	119	—	—
18.	Manipur	0	0	0	0	0	0	0	0
19.	Meghalaya	0	0	0	18	0	3	—	—
20.	Mizoram	0	0	3	2	0	8	—	—
21.	Nagaland	0	9	0	0	0	0	0	0
22.	Orissa	254	55	207	62	133	246	—	—
23.	Puducherry	0	0	0	0	0	0	—	—
24.	Punjab	0	7	0	11	0	10	—	—
25.	Rajasthan	202	270	191	247	5	426	0	59

1	2	3	4	5	6	7	8	9	10
26.	Sikkim	0	0	0	0	0	0	—	—
27.	Tamil Nadu	362	3	322	1	389	13	1	11
28.	Tripura	404	152	10	47	32	42	—	—
29.	Uttar Pradesh	0	128	25	388	0	201	0	0
30.	Uttarakhand	22	9	24	0	6	37	0	7
31.	Andaman and Nicobar Islands	0	0	—	0	—	0	—	—
32.	West Bengal	20	27	0	0	2	33	—	—
Total		2724	1128	2056	1538	971	2589	11	462

*[English]***National Tax Tribunal Act, 2005**

1507. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the National Tax Tribunal Act, 2005 has been implemented by the Government;

(b) if so, since when; and

(c) if not, the reasons therefor and the steps being taken by the Government for its implementation?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) No, Sir.

(b) Does not arise.

(c) The validity of the National Tax Tribunal Act, 2005 was challenged in various High Courts through Writ Petitions. In order to consolidate all the Writ Petitions, a Transfer Petition No. 92/2006 was filed on 2nd February, 2006 in the Hon'ble Supreme Court. The Supreme Court after hearing the arguments passed an order on 9th January, 2007 observing that the Court would examine the matters after such amendments as the Government may think appropriate are made in the said Act and the matters are mentioned, and reserving the liberty to the Government to mention the matter for listing after the amendments in the provision of the Act are made. Accordingly, the National Tax Tribunal (Amendment) Ordinance, 2007 was promulgated on 29th January, 2007.

The National Tax Tribunal (Amendment) Bill, 2007 has been introduced in the Lok Sabha on 01.03.2007 for replacing the National Tax Tribunal (Amendment), Ordinance, 2007. Matter would be mentioned in the Hon'ble Supreme Court in order to facilitate early establishment of the National Tax Tribunal.

*[Translation]***Task Force on Energy Sector**

1508. SHRI BALESHWAR YADAV: Will the Minister of POWER be pleased to state:

(a) the efforts made by the Government for providing the benefit of the technological development in energy sector to each and every citizen and outcome of such efforts;

(b) whether the Government proposes to constitute a task force on Energy Sector;

(c) if so, the details thereof; and

(d) the time by which it is likely to be constituted?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Major power utilities like NTPC Ltd., National Hydroelectric Power Corporation and Power Grid Corporation of India Ltd. have in-house R&D set up which address introduction and absorption of new technology. The major Indian equipment manufacturer Bharat Heavy Electricals Ltd. has its own R&D set up focusing on product development. The Central Power Research Institute has in-house research facilities and also disburses research funds to utilities, industries and academic institutions. The Ultra Mega Power Project initiative has

been launched for development of power projects on tariff based bidding on the latest super critical technology for Thermal Power Generation. With gains from economies of scale and overall improvement in thermal efficiency, levelised tariff as quoted by the successful developer in respect of the first two projects *i.e.* Sasan and Mundra UMPPs is extremely competitive.

(b) to (d) According to information made available by the Planning Commission, they have not constituted any task force on energy sector recently.

Norms for Constructions under IAY

1509. SHRI CHANDRA DEV PRASAD RAJBHAR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the amount earmarked for Indira Awaas Yojana (IAY) has been changed and a number of changes in the rules and conditions for construction of houses have been effected thereunder; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Funds under Indira Awaas Yojana (IAY) are earmarked to the States/UTs based on the overall budgetary allocation made for Rural Housing in a particular year which may vary from year to year. However, with a view to addressing the rural housing shortage more effectively, criteria for allocation of funds to the States/UTs under Indira Awaas Yojana (IAY) was revised in July, 2005 assigning 75% weightage to housing shortage and 25% to poverty ratio as against equal weightage earlier being given to both the parameters. As a result, the allocation of funds made to the States/UTs had undergone some change. Details of the Order issued, are given in the enclosed Statement. The IAY guidelines along with the changes made from time to time are also available on the website of the Ministry www.rural.nic.in.

Statement

Central assistance under the Indira Awaas Yojana will be allocated among the States/UTs giving 75% weightage to rural housing shortage as per 2001 Census and 25% weightage to poverty ratio. The poverty ratios prepared by the Planning Commission will be used for this purpose. Similarly, inter-district's allocation within a State/UT will be made by giving 75% weightage to

housing shortage and 25% weightage to rural SC/ST population of the concerned districts. The targets for the Blocks within a District and Village Panchayats within the Blocks will be decided on the same principles. Diversion of resources from one district to another is strictly prohibited. Upto 20% of the total funds can be utilized for upgradation of existing kutchha houses and towards subsidy for construction of houses with credit in accordance with Para 3.1 and 3.4 of IAY Guidelines.

[English]

Centres of Excellence

1510. SHRI S.K. KHARVENTHAN: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether the Institute of Chartered Accountants of India has set up "Centres of Excellence" in various cities in the country;

(b) if so, the details thereof alongwith its functions and the locations; and

(c) if not, the time by which these centres are likely to be opened?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) to (c) The Institute of Chartered Accountants of India (ICAI) has, in principle, decided to set up Centres of Excellence in certain places. No Centre of Excellence has been set up by the Institute so far. No time frame for the purpose has been fixed as yet.

Arrears of Customs and Excise Duty

1511. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of FINANCE be pleased to state:

(a) the quantum of Custom and Excise duty outstanding during the last three years till February 2007, year-wise;

(b) the details of arrears recovered during the last three years till February 2007, year-wise;

(c) the reasons for increase of Custom and Excise duty arrears year after year; and

(d) the steps taken by the Government to liquidate these arrears?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The details

of quantum of outstanding arrears during the last three years are as under:—

(Rs. in crore)

	As on 31.03.2005	As on 31.03.2006	As on 31.01.2007
Central Excise	12195.00	16092.57	18886.50
Customs	2940.06	4850.55	5938.50
Service Tax	524.03	650.31	1310.09
Total	15659.09	21593.43	26135.09

(b) The details of arrears recovered during the last three years are as under:—

(Rs. in crore)

	2004-05	2005-06	2006-07 (upto 31.01.2007)
Central Excise	1799.38	1657.94	1014.95
Customs	843.49	600.29	847.77
Service Tax	**	881.42	710.70
Total	2642.87	3139.65	2573.42

**Figures included in Central Excise.

(c) As revenue collection increases from year to year, the amount of arrears of revenue also somewhat increases. It is stated that generation and liquidation of arrears of revenue is an ongoing process. While old cases are disposed of, new cases are added. The reasons for non-realisation of tax arrears include stay orders by Courts/CESTAT, Commissioner (Appeals), etc; defaulting units being under BIFR/OL/DRT; defaulters not being traceable; cases pending with Committee on Disputes; cases being within appeal period, etc.

(d) The Government has constituted a centralized Task Force under a Chief Commissioner to co-ordinate, facilitate, monitor and oversee the efforts of the Customs and Central Excise field formations towards recovery of arrears. Cases of arrears of revenue are being regularly monitored at various levels with a view to ensuring expeditious disposal of such cases. Urgent action is being taken to recover arrears involved in cases which are free

from restraints. Applications for early hearing/vacation of stay orders are being filed in important cases.

Foreign Exchange Rules

1512. SHRI K.C. PALLANI SHAMY: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has relaxed foreign exchange rules; and

(b) if so, the details along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. Liberalisation in foreign exchange is an ongoing process and the foreign exchange rules framed under Foreign Exchange Management Act have been amended from time to time. Such amendments made since June, 2000 along with the reasons are indicated in the enclosed statement.

Statement*Amendments to rules published by the Government under FEMA, 1999 since June 1, 2000*

Sl.No.	G.S.R. No./ date and date of publication (DoP)	Section of the Act	Title of the Rule	Relaxations made
1	2	3	4	5
1.	663(E)/ 09.08.2000 (DoP) 17.08.2000	5 & 46	Foreign Exchange Management (Current Account Transactions) (Amendment) Rules, 2000.	For advertisement abroad by any State Govt. or its PSUs. Approval of MoF is required.
2.	301(E)/ 30.03.2001 (DoP) 30.03.2001	5 & 46	Foreign Exchange Management (Current account Transactions) (Amendment) Rules, 2001.	Amendment to Rule 4 & 5 of Current Account Rules. Amendment to Schedule-II to Current Account Rules. Amendment to Schedule-III to Current Account Rules.
3.	442/ 22.10.2002 (DoP) 02.11.2002	CA Rules	Foreign Exchange (Current Account Transactions) (Amendment) Rules, 2002.	Sr. No. 6 of Schedule-II to Current Account Rules deleted. Remittance of hiring charges of transponders included in Schedule-III at Sr. No. 18.
4.	443/ 22.10.2002 (DoP) 02.11.2002	15(1) & 46	Foreign Exchange (Compounding Proceedings) (Amendment) Rules, 2002.	Rule 9 amended—the sum for which the contravention is compounded be deposited within 15 days from the date of order.
5.	831(E)/ 17.12.2002 (DoP) 20.12.2002	5 & 46	Foreign Exchange Management (Current Account Transactions) (Second Amendment) Rules, 2002	Item No. 2 of Sch. III amended <i>i.e.</i> for private trip, release of exchange of USD 5,000 raised to USD 10,000.
6.	33(E)/ 15.01.2003 (DoP) 16.01.2003	5 & 46	Foreign Exchange (Current Account Transactions) (Amendment) Rules, 2003.	Use of international credit cards—non applicability of Rule 5 of Current Account Rules.

1	2	3	4	5
7.	397(E)/ 01.05.2003 (DoP) 14.05.2003	5 & 46	Foreign Exchange (Current Account Transactions) (Second Amendment) Rules, 2003.	Item 6 of Sch. I amended. Item 7 of Sch. III amended.
8.	731(E)/ 05.09.2003 (DoP) 11.09.2003	5 & 46	Foreign Exchange (Current Account Transactions) (Third Amendment) Rules, 2003.	Items Nos. 5, 6 & 7 of Sch. III—amount USD 5,000 raised to USD 100,000. Item No. 10 of Sch. III— amount USD 30,000 raised to USD 100,000. Item No. 15 of Sch. III—amount USD 100,000 raised to USD 1 Mn.
9.	849(E)/ 27.10.2003 (DoP) 29.10.2003	5 & 46	Foreign Exchange (Current Account Transactions) (Fourth Amendment) Rules, 2003.	Item 4 of Sch. II. amended to read as “payment of import”
10.	608(E)/ 13.09.2004 (DoP) 13.09.2004	5 & 46	Foreign Exchange (Current Account Transactions) (Amendment) Rules, 2004.	Sch. II—(Item No. 6 inserted after 5). (Item No. 10 deleted) Sch. III—(Item No. 11 & 16 amended). Sch. III—(Items Nos. 1, 12, 13, 14 and 18 omitted)
11.	609(E)/ 13.09.2004 (DoP) 13.09.2004	46 & 15	Foreign Exchange Management (Compounding Proceedings) (Amendment) Rules, 2004.	Amendments to delegation of powers to RBI and DoE.
12.	511(E)/ 27.07.2005 (DoP) 28.07.2005	Rule 4 (9) and 6	Foreign Exchange Management (Adjudication Proceedings and Appeal) (Amendment) Rules, 2005.	Amendment to Rule 4 and 6.
13.	512(E)/ 27.07.2005 (DoP) 28.7.2005	5 & 46	Foreign Exchange Management (Current Account Transactions) (Amendment) Rules, 2005	Amendment to Sch. I of Rule 3 and Sch. II of Rule 4.
14.	412(E)/ 10.07.2006 (DoP) 11.07.2006	5 & 46	Foreign Exchange Management (Current Account Transactions) (Amendment) Rules, 2006.	Item No. 16 of Sch. III (Trade Mark) deleted

[Translation]

**Release of Second Instalment of
Funds under SGSY**

1513. DR. LAXMINARAYAN PANDEY:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of RURAL DEVELOPMENT be
pleased to state:

(a) whether second instalment has been released to
the States under Swarnjayanti Gram Swarozgar Yojana
(SGSY) by the Government;

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

(c) whether some States have not yet fully utilized
the funds received earlier under the said yojana;

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

(e) the details of the action taken by the Government
in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF
RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR
SAHU): (a) and (b) Statement-I indicating the details of
the releases of second instalment under Swarnjayanti
Gram Swarozgar Yojana (SGSY) to the States by the
Ministry of Rural Development for the financial year 2005-
06, is enclosed.

(c) and (d) As may be seen from the Statement a
few States could not utilize the total available funds during
2005-06, due to various reasons. Late submission of the
proposals to the Government of India, delay in the release
of State matching share are the principal reasons for low
utilization. Statement-II indicating the percentage utilization
to total funds available with the States during 2005-06 is
enclosed.

(e) Ministry of Rural Development regularly reviews
the SGSY Scheme through implementation of various
monitoring and review mechanisms, such as periodical
reports/returns and passes necessary directions to the
State Governments in various fora such as the Central
Level Coordination (CLCC), Performance Review
Committee Meeting as well as State specific reviews.

Statement I

*Central release of second instalment
under SGSY during 2005-06*

(Rs. in lakh)

Sl.No.	Name of States/UTs	Amount Released
1	2	3
1.	Andhra Pradesh	2722.00
2.	Bihar	5033.31
3.	Chhattisgarh	1290.84
4.	Goa	4.36
5.	Gujarat	1039.46
6.	Haryana	584.68
7.	Himachal Pradesh	213.77
8.	Jammu and Kashmir	138.40
9.	Jharkhand	1219.97
10.	Karnataka	1660.27
11.	Kerala	936.73
12.	Madhya Pradesh	2845.31
13.	Maharashtra	3649.76
14.	Orissa	3159.15
15.	Punjab	288.66
16.	Rajasthan	1204.89
17.	Tamil Nadu	2444.52
18.	Uttar Pradesh	8313.56
19.	Uttaranchal	486.30
20.	West Bengal	2382.70
21.	Andaman and Nicobar Islands	0.00
22.	Daman and Diu	0.00
23.	Dadra and Nagar Haveli	0.00

1	2	3
24.	Lakshadweep	0.00
25.	Pondicherry	50.00
	Total	39668.64
NORTH EASTERN STATES		
1.	Arunachal Pradesh	50.65
2.	Assam	3084.52
3.	Manipur	31.76

1	2	3
4.	Meghalaya	47.30
5.	Mizoram	62.08
6.	Nagaland	5.32
7.	Sikkim	70.77
8.	Tripura	444.21
	Total	3796.61
	Grand Total	43465.25

Statement II*Percentage of utilization against total available funds under SGSY during 2005-06*

States/U.T.	Total Funds Available*	Utilisation of Funds	% age of Utilisation to Total Funds Available
1	2	3	4
Andhra Pradesh	7473.26	7066.03	94.55
Arunachal Pradesh	395.31	231.14	58.47
Assam	12684.37	8164.07	64.36
Bihar	23016.40	15875.41	68.97
Chhattisgarh	4038.84	3740.30	92.61
Goa	65.23	51.45	78.87
Gujarat	2797.37	2857.07	102.13
Haryana	1911.46	1888.51	98.80
Himachal Pradesh	859.9	678.32	78.88
Jammu and Kashmir	895.21	703.66	78.60
Jharkhand	6976.05	6518.55	93.44
Karnataka	5858.25	5590.36	95.43
Kerala	2491.03	2420.47	97.17
Madhya Pradesh	8838.21	8600.34	97.31
Maharashtra	11807.25	10878.65	92.14

1	2	3	4
Manipur	261.36	111.36	42.61
Meghalaya	476.44	364.07	76.41
Mizoram	183.78	200.82	109.27
Nagaland	246.08	253.51	103.02
Orissa	7594.55	8073.92	106.31
Punjab	930.73	638.82	68.64
Rajasthan	5676.31	4009.83	70.64
Sikkim	232.74	247.87	106.50
Tamil Nadu	6931.46	6759.92	97.53
Tripura	1294.65	1464.19	113.09
Uttar Pradesh	29276.68	26779.42	91.47
Uttaranchal	2445.84	2085.78	85.28
West Bengal	9856	7525.25	76.35
Andaman and Nicobar Islands	69.96	7.07	10.11
Daman and Diu	86.05	—	0.00
Dadra and Nagar Haveli	0	0	0.00
Lakshadweep	46.84	2.15	4.59
Pondicherry	135.2	89.22	65.99
Total	155852.82	133877.53	85.90

*Includes Opening Balance as on 01.04.2005, Central Releases, State Releases & Miscellaneous Receipts.

[English]

Mutilated Currency Notes

1514. SHRI DALPAT SINGH PARSTE: Will the Minister of FINANCE be pleased to state:

(a) the total value of the mutilated currency notes surrendered to the Reserve Bank of India by the commercial banks during the last three years for destruction;

(b) whether all the currency chests of commercial banks are overloaded with old notes and these notes are not dealt with for a long time;

(c) whether these surrendered notes are lying with the Reserve Bank of India without destruction for a long period; and

(d) if so, the details thereof and the reasons for such delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) As per the information furnished by RBI, details of the total value of mutilated notes adjudicated by the currency chest holding commercial banks that were transferred to RBI during last three years for destruction, are given in the enclosed statement.

(b) and (c) No, Sir.

(d) Does not arise.

Statement*Notes Adjudicated by Currency Chests during the period 2004-2006*

Denomination>	1	2	5	10	20	50	100	500	1000	Total
2004-05	215926	432799	742967	1486149	503684	1830156	1680338	249165	20350	7,141,534.00
2005-06	81208	135148	308620	332805	82469	221889	299438	62799	10673	1,535,049.00
2006-07	40817	54624	168553	287223	67927	219351	298758	109121	18912	1,265,286.00
Total pieces	337951	622571	1220140	2086177	654080	2271396	2278534	421085	49935	9,941,869.00

Denomination>	1	2	5	10	20	50	100	500	1000	Total
2004-05	215926	865598	3714835	14861490	10073680	91507800	168033800	124582500	20350000	434,005,629.00
2005-06	81208	270296	1543100	3328050	1649380	11094450	29943800	31399500	10673000	89,982,784.00
2006-07	40817	109248	842765	2872230	1358540	10967550	29875800	54560500	18912000	119,539,450.00
Total value	337951	1245142	100700	20861770	13081800	113569800	227853400	210542500	49935000	643,527,863.00

*[Translation]***Implementation of Swajaldhara Yojana**

1515. SHRI TUKARAM GANPAT RAO RENGE PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Swajaldhara Yojana has been implemented in all the States of country including Maharashtra;

(b) if so, the districts covered thereunder, State-wise;

(c) the number of proposals received from each State pertaining to Swajaldhara Yojana during the last three years and thereafter;

(d) the action taken by the Government thereon;

(e) whether this Yojana is being monitored at State-level only and not at district-level; and

(f) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) The Swajaldhara Scheme is under implementation in 27 States and Union Territories of the Country so far.

(b) The list of districts, State-wise, is given in the enclosed Statement.

(c) and (d) As per the Swajaldhara guidelines, State Governments are empowered to plan, sanction, execute and implement Swajaldhara projects. Specific proposals are approved by District Water and Sanitation Committee (DWSC)/State Water and Sanitation Mission (SWSM) in conformity with the Swajaldhara Guidelines.

(e) and (f) The projects are monitored at the district level by District Level Monitors appointed by the Ministry of Rural Development, by field visits of officers and by asking the districts to enter the data on-line on the website. The District Vigilance & Monitoring Committee, headed by the Member of Parliament elected from the district with MPs and MLAs of the district as members also monitor the projects at the district level.

Statement**List of Districts where Swajaldhara Scheme is being implemented**

Andhra Pradesh	—	Adilabad, Anantapur, Chittoor, Cuddapah, East Godavari, Guntur, Karimnagar, Khammam, Krishna, Kurnool, Mahabubnagar, Medak, Nalgonda, Nizamabad, Rangareddy, Srikakulam, Visakhapatnam, Vizianagaram, Warangal, West Godavari.	Karnataka	—	Bangalore (R), Bagalkote, Bangalore (U), Belgaum, Bellary, Bidar, Bijapur, C.R. Nagar, Chickmagalur, Chitradurga, Davanagere, Dharwad, Gadag, Gulbarga, Hassan, Haveri, Kodagu, Kolar, Koppal, Mandya, Raichur, Shimoga, Tumkur, Udipi, Uttara Kannada.
Assam	—	Barpeta, Bongaigaon, Cachar, Darrang, Goalpara, Golaghat, Haikandi, Kamrup, Karimganj, Morigaon, Nagaon, Nalbari, Sivasagar, Tinsukia.	Kerala	—	Alappuzha, Ernakulam, Idukki, Kannur, Kasargode, Kottayam, Kozhikode, Malappuram, Pallakad, Thiruvananthapuram, Thrissur, Wayanadu.
Chhattisgarh	—	Bilaspur, Dantewada, Dhamtari, Jagdalpur, Janjgir Champa, Jashpur, Kawardha, Korba, Korea, Mahasamudra, Raigarh, Raipur, Rajnandgaon, Surguja.	Madhya Pradesh	—	Balaghat, Barwani, Betul, Bhopal, Chindwara, Datia, Dewas, Dhar, Guna, Gwalior, Harda, Jabalpur, Jhabua, Katni, Kargone, Mandla, Mandla, Mandla, Narsinghpur, Neemach, Raisen, Rajgarh, Ratlam, Satna, Seoni, Shahdol, Shajapur, Sidhi, Tikamgarh, Ujjain, Vidisha.
Dadar & Nagar Haveli			Maharashtra	—	Ahmednagar, Aurangabad, Beed, Buldhana, Gadchiroli, Hingoli, Jalgaon, Jalna, Kolhapur, Latur, Nagpur, Nandurbar, Nashik, Osmanabad, Parbhani, Pune, Ratnagiri, Sangli, Satara, Sindhudurg, Solapur, Thane, Wardha, Yavatmal.
Gujarat	—	Ahmedabad, Anand, Banaskantha, Bharuch, Bhavnagar, Junagadh, Kheda, Narmada, Panchmahal, Patan, Sabarkantha, Vadodra, Valsad.	Orissa	—	Angul, Balasore, Bargarh, Bhadrak, Bolangir, Boudh, Cuttack, Dhenkanal, Gajapati, Ganjam, Jaipur, Jharsuguda, Kallahandi, Kandhamall, Kendrapara, Keonjhar, Khurda, Koraput, Malkangiri, Mayurbhanj, Nawarangpur, Nayagarh, Puri, Rayagada, Sambalpur, Sonepur,
Haryana	—	Ambala, Faridabad, Jhajjar, Kaithal, Kurukshetra, Mahendragarh, Panchakula, Rewari, Rohtak, Sonapat.			
Himachal Pradesh	—	Bilaspur, Chamba, Hamirpur, Kangra, Kulu, Mandi, Shimla, Sirmour, Solan.			

		Sundergarh, Deogarh, Jagatsinghpur, Nuapara, Phulbani.			Kheri, Lalitpur, Lucknow, Maharajganj, Mahoba, Mainpuri, Mathura, Mau, Meerut, Mirzapur, Moradabad, Muzaffamagar, Padrouna, Pratapgarh, Pillbhit, Raebareli, Rampur, Saharanpur, Sant Kabir Nagar, Shahjahanpur, Shrawasti, Siddarth Nagar, Sitapur, Sonebhadra, Sultanpur, Unnao, Varanasi.
Rajasthan	—	Banswara, Bharatpur, Bhitwara, Bundi, Chittorgarh, Dausa, Dungarpur, Hanumangarh, Jaipur, Jaisalmer, Jalore, Jhalawar, Jodhpur, Karauli, Kota, Nagaur, Pali, Rajsamund, S. Madhopur, Sikar, Sirohi, Tonk, Udaipur, Alwar, Baran, Barmer, Churu, Ganganagar.	West Bengal	—	Burdhman, Coochbehar, Dakshin Dinajpur, Hooghly, Howrah, Jalpaiguri, Malda, Murshidabad, Nandia, Paschim Medinipur, Purullia, South 24 Parganas, Purba Medinipur, Darjiling, Uttar Dinajpur.
Tamil Nadu	—	Coimbatore, Cuddalore, Dharmapuri, Dindigul, Erode, Kanchipuram, Kanyakumari, Karur, Krishnagiri, Madurai, Nagapattinam, Namakkal, Nilgiris, Perambalur, Puddukottai, Ramana-thapuram, Selam, Sivaganga, Thanjavur, Theni, Thirunelveli, Thiruvallur, Thiruvannamali, Thiruvarur, Thoothukudi (Tuticorin), Tiruchirapalli, Vellore, Villupuram, Virudhunagar.	Uttaranchal	—	Dehradun, Almora, Chamoli, Champawat, Nainital, Pauri, Pithoragarh, Rudraprayag, Tehri, Uttarkashi, Haridwar.
			Nagaland	—	Dimapur, Tuensang, Zunheboto.
			Tripura	—	North Tripura, Dhalai, West Tripura, South Tripura.
Uttar Pradesh	—	Agra, Aligarh, Allahabad, Ambedkarnagar, Auriya, Azamgarh, Badaun, Bagpat, Bahraich, Balia, Balrampur, Banda, Barabanki, Bareilly, Basti, Bhadohi, Bijnor, Bulandshar, Chandauli, Chitrakoot, Deoria, Etah, Etawah, Faizabad, Farukhabad, Fatehpur, Firozabad, Gautam Budh Nagar, Ghaziabad, Ghazipur, Gonda, Gorakhpur, Hamirpur, Hardoi, Hathras, J Phool Nagar, Jalaun, Jaunpur, Jhansi, Kannauj, Kanpur Dehat, Kanpur Nagar, Kaushambhi, Lakhimpur	Jharkhand	—	Ranchi, Gumla, Simdega, Lohardaga, East Singhbhum, West Singhbhum, Saralkela, Daltonganj, Garhwa, Latehar, Hazaribag, Kodama, Chatra, Bokaro, Giridih, Dumka, Sahebganj, Pakur, Jamtara, Deoghar, Godda.
			Jammu and Kashmir	—	Anantnagh, Baramulla, Budgam, Doda, Jammu, Kargil, Kathua, Kupwara, Leh, Poonch, Pulwama, Rajouri, Srinagar, Udhampur.
			Arunachal Pradesh	—	Upper Subansiri, Upper Siang, Tirap, Lower

Subansiri, Tawang, West Kameng, East Kameng, Papumpare, K/Kumey, West Siang, East Siang, Upper D/Valley, Lower D/Valley, Lohit, Changlang.

Punjab — Amritsar, Bathinda, Fatehgarh Sahib, Firozepur, Hoshiarpur, Jalandhar, Kapurthala, Moga, Patiala, Ropar, Sangrur.

Bihar — Patna, Vaishali, East Champaran, Bhagalpur, Siwan, Aurangabad, Banka, Begusarai, Buxar, Darbhanga, Gaya, Gopalganj, Jamui, Jehanabad, Kaimur (Bhubua), Katihar, Khagaria, Kishanganj, Lakhisaria, Madhepura, Madhubani, Munger, Muzaffarpur, Nalanda, Nawada, Pashchim Champaran, Purba Champaran, Purnia, Rohtas, Saharsa, Samastipur, Saran, Sheikhpura, Sheohar, Sitamarhi, Supaul.

Meghalaya — East Khasi Hills, West Khasi Hills, Jantia Hills, East Garo Hills, West Garo Hills, South Garo Hills.

Mizoram — Saiha, Serchip, Mamit, Aizawl, Lunglei.

Sikkim — North Sikkim, Gangtok, South District, Sikkim West.

[English]

Collection of Revenue

1516. SHRI A. SAI PRATHAP: Will the Minister of FINANCE be pleased to state:

(a) the revenue collected from each of the States directly or indirectly for 2005-06 and till December, 2006; and

(b) the allocation and release made by the Union Government to each State during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) As far as direct taxes are concerned, the revenue collected from each State for 2005-06 is given in the enclosed Statement-I. Similar figures till December, 2006 are not yet available.

As far as indirect taxes are concerned, data on revenue is not collected State-wise.

(b) The details of allocation and release made by the Union Government to each State during the period 2005-06 and till December, 2006 are given in the enclosed Statement-II.

Statement I

Revenue collected on account of direct taxes from the States during the year 2005-06

(Rs. in crores)

Sl.No.	States	Revenue collected on account of direct taxes from the States during the year 2005-06
1	2	3
1.	Andhra Pradesh	6693.31
2.	Arunachal Pradesh	7.61
3.	Assam	1596.12
4.	Bihar	595.95
5.	Chhattisgarh	1202.72
6.	Goa	1083.12
7.	Gujarat	6187.82
8.	Haryana	2211.99
9.	Himachal Pradesh	234.76
10.	Jammu and Kashmir	243.91
11.	Jharkhand	979.19
12.	Karnataka	14075.68

1	2	3
13.	Kerala	1694.46
14.	Madhya Pradesh	2252.06
15.	Maharashtra	60657.07
16.	Manipur	5.02
17.	Meghalaya	40.30
18.	Mizoram	0.35
19.	Nagaland	5.00
20.	Orissa	2415.06
21.	Punjab	1692.02
22.	Rajasthan	2162.01
23.	Sikkim	14.24
24.	Tamil Nadu	10764.05
25.	Tripura	31.95
26.	Uttar Pradesh	3235.24
27.	Uttaranchal	9142.43
28.	West Bengal	7563.64

Statement II

The releases of States' Share of Union Taxes and Duties made to the State Governments during 2005-06 and 2006-07 (upto December 2006)

(Rs. in crores)

Sl.No.	State	2005-06	2006-07
1	2	3	4
1.	Andhra Pradesh	6950.86	5371.20
2.	Arunachal Pradesh	272.15	210.24
3.	Assam	3056.78	2362.14
4.	Bihar	10420.59	8052.39
5.	Chhattisgarh	2507.82	1937.88

1	2	3	4
6.	Goa	244.7	189.18
7.	Gujarat	3372.43	2605.95
8.	Haryana	1015.77	784.89
9.	Himachal Pradesh	493.26	381.24
10.	Jammu and Kashmir	1135.26	859.95
11.	Jharkhand	3175.89	2454.12
12.	Karnataka	4213.42	3255.93
13.	Kerala	2518.20	1945.98
14.	Madhya Pradesh	6341.35	4900.23
15.	Maharashtra	4721.81	3648.60
16.	Manipur	342.09	264.33
17.	Meghalaya	350.57	270.81
18.	Mizoram	225.83	174.51
19.	Nagaland	248.50	192.06
20.	Orissa	4876.75	3768.39
21.	Punjab	1227.45	948.51
22.	Rajasthan	5300.08	4095.63
23.	Sikkim	214.5	165.78
24.	Tamil Nadu	5012.75	3873.51
25.	Tripura	404.38	312.39
26.	Uttar Pradesh	18202.93	14066.19
27.	Uttaranchal	887.32	685.71
28.	West Bengal	6668.33	5153.04

*[Translation]***Guidelines on Locker Facility**

1517. SHRI KULDEEP BISHNOI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has decided to issue certain new guidelines for locker facility in banks;

(b) if so, the details thereof; and

(c) the time by which new guidelines are likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Reserve Bank of India (RBI) placed draft instructions regarding extension of Safe Deposit Locker/Safe Custody Article Facility on its website on 4th December, 2006 inviting feedback from the banks. These guidelines, inter-alia, include allotment of locker, security aspects relating to Safe Deposit Lockers, access to the safe deposit lockers/return of safe custody articles to Survivor(s)/Nominee(s)/Legal heir(s), etc.

(c) RBI has received feedback from banks and is in the process of finalizing the fresh guidelines.

[English]

Re-Allocation of Watershed Targets by States

1518. SHRI G. KARUNAKARA REDDY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government of Karnataka has requested the Union Government to authorise it to re-allocate watershed targets at the district level in accordance with local conditions;

(b) if so, the details thereof; and

(c) the action taken/to be taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) No, Sir.

(b) and (c) Does not arise.

Demand of Association

1519. SHRI SUDAM MARNDI: Will the Minister of URBAN DEVELOPMENT be pleased to state to reply given to Unstarred Question No. 1835 dated March 15, 2005 and No. 912 dated February 24, 2006 and State:

(a) whether the information/details have since been collected;

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

(c) the time by which demand of Association will be fulfilled; and

(d) the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (d) The complete information is awaited from concerned agencies and the matter is being pursued with them.

[Translation]

Rajiv Gandhi National Drinking Water Mission

1520. SHRIMATI SANGEETA KUMARI SINGH DEO: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Rajiv Gandhi National Drinking Water Mission is being implemented in the country;

(b) if so, the details thereof;

(c) the details of the work carried out and the quantum of funds allocated thereunder, State-wise; and

(d) the State-wise names of the districts where this scheme has not been completed indicating the reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) The primary responsibility of providing drinking water facilities in the country rests with State Governments. In 1986, the National Drinking Water Mission, renamed as Rajiv Gandhi National Drinking Water Mission (RGNDWM) in 1991, was launched and further in 1999, the Department of Drinking Water Supply was created, to provide a renewed focus with mission approach to implement programmes for rural drinking water supply. In the rural drinking water sector, the Mission administers a Centrally Sponsored Scheme namely Accelerated Rural Water Supply Programme (ARWSP) to render financial assistance to the States for the various activities viz.

- to cover not covered and partially covered habitations and rural schools
- to take up operation and maintenance of the existing rural water supply schemes
- to tackle water quality problems, and to establish water testing laboratories

- to take up projects on sustainability
- to take up Research and Development projects
- to take up Information, Education and Communication (IEC), Human Resource Development (HRD) activities and to set up Management Information System (MIS) for planning, monitoring and implementation of various activities in the sector.

(c) and (d) The State-wise details of the funds allocated under ARWSP during the current year and the habitations benefited is given in the enclosed Statement. As per available information, there are over 41.55 lakh hand pumps, around 15.77 lakh public standposts, around 1.60 lakh mini-piped water supply schemes and 45000 multi village schemes in the country under the Rural Water Supply Programme. During 10th Plan so far, 3,12,164 habitations have been covered and these include uncovered habitations, slipped back habitations and water quality affected habitations.

Statement

State-wise details of funds allocated and habitations covered during 2006-07

Sl.No.	Name of State	Funds allocated	Habitations Covered
1	2	3	4
1.	Andhra Pradesh	26376.08	4422
2.	Bihar	26932.00	8353
3.	Chhattisgarh	8024.00	5709
4.	Goa	259.00	1
5.	Gujarat	20837.56	1213
6.	Haryana	6446.63	387
7.	Himachal Pradesh	11126.86	1335
8.	Jammu and Kashmir	26944.79	41
9.	Jharkhand	9526.00	1350
10.	Karnataka	34605.40	2222
11.	Kerala	7441.00	812

1	2	3	4
12.	Madhya Pradesh	25245.00	8009
13.	Maharashtra	44603.00	2003
14.	Orissa	19082.00	4894
15.	Punjab	6227.00	555
16.	Rajasthan	66036.68	6785
17.	Tamil Nadu	14892.00	5084
18.	Uttaranchal	7693.00	1480
19.	Uttar Pradesh	37117.00	8901
20.	West Bengal	30363.00	490
21.	Andaman and Nicobar Islands	65.73	31
22.	Chandigarh*	5.46	—
23.	Dadra and Nagar Haveli	22.92	9
24.	Daman and Diu	13.53	NR
25.	Delhi*	13.00	—
26.	Lakshadweep	3.64	NR
27.	Pondicherry	104.72	42
28.	Arunachal Pradesh	10509.00	68
29.	Assam	22027.00	1437
30.	Manipur	3588.00	105
31.	Meghalaya	4142.00	356
32.	Mizoram	2962.00	38
33.	Nagaland	3054.00	14
34.	Sikkim	1256.00	85
35.	Tripura	4121.00	93
Total		481666.00	66324

NR : Not Reported

*All habitations are Fully Covered

*[English]***Foreign Exchange Inflow**

1521. SHRI CHANDRAKANT KHAIRE: Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India (RBI) has adequate machinery and system to monitor and tabulate foreign exchange inflows into the country;

(b) if so, whether RBI collects and tabulates the data of foreign exchange inflow on a country-wise basis;

(c) if not, the manner in which the RBI collect information as to which set of NRI's are sending the quantum of foreign exchange;

(d) the extent to which the RBI geared to do this basic work efficiently;

(e) the steps proposed to assist NRI's who actually send foreign exchange remittances through legal banking channels into the country;

(f) whether remittance is also coming through illegal channels; and

(g) if so, the details thereof and the steps taken/being taken to check it?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The total foreign exchange inflows to India and outflows from India are compiled and disseminated by Reserve Bank of India as part of India's overall Balance of Payments. These are compiled in accordance with the international best practices as prescribed in the Balance of Payments Manual, 5th edition, IMF. These are disseminated on the RBI's website and also published in RBI's monthly bulletin. Besides, the RBI also publishes the sources of accretion to foreign exchange reserves.

(b) to (e) The overall balance of payment is compiled and disseminated in accordance with the international best practices where the country-wise details are not available. The RBI provides instrument-wise details on non-resident deposits in its monthly bulletin. Besides, the remittances received from overseas Indians in the form of private transfers are also made available as part of the quarterly Balance of Payments Statistics. The RBI is fully equipped to carry out this basic work. The RBI is engaged, on an ongoing basis, in reviewing and simplifying procedures and rules of foreign exchange remittances for improving facilities available to non-resident Indians.

(f) and (g) Remittances coming through illegal channels are clandestine activities on which no firm data can be maintained. However, the Enforcement Directorate, on an ongoing basis, keeps preventive vigil and enforces the Foreign Exchange Management Act 1999 to address the problem of illegal activities.

Computerization of State Treasuries

1522. SHRI IQBAL AHMED SARADGI: Will the Minister of FINANCE be pleased to state:

(a) whether the scheme for computerization of treasuries of various States has been implemented;

(b) if so, the details thereof;

(c) whether the Government of Karnataka has requested the Union Government to release the funds for computerization of treasuries in the State;

(d) if so, the details thereof; and

(e) the reaction of the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) No, Sir. However, the scheme for computerization of State treasuries under the National e-Governance Action Plan (Ne-GAP) is under preparation.

(c) and (d) Government of Karnataka informed that they had incurred capital cost of Rs. 37 crore on this project and requested GoI to bear 50% of this capital cost. It was further requested that 90% of the cost of software development and hardware supplied by CMC, 50% of the cost of net work hardware supplied by STPI and the entire cost of space segment and license charges paid by the State Government to BSNL may also be born by GoI.

(e) At present, there is no scheme in GoI to reimburse expenditure incurred by the State. However, a scheme for treasuries computerization is in the process of finalization under Ne-GAP. Once the scheme is finalized, States including Karnataka would be eligible for Central assistance for upgradation of the existing system and expansion of network connectivity.

Beneficiaries under SJSRY in Jammu and Kashmir

1523. SHRI ABDUL RASHID SHAHEEN: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) the number of beneficiaries under Swarna Jayanti Shahari Rozgar Yojana (SJSRY) in Jammu and Kashmir during the last three years;

(b) whether any demand for additional funds under SJSRY has been received from the Government of Jammu & Kashmir during the year 2006-07; and

(c) if so, the details thereof and the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) The number of beneficiaries assisted under Swarna Jayanti Shahari Rozgar Yojana in the States of Jammu and Kashmir during last three years, year-wise, as reported by State Government in their Quarterly Progress Reports, are given below:

	2003-04	2004-05	2005-06
Number of urban poor assisted to set up micro/group enterprises for self employment	681	1265	918
Number of urban poor imparted skill training	838	1748	5165
Number of mandays of work generated under the wage employment (in lakhs)	0.08	0.29	0.00

(b) and (c) No demand for additional funds under SJSRY has been received from State Government of Jammu and Kashmir for the year 2006-07.

[*Translation*]

Funds under RGNDWM

1524. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has provided the sum as demanded by the Himachal Pradesh Government under the Rajiv Gandhi National Drinking Water Mission (RGNDWM); and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Yes, Sir. Based on the allocation criteria prescribed under Accelerated Rural Water Supply Programme (ARWSP) an amount of Rs. 9663.00 lakhs were allocated to Himachal Pradesh during 2006-07 under ARWSP (Normal) and Rs. 43.86 lakh under ARWSP

(DDP). The total allocated amount has been released to the State Government. On 1st February 2007 the State Government has requested for additional funds to the tune of Rs. 54.09 crore for coverage of 1665 habitations over and above their State allocation. This can only be considered at the end of financial year subject to savings, if any with the Department.

The central allocation under Swajaldhara for 2006-07 is Rs. 1068 lakhs with a project cost of Rs. 1420 lakhs of which Rs. 1065.49 lakhs have already been released as first instalment for 10 districts. State Government has requested for Rs. 2854.02 lakhs additional funds. This would be considered subject to availability of funds.

Under National Rural Drinking Water Quality Monitoring and Surveillance Programme, Government of Himachal Pradesh requested for release of Rs. 213.65 lakh. The allocation for 2006-07 is Rs. 149.60 lakhs. The State Government has been asked to submit Utilisation Certificate for Rs. 60.53 lakhs released during 2005-06 for considering release in 2006-07.

[*English*]

Circulation of Small Denomination Coins

1525. SHRI E.G. SUGAVANAM: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has banned the circulation of small denomination coins;

(b) if so, the details thereof;

(c) whether the Government has issued instructions to accept all denomination coins to all agencies;

(d) if so, the details thereof;

(e) whether several business establishments including banks refuse to accept small denomination coins;

(f) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir.

(b) Does not arise.

(c) RBI has issued circulars in October, 2003 and April, 2004 instructing banks to accept coins of all

denominations without restriction from the public for exchange or credit into their accounts. Press Releases have also been issued from time to time (last on October 23, 2006).

(d) No complaint has been received.

(e) No, Sir.

(f) and (g) Does not arise.

Waiving Loan of Trawler Owners

1526. SHRI CHENGARA SURENDRAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has noticed the hardships experienced by the trawler owners of Kerala by the negative attitude of the State Bank of Travancore (SBT) and Union Bank in Kerala on implementing the recommendations of the Murari Committee *i.e.* to waive 70 per cent of the outstanding principal amount along with accumulated interest on the loan;

(b) if so, the action taken by the Government to redress the grievances of trawler owners; and

(c) the number of cases in which trawler owners have been benefited by the recommendations of the Murari Committee during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) The Murari Committee has recommended a package for financial restructuring and relief that can be extended to deep sea fishing companies to enable them to recoup and operate on profitable terms in the future and also to commence debt servicing to the Government. The package envisages an option of a one time settlement too. The Committee recommendations, however, do not specifically cover the outstanding loans due to nationalised banks, which are covered under the refinancing scheme of NABARD. The Report speaks only about Government debts, and the recommendations are not binding on public sector banks.

Since, most of the Deep Sea Vessels were financed by the erstwhile Shipping Development Fund Committee (SDFC), the rehabilitation scheme was implemented by a Notification issued by the erstwhile Shipping Credit and Investment Corporation of India (SCICI) in May 1997 for

loans advanced by the SDFC and its successor institutions SCICI and ICICI.

Most of the Deep Sea Trawlers owners availed the concessions extended and settled the amount by paying 30% of the outstanding principal loan under the OTS Scheme.

Some representations have been received regarding non-settlement of dues by some of the Public Sector Banks who financed the Deep Sea Vessels under the refinance scheme of NABARD 1990. The representations seek that the package announced by the erstwhile SCICI should be made applicable to Deep Sea Trawlers financed by Commercial Banks and refinanced by NABARD. Individual banks would have to take a decision in this regard based on their norms and commercial judgement.

Transmission System in US by PGCIL

1527. SHRI NAVEEN JINDAL: Will the Minister of POWER be pleased to state:

(a) whether the Power Grid Corporation of India Ltd. has been exploring strategic alliance with American Electric Power for executing transmission projects in USA as reported in the Times of India dated January 30, 2007;

(b) if so, whether areas of co-operation and other modalities have been finalized;

(c) if so, the details thereof; and

(d) the time by which MoU is likely to be signed?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (d) Power Grid Corporation of India Ltd. (PGCIL) have informed that representatives of American Electric Power (AEP), USA, visited PGCIL during last week of January, 2007 and briefed them about emerging opportunities in the transmission sector of USA. AEP invited PGCIL to jointly explore the implementation of new transmission lines in USA. PGCIL have sought details on projects and modalities of cooperation from AEP.

[Translation]

Closure of Hydro Power Projects

1528. SHRI BRAJESH PATHAK: Will the Minister of POWER be pleased to state:

(a) whether the Government has made any assessment of anticipated power generation by the Hydro Power Projects in the States;

(b) if so, the details of the States where Hydro power projects have been affected on account of flood and siltation during 2004-05 and 2005-06;

(c) the estimated decline in power generation in megawatts on account of closure of such affected projects;

(d) whether the repairing and restoration of power generation in all these power projects has been completed; and

(e) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Yes, Sir. For the year 2006-07, a target of 1,01,000 MUs was fixed for power generation from hydroelectric stations. Actual generation from hydroelectric projects upto January, 2007 has been 12.1% higher than the target for the corresponding period.

(b) and (c) As reported by the Central Electricity Authority, the following hydroelectric stations in the State of Himachal Pradesh were affected on account of flood and siltation during the years 2004-05 and 2005-06.

Year	Period	Name of the Project	Name of the Company	Installed Capacity (MW)	Energy Loss (MU)	Remarks
2004-05	6.8.2004 to 16.8.2004	Baspa-II	J.P. Hydro Power Ltd.	300	12.91	Emergency machine stoppage due to flood threat and high silt in river.
2004-05	August, 2004	Nathpa Jhakri	Satluj Jal Vidyut Nigam Ltd.	1500	549.57	High silt in river and flash flood apprehended due to breach of Pareechu lake.
2005-06	22.6.2005 to 29.7.2005	Baspa-II	J.P. Hydro Power Ltd.	300	44.37	Emergency machine stoppage due to flood threat and high silt in river.
2005-06	25.6.2005 to 31.8.2005	Nathpa Jhakri	Satluj Jal Vidyut Nigam Ltd.	1500	1653.7	High silt problems and flood due to breach of blockade of Pareechu lake.

(d) and (e) All the units of the affected projects which had been closed as a preventive measure were restored after the flood and silt problem was over.

[English]

Revival of Power Projects

1529. SHRI KISHANBHAI V. PATEL: Will the Minister of POWER be pleased to state:

(a) the number of power projects lying closed as on date;

(b) the reasons for closure of such power projects;

(c) whether the Union Government proposes to revive such projects;

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

(e) the time by which the revival of such projects is likely to be completed?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) The following four thermal power stations (T.P.S.) are lying closed as on date for reasons indicated against each of them:

Sl.No.	Name of the Power Station and capacity (MW)	State	Reasons for closure
1.	Barauni Thermal Power Station (2x50+2x110)	Bihar	Major R&M/Refurbishment required.
2.	Muzaffarpur Thermal Power Station (2x110)	Bihar	Major R&M/ Refurbishment required.
3.	Chandrapur Thermal Power Station (2x30)	Assam	Uneconomical operation due to high fuel cost.
4.	Bongaigaon Thermal Power Station (4x60)	Assam	Major R&M/ Refurbishment required.

(c) to (e) Revival/restoration works in respect of Barauni T.P.S.-2x100 MW (Unit 6&7) and Muzaffarpur T.P.S.-2x110 MW are in progress. Unit 6 at Barauni and Unit 2 at Muzaffarpur are expected to be revived by March, 2007. Revival/Restoration of Barauni T.P.S.-2x50 MW (Unit 4&5) is expected in 11th Plan.

Revival/Restoration of Chandrapur T.P.S.-2x30 MW has been found to be feasible on the availability of natural gas and required modifications in the unit for gas firing. Revival/restoration of Bongaigaon T.P.S.-4x60 MW units has not been found to be techno-economically viable.

Inflow of FDI

1530. SHRI FRANCIS FANTHOM:
PROF. VIJAY KUMAR MALHOTRA:
SHRI NAVEEN JINDAL:

Will the Minister of FINANCE be pleased to state:

(a) the details of Foreign Direct Investment (FDI) received during each of the last three years till December, 2006, sector-wise;

(b) the impact of FDI on those sectors;

(c) how does it compare with FDI received by China and other neighbouring countries;

(d) the target fixed for the current year and the projections made for the next three years; and

(e) the steps taken to increase inflow of FDI and to open new sectors by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) A Statement is enclosed.

(b) and (c) The Government has not conducted any study to assess the impact of FDI on various sectors. As per the World Economic Forum's Global Competitive Index (GCI) rankings for 2006-07, India has improved its position by two places coming in 43rd, well ahead of Brazil (66), China (54) and Russia (62). AT Kearney FDI Confidence Index 2006 has rated India ahead of the US in terms of Business Confidence Index.

(d) and (e) No target for FDI is fixed by the Government. FDI flows are determined, inter-alia, by Global Economic Situation, market conditions and Global FDI flows. Government has put in place a liberal and transparent policy on FDI, according to which FDI upto 100% is permitted, under the automatic route, in most of the sectors. The proposals requiring Government approvals are considered by the Foreign Investment Promotion Board (FIPB) in a time bound manner. The policy is reviewed on a continuous basis for further liberalization/rationalizations. Besides, putting in place an attractive and investment friendly policy with a high degree of automaticity, the Government has also renewed thrust on the investment promotion front through informative publications on investment opportunities.

Statement

Financial Year-wise FDI inflows from April 2003 to December 2006

(Amount in Crore)

Sl.No.	Sector	2003-04 Apr-Mar	2004-05 Apr-Mar	2004-05 Apr-Mar	2006-07 Apr-Dec	Total
1	2	3	4	5	6	7
1.	Metallurgical Industries	146.06	880.95	680.84	678.11	2,385.96
2.	Fuels (Power & Oil Refinery)	520.94	759.00	415.71	872.31	2,567.96

1	2	3	4	5	6	7
3.	Boilers and Steam Generating Plants	0.20	2.34	0.00	14.98	17.52
4.	Prime Movers other than Electrical	0.00	0.25	0.00	0.00	0.25
5.	Electricals Equipment (Incl S/W & Elec)	2,449.32	3,280.58	6,499.06	6,546.38	18,775.35
6.	Telecommunications	531.95	588.41	3,023.46	2,216.68	6,360.50
7.	Transportation Industry	1,417.13	815.10	982.99	1,677.34	4,892.56
8.	Industrial Machinery	13.93	40.74	187.52	73.95	316.13
9.	Machine Tools	250.75	50.73	100.25	156.78	558.51
10.	Agricultural Machinery	0.11	0.01	415.97	114.52	530.61
11.	Earth-moving Machinery	0.05	0.47	231.30	4.58	236.40
12.	Miscellaneous Mechanical & Engineering	100.07	56.73	226.21	230.34	613.33
13.	Commercial, Office & Household Equipment	40.96	62.46	111.41	20.72	235.55
14.	Medical and Surgical Appliances	9.26	24.05	6.72	7.89	47.92
15.	Industrial Instruments	4.16	4.95	1.89	0.00	10.80
16.	Scientific Instruments	0.07	0.14	0.45	0.34	1.00
17.	Fertilizers	99.29	61.90	19.31	22.82	203.33
18.	Chemicals (other than fertilizers)	93.69	908.68	1,979.06	671.96	3,653.38
19.	Photographic Raw Film and Paper	1.35	27.62	0.00	12.60	41.57
20.	Dye-Stuffs	2.00	5.42	0.00	0.00	7.42
21.	Drugs and Pharmaceuticals	501.67	1,342.91	759.70	714.84	3,319.12
22.	Textiles (includ dyed, printed)	42.84	196.84	414.67	438.34	1,092.69
23.	Paper and Pulp Including Paper Product	31.68	12.41	122.90	22.57	189.57
24.	Sugar	0.25	13.51	13.10	70.38	97.24
25.	Fermentation Industries	7.82	41.64	28.57	19.87	97.90
26.	Food Processing Industries	510.85	174.08	182.94	221.83	1,089.71
27.	Vegetable Oils and Vanaspati	7.79	41.03	54.00	10.03	112.85
28.	Soaps, Cosmetics and Toilet Preparations	0.00	4.09	388.49	1.76	394.34
29.	Rubber Goods	29.31	184.18	150.77	83.72	447.98
30.	Leather, Leather Goods and Pickers	32.18	2.03	4.89	35.14	74.24
31.	Glass	24.11	38.47	3.54	6.43	72.56

1	2	3	4	5	6	7
32.	Ceramics	6.78	123.09	25.02	198.58	353.47
33.	Cement and Gypsum Products	44.04	0.73	1,969.82	952.01	2,966.59
34.	Timber Products	0.50	0.31	465.64	0.00	466.45
35.	Defence Industries	0.00	0.24	0.00	0.00	0.24
36.	Consultancy Services	257.13	1,166.83	206.44	487.49	2,117.89
37.	Service Sector	1,235.27	2,105.53	2,565.04	17,328.58	23,234.43
38.	Hotel & Tourism	226.80	168.85	315.59	753.21	1,464.46
39.	Trading	104.66	65.72	123.43	364.70	658.51
40.	Miscellaneous Industries	1,319.11	1,399.71	1,907.83	7,106.38	11,733.03
41.	Advance of Inflow	1,880.76	2,485.15	0.00	0.00	4,365.90
42.	Stock Swapped	172.50	0.00	28.37	0.00	200.87
Grand Total		12,117.36	17,137.87	24,612.74	42,138.15	96,006.11

Note: 1. The Sector specific amount includes the Inflows Received through SIA/FIPB route, acquisition of existing shares and RBI's automatic route only.

2. Inflows through ADRA/GDRs/FCCBs, against FDI approvals have not been included.

3. Inflows Includes 'Equity Capital Components' only.

Shifting of Government Offices in NCR

1531. SHRI TEK LAL MAHTO: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has notified new Master Plan Delhi, 2021 to set-up Central Government offices and PSUs in NCR cities; and

(b) if so, the estimated expenditure to be incurred and the profit to be earned by setting up these offices in NCR?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Master Plan for Delhi, 2021 notes that as per National Capital Region Plan, no new Central Government and Public Sector Undertaking (PSU) offices should be located in National Capital Territory of Delhi (NCTD) and it further states that the issue of shifting existing Government/PSU offices from Delhi as well as restricting the setting up of new offices would only be possible after a time bound action plan is prepared together with suitable incentives and dis-incentives.

(b) No such issue of expenditure and profit has been worked out.

Supply of Drinking Water in Towns

1532. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the drinking water being supplied to big towns in the States do not conform to the parameters fixed for drinking water; and

(b) if so, steps being taken to provide safe drinking water in those States?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Water supply is a State subject and it is responsibility of the State Governments/Urban Local Bodies to ensure safe drinking water supply to urban population and to monitor quality of supplied drinking water. Reports submitted by municipalities indicates that supply of drinking water mostly conforms to stipulated norms.

The Union Urban Development Ministry has brought out following manuals for guidance of State Governments/ Urban Local Bodies to ensure safe drinking water supply:

- (i) Manual on Water Supply and Treatment (May, 1999)
- (ii) Manual on Operation and Maintenance of Water Supply Systems (January, 2005).

[*Translation*]

Ceiling Limit of External Commercial Borrowings

1533. SHRI SANTOSH GANGWAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is contemplating to enhance the ceiling limit on External Commercial Borrowings (ECBs) for mobilising more loans from foreign countries by domestic companies;

(b) if so, details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir.

(b) In view of (a) above, does not arise.

(c) In terms of mid-term review undertaken by RBI, the Government has recently enhanced the overall ceiling on External Commercial Borrowings from US\$ 18 billion to US\$ 22 billion for the current financial year 2006-07.

[*English*]

Setting up of Growth Fund by SIDBI

1534. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of FINANCE be pleased to state:

(a) whether the Small Industries Development Bank of India (SIDBI) has set up a national level growth fund;

(b) if so, the details thereof;

(c) the sectors in which the SIDBI proposes to finance from such growth fund; and

(d) the targets fixed and achieved by SIDBI during each of the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) SIDBI has launched a national level venture fund viz. SME Growth Fund (SGF), with a corpus of Rs. 500 crore and with the primary investment objective to achieve medium to long term appreciation by making investments in equity, equity related instruments including convertible instruments in unlisted companies/growth oriented SMEs as per SEBI guidelines. SGF was inaugurated on October 25, 2004 as a General Fund with SIDBI Venture Capital Ltd. (SVCL) as its Investment Manager. Besides SIDBI, 8 public sector banks have contributed to the corpus of SGF. Investments are made in companies undertaking early stage or first/second stage of financing with a track record of proven technology or business model and/or growth and earnings.

(c) SGF focuses on small scale units in pharma, bio-tech, light engineering, software, IT and other growth oriented knowledge based industries.

(d) Under the above Growth Fund, no targets have been fixed. However, the sanctions and disbursements under SGF during each of the last two years are as under:

(Rs. in crore)

	Sanctions	Disbursements
FY 2005	26.00	10.50
FY 2006	98.82	33.42

Shortage of Toilets in Rural Areas

1535. SHRI REWATI RAMAN SINGH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has conducted any survey in regard to availability of toilets in rural areas in the country;

(b) if so, the number of villages in the country in which toilet facility is not available;

(c) whether the Government has formulated any scheme for providing toilet facility in each village of the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) Yes, Sir. Government of India has asked the State Governments to conduct the Base Line Survey and prepare the Project Implementation Plan report for Total Sanitation Campaign Projects.

(b) Total Sanitation Campaign (TSC) is being implemented with a district as unit. All villages in the district are covered under Total Sanitation campaign (TSC). At Present 572 districts are covered under the programme.

(c) and (d) Yes, Sir. Government of India has already launched Total Sanitation Campaign from April 1999 with the following objectives:

- Bring about an improvement in the general quality of life in the rural areas.
- Accelerate sanitation coverage in rural areas.
- Generate felt demand for sanitation facilities through awareness creation and health education.
- Cover schools/Anganwadis in rural areas with sanitation facilities and promote hygiene education and sanitary habits among students.
- Encourage cost effective and appropriate technologies in sanitation.
- Eliminate open defecation to minimize risk of contamination of drinking water sources and food.
- Convert dry latrines to pour flush latrines, and eliminate manual scavenging practice, wherever in existence in rural areas.

[Translation]

Expenditure on Centrally Sponsored Schemes

1536. SHRI MOHD. TAHIR:
PROF. MAHADEORAO SHIWANKAR:
SHRI SHISHUPAL N. PATLE:
SHRI BRAJESH PATHAK:

Will the Minister of FINANCE be pleased to state:

(a) whether information regarding details of actual expenditure incurred on the Centrally-sponsored schemes

implemented in the States is being called for as reported in Dainik Jagran dated February 04, 2007;

(b) if so, the details thereof;

(c) whether diversion and poor utilization of funds meant for the Centrally-sponsored schemes has taken place in the States;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Under General Financial Rules, all entities to whom grants-in-aid is sanctioned by the Central Government are required to furnish a certificate of utilization of the grant for the intended purposes within stipulated time limits. Since these utilization certificates have not been forthcoming in several cases, the Ministry of Finance has advised the Ministries/Departments to restrict fresh release of funds to the entities that have defaulted in furnishing the due Utilization Certificates. Delay in furnishing Utilization Certificates (UCs) may be due to diversion of funds for unintended purposes in some cases. There may be other reasons also.

(d) and (e) The position of outstanding UCs is reviewed from time to time by the Ministry of Finance and commented upon by the C&AG in the Annual Audit Reports laid on the Table of both the Houses of the Parliament, which are then considered by the Public Accounts Committee. As per latest data available with this Department, out of total 126,844 UCs required for grants released up to March 2005, a total of 70,713 UCs have been obtained as on 1.1.2007. It is further clarified that the Ministry of Finance is not monitoring the progress of expenditure on individual Centrally Sponsored Schemes. Hence, specific details are not available with this Ministry.

[English]

Development of Coal Blocks by NTPC

1537. SHRI L. RAJAGOPAL: Will the Minister of POWER be pleased to state:

(a) whether the National Thermal Power Corporation (NTPC) is planning to spend Rs. 550 crore for developing 8 coal blocks in the country;

(b) if so, the details of blocks identified in the country including Andhra Pradesh, State-wise; and

(c) the total quantity of coal imported or procured by NTPC from domestic companies during the last three years to meet its coal requirements, year-wise and company-wise?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) NTPC Ltd. has a plan to invest

Rs. 79.79 Crores during the year 2006-07 and Rs. 528.50 Crores during the year 2007-08 on coal mining activity. At present five blocks have been allotted by Ministry of Coal to NTPC Ltd. in Jharkhand, Chhattisgarh and Orissa. NTPC Ltd. plans to develop these coal blocks for an ultimate coal production capacity of about 45 Million Tonnes per Annum (MTPA). NTPC Ltd. has commenced various technical studies and has also initiated action for land acquisition and infrastructural development. The details of the coal blocks are as under:

Sl.No.	Blocks Name	State/District	Capacity (MTPA)	End Use Project (Capacity)
1.	Pakri Barwadih	Jharkhand/Hazaribagh	15	Basket source for NTPC Power Plants
2.	Chatti Bariatu	Jharkhand/Hazaribagh	5	Barh STPP, Stage-II (1320 MW) of NTPC
3.	Kerandari	Jharkhand/Hazaribagh	5	
4.	Talipalli	Chhattisgarh/Raigarh	15	Lara Integrated Power Project (4000 MW) of NTPC
5.	Dulanga	Orissa/Sundargarh	5	Darlipalli Integrated Power Project (3200 MW) of NTPC

Further, Ministry of Coal has also earmarked the following two blocks in Jharkhand to be operated through a 50:50 Joint Venture Company between NTPC Ltd. & Coal India Limited (CIL).

Sl.No.	Block Name	State/District	Capacity (MTPA)	End Use Project
1.	Brahmini	Jharkhand/Dumka	15	Farakka & Kahaigaon Projects of NTPC
2.	Chichro Pataimal			

(c) NTPC commenced import of coal with effect from 2005-06, which was effected through MMTC and STC. The year-wise and company-wise details are as under:

(Million Tonnes)			
Year	Coal Quantity imported at Indian Ports		
	MMTC	STC	Total
2005-06	2.117	1.205	3.322
2006-07 (Till February 2007)	0.00	2.292	2.292
Total	2.117	3.497	5.614

The details of the coal procured by NTPC from domestic companies during the last three years:

(Million Tonnes)				
Coal Company	2006-07* (Up to Feb' 07)	2005-06	2004-05	2003-04
1	2	3	4	5
ECL	12.63	12.94	12.59	12.37
BCCL	3.25	3.69	3.15	2.21
CCL	10.78	9.64	9.77	8.98
MCL	22.00	22.10	20.14	16.45

1	2	3	4	5
SECL	11.20	12.34	12.06	11.88
WCL	0.95	1.19	0.00	1.84
NCL	28.20	29.17	25.42	24.34
NEC	0.10	0.15	0.00	0.00
Total	89.12	91.21	83.13	78.07
Coal India Limited (CIL)				
SCCL	9.62	10.59	10.44	8.41
Grand Total	98.738	101.80	93.57	86.48

*Coal supply during 2006-07 includes Badarpur also.

Rajiv Gandhi Combined Cycle Power Project

1538. DR. K.S. MANOJ: Will the Minister of POWER be pleased to state:

(a) whether the project works of Rajiv Gandhi Combined Cycle Power Project, Kerala has been started;

(b) if so, the financial allocation made for the current year;

(c) whether the National Thermal Power Corporation (NTPC) Kayamkulam Power Project is presently generating power; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Rajiv Gandhi Combined Cycle Power Project (RGCCPP) Stage-I of NTPC Ltd. is presently under operation. NTPC Ltd. proposes to expand its existing naphtha-fired RGCCPP at Kayamkulam by adding 1950 MW capacity in Stage-II based on LNG/Natural Gas as fuel.

The Feasibility Report (FR) for 1950 MW Stage-II expansion was prepared in February 2003 with an estimated cost of Rs. 7584.51 Crores (Basis-III Qtr. 2002 & Non-Mega), considering Re-gassified Liquefied Natural Gas (RLNG)/Natural Gas (NG) as fuel to be sourced through International Competitive Bidding (ICB) route. However, no complete bids were received when NTPC Ltd. followed ICB process for procurement of RLNG/NG. Subsequently, it was decided that out of the 2.5 Million

Tonnes per annum (MTPA) Liquefied Natural Gas (LNG) being tied up by M/s Petronet LNG Ltd. (PLL) at its proposed Kochi terminal, 2.1 MTPA will be sold to NTPC Ltd. for RGCCPP (Stage-I & Stage-II) at Kayamkulam.

Land is already available for the project. In-principle availability of water from State Government, Aviation clearance from Air Port Authority of India and No Objection Certificate from State Pollution Control Board (SPCB) are available.

No financial allocation has been kept for RGCCPP Stage-II for 2006-07; however an allocation of Rs. 1 Crore has been made for RGCCPP Stage-I.

(c) and (d) RGCCPP Stage-I has generated 918 MU from April, 2006 to February, 2007.

Allocation of Funds for Development of Towns

1539. SHRI HITEN BARMAN: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the names of towns in West Bengal for which funds have been provided by the Union Government under various schemes of urban development during each of the last three years; and

(b) the funds spent out of the allocated funds and how much of it remained unspent alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

IT Refunds Frauds

1540. SHRI E. PONNUSWAMY:
SHRI CHANDRA BHUSHAN SINGH:
SHRI MILIND DEORA:

Will the Minister of FINANCE be pleased to state:

(a) whether frauds in Income Tax refund have been noticed by the Government;

(b) if so, the details of amount involved in such frauds;

(c) whether a number of Income-tax officials have been found involved in the fraud;

(d) if so, the details thereof for the last three years;

(e) the action taken by the Government against the person found guilty;

(f) whether most of the Income Tax Officials involved in such frauds go scot free due to manipulative departmental enquiries;

(g) if so, the facts thereof;

(h) whether the Government is considering to hand over the investigation of tax return fraud to CBI for proper investigation; and

(i) if so, the details in this regard?

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

(b) A Committee appointed by Central Board of Direct Taxes, which examined the nature and extent of refund frauds, has submitted that incidents of refund frauds have been reported from Delhi, Chennai, Bangalore and Bhubneshwar. The following are the details of the cases of fraud so noticed:

1. In one CCIT charge in Delhi, 158 refunds were found to be bogus involving an amount of Rs. 56.54 lakh.
2. Bogus refunds aggregating to Rs. 1.07 crore were found to have been issued to 25 fictitious companies in another CCIT charge in Delhi.
3. Refunds worth Rs. 1.66 crore were found to have been issued from one Circle in Delhi, which actually has no jurisdiction over those cases in whose favour the refunds were issued.
4. In 28 cases at Chennai, refunds were issued in cases where either refund was not due or has already been issued before.
5. In 22 cases reported from Chennai, higher than actual refunds were claimed on the basis of forged tax payment challans or certificates.
6. In 110 cases, refunds were found in Chennai to have been issued without jurisdiction or to fictitious assesses.

7. A retired employee of I-T Department at Bangalore was found involved in forging tax payment challans for claiming fraudulent refunds.

8. Sporadic instances of claim of refund on the basis of fictitious TDS certificates have been reported from Bhubneshwar.

However, there might be other cases of fraudulent encashment of refunds, which might be locally investigated and have not been brought to the notice of the Board/Committee.

(c) Yes, Sir.

(d) No Group 'A' officer has been found to be involved in any refund fraud. Nineteen officers/officials of Group 'B', 'C' and 'D' have been implicated in cases relating to fraudulent issuance of refunds.

(e) The enquiries against the officers implicated in refund frauds are being carried out by CBI in some cases, by the Economic Offence Wing of the State Governments concerned in a few cases and the rest of the cases are being investigated by the Income Tax Department itself. Disciplinary action including major penalty and suspension has been taken in some cases. Moreover, criminal proceedings have been instituted in a number of cases.

(f) No Sir, on Income Tax official implicated in the refund fraud has been let off due to any manipulative Departmental enquiry.

(g) Does not arise in view of reply to para (f) above.

(h) In view of the fact that in some cases CBI is already carrying out the investigation and in other cases also proper investigations are already being carried out by the authorities concerned, there is presently no move to hand over all cases of refund frauds to CBI.

(i) Does not arise in view of reply to para above.

[*Translation*]

Construction of Houses in Major Metropolitan Cities

1541. SHRI RAMDAS ATHAWALE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has taken/proposed to take any step for construction of houses in major metropolitan cities, particularly in Delhi, Mumbai, Kolkata and Chennai;

(b) If so, the details thereof; and

(c) if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) The Government has launched Jawaharlal Nehru National Urban Renewal Mission (JNNURM) to take up housing in slums and infrastructural facilities for the urban poor in 63 select cities including the major metropolitan cities Delhi, Mumbai, Kolkata and Chennai under Basic Services to the Urban Poor (BSUP) Programme. The Integrated Housing and Slum Development Programme (IHSDP) has been launched to address slum housing and provision of civic amenities in non-Mission cities and town.

(c) Does not arise, in view of above.

Smuggling of Small denomination Coins

1542. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of FINANCE be pleased to state:

(a) whether small denomination coins are being illegally sent to foreign countries from north-eastern States;

(b) If so, the details thereof; and

(c) the steps taken/being taken by the Government to check it?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) No such instance has come to notice.

(b) Nil in view of (a) above.

(c) All field formations have been sensitized to maintain strict vigil in this regard.

[English]

Drinking Water Supply in Schools

1543. SHRI RAGHUNATH JHA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the policy of the Government for providing drinking water facilities in rural schools;

(b) whether any targets were fixed for providing drinking water in these schools during the Tenth Plan period;

(c) if so, the details thereof and the achievements made in this regard during the said period, State-wise;

(d) whether the targets set could not be achieved in many States;

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

(f) the steps taken/proposed to be taken for achieving the targets?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) Water is a state subject and State Governments are primarily responsible to provide drinking water to the rural habitations. To supplement the efforts of the State Governments in this direction, financial assistance and technical support is rendered to the State Governments through a Centrally Sponsored Scheme, namely Accelerated Rural Water Supply Programme (ARWSP) under Rajiv Gandhi National Drinking Water Mission (RGNDWM). There are no separate funds earmarked for school coverage, however, the states are expected to give priority to coverage of rural schools for drinking water from funds available under ARWSP and other programmes. The states are competent to plan and sanction the same at their level. It was envisaged to cover all the schools during the Tenth Plan period by dovetailing funds under various programmes of centre and state.

(b) to (d) The year-wise target and achievement reported by the states is as follows:

Year	Target	Achievement
2002-03	35030	30017
2003-04	78554	42155
2004-05	66273	20040
2005-06	140000	72464
2006-07*	—	40601
10th Plan	319857	205277

*As on 31.1.2007

(e) Full coverage could not be achieved by some of the states, as many of these schools located in habitations are in remote and hilly terrains where accessibility is a problem. Further, there is constraint of scattered population and non-availability of safe source, which makes per capita cost very high. The coverage status is ever-changing as many schools which were covered earlier face problems of inadequacy of drinking water due to drying up of source, increase in number of students, poor maintenance etc.

The State-wise details of achievement made during the Tenth Plan period so far is enclosed as statement.

(f) Apart from regular reviews, the Department is coordinating with Sarva Shiksha Abhiyan, Department of Elementary Education and Literacy under the Ministry of Human Resource Development for covering all rural schools with drinking water and sanitation facilities.

Statement

Target and Coverage of Rural Schools Under Rural Water Supply Programme During 10th Plan

Sl.No.	State/UT	2002-03		2003-04		2004-05		2005-06		2006-07	
		Target	Coverage	Target	Coverage	Target	Coverage	Target	Coverage	Target	Coverage*
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	1951	47	1951	1768	4673	433	3600	1391	—	573
2.	Arunachal Pradesh	11	125	80	150	452	306	500	347	—	147
3.	Assam	1200	2123	2123	714	2123	—	10000	1838	—	41
4.	Bihar	686	—	686	0	686	0	11000	350	—	111
5.	Chhattisgarh	1448	1137	5928	4569	4500	3511	4000	3996	—	2394
6.	Goa	37	—	100	—	100	0	300	0	—	—
7.	Gujarat	800	600	600	645	600	625	1000	2099	—	715
8.	Haryana	76	100	0	—	0	—	2000	917	—	2510
9.	Himachal Pradesh	350	350	350	350	350	350	3000	2476	—	0
10.	Jammu and Kashmir	381	—	381	153	381	473	5000	3501	—	—
11.	Jharkhand	500	444	9527	2334	5473	1285	4000	541	—	—
12.	Karnataka	1500	—	11889	10516	9333	663	20000	7015	—	8667
13.	Kerala	114	86	114	76	114	506	4000	114	—	214
14.	Madhya Pradesh	5000	4010	12000	9188	4000	6155	20494	12421	—	3083
15.	Maharashtra	2287	2875	2287	2533	5939	1889	10000	5154	—	1172
16.	Manipur	440	47	440	—	440	—	500	0	—	—
17.	Meghalaya	70	—	70	73	70	66	600	650	—	57
18.	Mizoram	100	16	583	96	400	56	2000	685	—	1185

1	2	3	4	5	6	7	8	9	10	11	12
19.	Nagaland	50	125	100	62	100	44	600	36	—	9
20.	Orissa	1500	6000	10000	0	10000	—	6000	9476	—	2018
21.	Punjab	1650	1023	1200	397	2473	740	2500	293	—	54
22.	Rajasthan	2500	2500	2500	2092	4000	—	7500	8736	—	8002
23.	Sikkim	50	40	50	40	67	67	81	51	—	0
24.	Tamil Nadu	6000	6064	5358	3780	269	269	0	5	—	2570
25.	Tripura	200	467	500	395	0	216	300	276	—	72
26.	Uttar Pradesh	3811	—	3811	—	3811	883	11000	4738	—	5824
27.	Uttaranchal	229	—	3852	357	3852	—	5000	2361	—	858
28.	West Bengal	2000	1800	2000	1859	2000	1500	5000	2970	—	325
29.	Andaman and Nicobar Islands	27	—	12	0	35	—	24	12	—	—
30.	Dadra and Nagar Haveli	38	38	38	8	8	3	0	14	—	—
31.	Daman and Diu	0	—	0	—	0	—	1	1	—	—
32.	Delhi	0	—	0	—	0	—	0	—	—	—
33.	Lakshadweep	0	—	0	—	0	—	0	—	—	—
34.	Pondicherry	24	—	24	—	24	—	0	—	—	—
Total		35030	30017	78554	42155	66273	20040	140000	72464	—	40601

*Coverage as on 31.1.2007 reported by States/UTs till 28.2.2007.

Note: Targets were not fixed during 2006-07 due to priority for coverage of rural habitations under Bharat Nirman Programme.

Tax Evasion by MNCs

1544. SHRI RAM KRIPAL YADAV: Will the Minister of FINANCE be pleased to state:

(a) the amount of tax evasion by Multi National Companies (MNCs);

(b) the amount of tax recovered as arrears from MNCs since 1st April, 2006;

(c) the remaining outstanding dues as on date; and

(d) the steps taken/being taken to recover the taxes from MNCs?

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

[Translation]

Relief to Farmers Affected by Natural Calamities

1545. SHRI RAJNARAYAN BUDHOLIA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has directed banks to review the credit policy to provide relief to the farmers affected from natural calamities;

(b) if so, the details thereof;

- (c) whether the banks have reviewed the credit policy;
- (d) if so, the details thereof; and
- (e) the time by which the said policy is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (e) The Banks extend necessary relief measure to the farmers, from time to time whose repayment capacity is impaired due to natural calamities and there are standing instructions to banks in this regard. Farmers affected by calamity may be given the facility of postponing/ rescheduling the current demand by extending the period of loan. In cases where there is a total/partial loss of assets, banks may give fresh loans for rehabilitation/ replacement of the asset. The banks are guided by the State Government notification declaring the areas affected by the natural calamity while granting postponement of loans and rescheduling of term loans.

Over and above this, the Government announced a Farm Credit Package on 18.06.2004. The package, inter-alia, includes the debt restructuring measures to "Farmers in distress". This provides rescheduling/restructuring of debts of the farmers, who have suffered production and income loss on account of successive droughts, floods and other calamities in the districts declared as calamity-affected by the State Governments. The interest outstanding is clubbed with principal outstanding as on 31 March 2004, and the amount thus arrived at is to be repaid over a period of 5 years at current interest rates, including a moratorium of 2 years.

Further, in 31 debt stressed districts in the four states of Maharashtra (06), Andhra Pradesh (16), Karnataka (06) and Kerala (03) the relief package announced for farmers provides that the entire interest on overdue loans as on 01.07.2006 will be waived and these overdue loans will be rescheduled over a period of 3-5 years with a one year moratorium.

Reserve Bank of India and NABARD have issued guidelines on the above lines to the Banks.

Disbursement of Retail Loan

1546. DR. CHINTA MOHAN:
SHRI RAMJI LAL SUMAN:

Will the Minister of FINANCE be pleased to state:

- (a) whether the private as well as the public sector banks have increased the amount of personal/retail loan during the financial year 2006-07 as compared to the previous years; and

(b) if so, the amount disbursed as personal/retail loan separately by the private as well as the public sector banks during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. The outstanding loans in the retail portfolio-comprising housing loans, loans for consumer durables, credit and receivables, auto loans and other personal loans of public and private sector banks as on 31st March, 2005, 31st March, 2006 and 31st December, 2006 are as under:—

(Amount in Rs. Crore)

Bank Group	March, 2005	March, 2006	December, 2006
Public Sector	1,55,540	2,12,445	2,50,680
Private Sector	80,746	1,24,916	1,62,625

R&D Expenditure of Science and Technology

1547. SHRI AJIT JOGI: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

- (a) the funds allocated and spent on research and development in the field of science and technology during each of the last three years;

(b) whether Government is considering to increase annual allocation for schemes in science and technology; and

- (c) if so, the details thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) The latest official Statistics contains the information on expenditure incurred on R&D for the year 2002-03. Accordingly the funds allocated for Science and Technology and the expenditure incurred on R&D during the corresponding three years from 2000-01 to 2002-03 is given in the enclosed Statement.

(b) and (c) Yes, Sir. The S&T plan allocation for the scientific departments/agencies has been enhanced from

Rs. 12,002 crores in 9th Plan to Rs. 25,243 crores in the 10th Plan for implementation of various schemes in Science and Technology. For the 11th Plan, the

Government has proposed higher allocation of resources for S&T.

Statement

S&T Funds Allocation and R&D Expenditure by Scientific Departments/Agencies

(In Rs. Crores)

Deptt. Agency	2000-01		2001-02		2002-03	
	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure
DAE	1612.3	1005.5	1524.1	1115.6	1795.0	1234.7
DOD	106.2	84.2	151.8	118.7	174.3	139.6
DST	755.7	311.5	792.3	370.5	931.5	509.5
DSIR/CSIR	910.6	864.1	927.7	892.3	985.0	951.3
DOS	1908.5	1905.4	1909.4	1901.0	2163.9	2163.4
DBT	150.9	120.6	185.5	141.0	220.8	167.8

Note: 1. Allocation—S&T Allocation (Revised Estimate)

2. Expenditure—R&D Expenditure only.

3. The latest R&D Statistics 2004-05 contains the information incurred on R&D by various scientific departments/agencies 2002-03 only.

Source: Expenditure Budget (various years), Min. of Finance, Govt. of India Research and Development Statistics 2004-05, Govt. of India

[English]

**Funds allocated to Infrastructure
Development Projects under JNNURM**

1548. SHRI MOHAN RAWALE: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has allocated Rs. 50,000 crore under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) to fund infrastructure development projects in urban areas across the country;

(b) if so, the present status of the scheme;

(c) whether the Government has selected four rating agencies to assess the credit worthiness of Municipal Corporations of 63 cities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) A sum of Rs. 50,000 crore has been provided under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) for its two sub-Missions, namely, Urban Infrastructure & Governance (Sub-Mission-I) and Basic Services for the Urban Poor (Sub-Mission-II) and two omnibus schemes, namely, Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) and Integrated Housing and Slum Development Programme (IHSDP). The Mission is for a period of seven years beginning from 2005-06.

(b) Since the launch of Mission, 62 cities out of 63 cities covered under JNNURM, have prepared comprehensive City Development Plans (CDPs) charting out their long-term vision and goals in urban governance and development. These Plans also include investment plans, with a focus on provision of city-wise urban

infrastructure services, such as, water supply sanitation, drainage and provision of basic services to the urban poor. Further, 44 cities have signed Memorandum of Agreement (MoA) for carrying out reform agenda as envisaged in the guidelines. 182 projects costing Rs. 15332.62 crore have been sanctioned for 36 cities under Sub-Mission-I.

(c) and (d) Yes, Sir. The following four agencies have been selected for assessing the credit worthiness of Urban Local Bodies of 63 cities:

1. Credit Analysis and Research Ltd., New Delhi;
2. ICRA Ltd., Gurgaon;
3. CRISIL Ltd., New Delhi; and
4. Fitch Rating India Pvt. Ltd., New Delhi.

[*Translation*]

Cases against Corporate Houses

1549. SHRI MOHAN SINGH:
SHRIMATI C.S. SUJATHA:
PROF. VIJAY KUMAR MALHOTRA:
SHRI PRABHUNATH SINGH:

Will the Minister of FINANCE be pleased to state:

(a) the details of Corporate Houses/Individuals in the country against whom more than ten crore rupees were outstanding in the form of income-tax, excise duty, customs duty and service tax as on 31st December, 2005 and 31st December, 2006;

(b) the steps taken/being taken by the Government for recovery of the amount;

(c) the number of Houses/Individuals against whom the recovery is outstanding due to court cases;

(d) whether any extra-judicial system for out of court settlement of these cases is being evolved; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The details of total arrears of Income Tax as well as indirect taxes as on 31.12.2005 and 31.12.2006 are as under:

Head of duty	Total amount of arrears (Rs. in crores)	
	As on 31.12.2005	As on 31.12.2006
Income Tax	84,662.00	95,698.00
Customs	14,612.26	5,870.54
Central Excise	4,730.90	18,674.04
Service Tax	650.29	1,257.48

The details of Corporate Houses/Individuals in the country against whom more than ten crore rupees were outstanding in the form of income-tax, excise duty, customs duty and service tax as on 31st December, 2005 and 31st December, 2006 would be quite bulky and the time and labour involved in its collection/compilation may not be commensurate with the objectives sought to be achieved.

(b) Recovery of arrears is an on going process. The Government has taken a number of steps to recover the outstanding amount which include constitution of Task Forces to develop and implement a multi-pronged strategy for effecting substantial recovery from arrears of direct and indirect taxes.

As far as direct taxes are concerned, the steps taken for collection and liquidation of arrears of taxes include— identification of cases where recovery of arrears can be made during the course of the financial year through special efforts; identification of high-demand cases pending before the Commissioners (Appeals) and ITAT, particularly the ones where recovery of substantial demand is likely on disposal of appeal and requesting the Commissioners (Appeals) for early disposal of such cases; liaising with the Settlement Commission for early disposal of cases involving high demand and monitoring collection of resultant demand during the financial year itself; Tax Recovery Officers to exercise the powers for appointment of receiver for business under the provisions of rule 69 of Schedule II of the Income-tax Act for effecting recovery in suitable cases; in respect of non-complaint defaulters, the provisions of arrest and detention as per the provisions of rules 73 to 81 of Schedule II to be invoked by the TRO; demand to be recovered forthwith in cases where favourable Tribunal/Court orders are received; Investigation Wings at the important centers to aid recovery process by way of conducting surveys and/or secret enquiries to identify the assets for recovery in important cases.

So far as indirect taxes are concerned, the strategy devised for expeditious collection of arrears is as under:

- (a) Regular review of progress made in arrears recovery at the level of Commissioners/Chief Commissioners;
- (b) moving applications for vacation of stay orders in important cases;
- (c) filing early hearing applications in Courts/CESTAT;
- (d) targeting defaulters with coercive action;
- (e) persuading major units to pay outstanding arrears;
- (f) follow-up action in cases pending in BIFR/DRT/OL/COD;
- (g) quick realisation of arrears involved in favourable orders of CESTAT/Courts; and
- (h) posting of defaulters list on the CBEC website.

(c) As far as direct taxes are concerned the amount involved in cases against whom the recovery is outstanding as on 31.12.2006 due to court cases is as under:

- (i) Commissioner (Appeals) — Rs. 34,951 cr.
- (ii) Income Tax Appellate Tribunal — Rs. 20,029 cr.
- (iii) High Court — Rs. 2,494 cr.

As far as indirect taxes are concerned, the details of number of cases and the amount stayed by various Appellate fora as on 31.12.2006 are as under:

Head of duty	No. of cases	Amount (Rs. in crores)
Customs	8,676	6,284.00
Central Excise	1,733	2,319.14
Service Tax	741	519.12

(d) and (e) No extra judicial system for out of court settlement of these cases is being evolved.

Slow Pace of Swajaldhara Yojana

1550. SHRI CHANDRA MANI TRIPATHI:
DR. LAXMINARAYAN PANDEY:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the work on Swajaldhara Yojana for providing safe drinking water in the rural areas is going slow in many States;

(b) if so, the reason therefor;

(c) the details of the funds allocated thereunder during the last three years and current year, State-wise;

(d) whether the Yojana is lagging behind owing to non-allocation of its share by the Union Government;

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

(f) the steps taken by the Union Government to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Yes, Sir. During State-wise review of ongoing Swajaldhara schemes the reasons given for slow progress of Swajaldhara projects by various State Governments are:

- (i) Community contribution is difficult to obtain as other schemes like Accelerated Rural Water Supply Programme (ARWSP) do not have this element.
- (ii) Convincing the community to share capital costs is a long process and takes time.
- (iii) At some places, the community withdraws its contribution due to internal differences. There are cases of the community withdrawing its contribution after the funds have been released for works to start. In such cases, either re-convincing the community or relocating the scheme to another habitation takes time.
- (iv) Release of 2nd intallment is often delayed due to late reporting by districts.

(v) There is shortage of staff at the village and district panchayat levels to undertake extensive and continued dialogue with the communities to explain Swajaldhara principles.

(c) A Statement of the funds allocated for Swajaldhara

scheme during the last three years and current year, State-wise, is enclosed.

(d) to (f) No Sir. Funds are allocated to all the States at the beginning of the financial year and communicated to them.

Statement

Allocations to States under Swajaldhara for 2003-04, 2004-05, 2005-06, 2006-07

(Rupees in Lakhs)				
State	2003-04	2004-05	2005-06	2006-07
1	2	3	4	5
Andaman and Nicobar Islands	12.00	12.69	25.01	20.00
Andhra Pradesh	1616.07	1632.65	4065.55	2160.00
Arunachal Pradesh	447.41	473.76	933.61	449.00
Assam	754.59	797.36	1571.29	755.00
Bihar	873.73	923.98	2232.74	1830.00
Chandigarh	0.00	0.00	0.00	0.00
Chhattisgarh	262.80	332.20	750.97	645.00
Dadra and Nagar Haveli	8.00	8.46	16.67	13.00
Daman and Diu	0.00	0.00	0.00	0.00
Delhi	6.00	6.35	12.50	10.00
Goa	14.55	15.04	28.05	25.00
Gujarat	765.56	2000.09	2172.94	1382.00
Haryana	234.23	246.48	682.31	448.00
Himachal Pradesh	680.19	677.16	1667.72	1068.00
Jammu and Kashmir	1497.90	1560.02	2900.60	2578.00
Jharkhand	356.02	368.12	1074.14	715.00
Karnataka	1397.03	1515.04	3005.31	1930.00
Kerala	504.03	492.54	1046.19	687.00

1	2	3	4	5
Lakshadweep	0.00	0.00	0.00	0.00
Madhya Pradesh	840.54	966.49	2696.24	1852.00
Maharashtra	2172.15	2935.46	5359.79	3562.00
Manipur	153.59	162.86	320.93	154.00
Meghalaya	176.96	186.12	366.77	176.00
Mizoram	126.88	133.25	262.58	126.00
Nagaland	130.22	137.48	361.24	130.00
Orissa	733.28	865.23	2409.99	1018.00
Pondicherry	6.00	6.35	12.50	10.00
Punjab	313.79	351.11	580.45	404.00
Rajasthan	2191.77	2866.81	6179.19	2920.00
Sikkim	53.42	57.11	112.53	54.00
Tamil Nadu	673.22	1118.80	2306.82	1332.00
Tripura	156.93	164.97	325.10	156.00
Uttar Pradesh	1532.91	1621.06	3608.10	3093.00
Uttaranchal	364.33	378.67	1112.15	741.00
West Bengal	943.90	1064.06	2585.18	1557.00
Total	20000.00	24077.77	50785.16	32000.00

*[English]***Shares of MUL**

1551. SHRI CHENGARA SURENDRAN: Will the Minister of FINANCE be pleased to state:

(a) the proportion and total amount in rupees held by the Union Government in Maruti Udyog Limited at present; and

(b) whether the Government proposes to sell all the shares in the company as part of disinvestment?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) At present Government of India holds 10.27% of the paid up equity capital of Maruti Udyog Ltd. in the form of 2,96,79,709 shares of face value of Rs. 5/- each amounting to Rs. 14,83,98,545/-.

(b) The Government has decided to sell its entire residual shareholding in MUL.

Waiving off Agricultural Loan

1552. SHRI MANJUNATH KUNNUR: Will the Minister of FINANCE be pleased to state:

(a) whether there is any proposal or plan to waive off the agricultural loans raised by the farmers of the country through Nationalised Banks;

(b) if not, the reasons therefor; and

(c) the amount of agricultural loan outstanding due by the farmers in various Nationalised Banks so far, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) No, Sir. However, on 18.06.2004 Government announced a Farm Credit Package which envisaged debt relief to farmers by way of rescheduling of loans with a moratorium period and "One Time Settlement scheme for small and marginal farmers. The farmers availing the benefit of the debt relief were eligible for fresh loans from the banks.

Further, in 31 debt stressed districts in the four states of Maharashtra (06), Andhra Pradesh (16), Karnataka (06) and Kerala (03) the relief package announced for farmers does not envisage waiver of principal amount. It provides that the entire interest on overdue loans as on 01.07.2006 will be waived and these overdue loans will be rescheduled over a period of 3-5 years with a one year moratorium. This restructuring will immediately make these farmers eligible for fresh loans from the banking system. State-wise details are given in the enclosed Statement.

Statement

Public Sector Banks Advances under Priority Sectors as on last Friday of March 2006

Name of State	Total	
	No. of A/cs	Amount O/S
1	2	3
Haryana	519250	58960210
Himachal Pradesh	171767	10587397
Jammu and Kashmir	18413	881394
Punjab	743863	94687899
Rajasthan	1055079	78345619
Chandigarh	42504	25177580

1	2	3
Delhi	40218	134851143
NORTHERN REGION	2591094	403461242
Assam	151723	6620992
Manipur	15093	435141
Meghalaya	25932	782832
Nagaland	14931	438606
Tripura	79292	1174383
Arunachal Pradesh	7127	217241
Mizoram	6348	217879
Sikkim	7532	159628
NORTH-EASTERN REGION	307978	10046702
Bihar	771978	40504204
Jharkhand	370088	9700040
Orissa	641305	20982187
West Bengal	897980	66353375
Andaman and Nicobar Islands	1239	73810
EASTERN REGION	2682590	137613616
Madhya Pradesh	939675	84716799
Chhattisgarh	158846	10026743
Uttar Pradesh	3076353	162868349
Uttarakhand	229897	11315308
CENTRAL REGION	4404771	268927199
Gujarat	885989	59839120
Maharashtra	1288789	132576385
Daman and Diu	155	5705
Goa	27093	1453308
Dadra and Nagar Haveli	1417	42312

1	2	3
WESTERN REGION	2197143	193916830
Andhra Pradesh	5027654	194284023
Karnataka	1649326	145522122
Kerala	1273571	50114301
Tamil Nadu	3619796	146823231
Pondicherry	43509	1469862
Lakshadweep	596	16742
SOUTHERN REGION	11614452	538230281
ALL INDIA	23798028	1552195870

**CBI Cases against Customs
and Excise Officials**

1553. SHRI KAILASH MEGHWAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Central Bureau of Investigation (CBI) has registered cases against the officials of Customs & Excise Department;

(b) if so, the number of cases registered by CBI during each of the last three years; and

(c) the steps taken by the Government to get the cases expedited?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Sir. The CBI has registered cases against some officials of Customs & Excise Department.

(b) The number of cases registered by the CBI during each of the last three years are as follows:

Sl.No.	Year	No. of cases registered
1.	2004	55
2.	2005	58
3.	2006	54

(c) For getting the CBI cases expedited, following action is taken by the Department:

- (i) In cases, where the CBI has submitted its report after conclusion of investigation, the Department takes expeditious action in accordance with the recommendations of CBI viz., granting sanction for prosecution under the Prevention of Corruption Act, 1988 (PCA) and/or initiating Regular Disciplinary Proceedings under CCS (CCA) Rules after obtaining advice of CVC, wherever required.
- (ii) As regards the cases under investigation by CBI necessary assistance is provided by the Department to CBI for expediting the investigation by furnishing required records/information and also other assistance.

[Translation]

Privatization of Power Distribution System

1554. PROF. MAHADEORAO SHIWANKAR:
SHRI PANKAJ CHOWDHARY:
SHRI MOHD. TAHIR:
SHRI SHISHUPAL N. PATLE:
SHRI BRAJESH PATHAK:

Will the Minister of POWER be pleased to state:

(a) whether the Union Government proposes to privatize power distribution system in villages and small towns in the country, as reported in the Dainik Jagran dated January 25, 2007;

(b) if so, whether the Government has cleared franchise system in this regard;

(c) if so, whether all the State Governments have given their consent for the proposal;

(d) whether any assessment of power transmission and distribution losses in villages and towns have been made;

(e) if so, the details thereof;

(f) whether the mega power policy is being amended to implement it; and

(g) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) No, Sir. In order to ensure revenue sustainability of the Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY) scheme to maintain the infrastructure being created and to provide uninterrupted quality power, deployment of franchisees has been made mandatory for management of rural distribution through franchisees who could be Non-Governmental Organizations (NGOs), Users Association, Cooperative or individual entrepreneurs. This helps in minimizing the Aggregate Technical and Commercial (AT&C) losses besides improving the rural power distribution system.

Under Accelerated Power Development and Reforms Programme (APDRP), Ministry has also advised State Power Utilities to franchise electricity distribution system in such towns where Aggregate Technical and Commercial (AT&C) Losses are comparatively higher and the utility itself fails to reduce the losses significantly.

(c) All the 27 States implementing RGGVY, having executed tripartite and quadripartite agreements, have consented to deploy franchisees for management of rural distribution system under RGGVY. REC as a nodal agency for RGGVY has circulated guidelines covering various models of franchisee of facilitate selection and deployment of franchisees in rural areas.

Under APDRP, during various reviews by the Ministry, Utilities have agreed to adopt franchisee system in towns running with high AT&C losses.

(d) and (e) Yes, Sir. The assessment of Aggregate Technical and Commercial (AT&C) losses has been done in the areas covered under APDRP. As reported by the Utilities, AT&C loss in 212 towns are less than 15%, in 125 towns in between 20% to 30%, in 82 towns in between 30% to 40% and 158 towns above 40%.

(f) and (g) Under Mega power policy, a power plant can have a Mega power project status if it fulfils, inter alia, the condition that "the power purchasing States

undertake, in principle, to privatize distribution in all cities, in that State, each of which has a population of more than one million, within a period to be fixed by the Ministry of Power."

Irregularities in Chhattisgarh State Electricity Department

1555. SHRI PUNNU LAL MOHALE: Will the Minister of POWER be pleased to state:

(a) whether the Union Government has received any complaint of irregularities and scams in the Chhattisgarh State Electricity Department recently;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) Yes, Sir. A copy of the complaint alleging irregularities in the award of tender by the Chhattisgarh State Electricity Board for construction of sub-stations on turn key basis has been recently received. As the Chhattisgarh State Electricity Board is under the administrative control of State Government, the complaint has been forwarded to the State Government of Chhattisgarh for taking necessary action.

Circulation of Currency

1556. SHRI RAMJI LAL SUMAN:
SHRI RAJIV RANJAN SINGH "LALAN":

Will the Minister of FINANCE be pleased to state:

(a) whether the rate of currency circulation has been more than the target fixed by the Government in 2006-07;

(b) if so, the details thereof;

(c) the rate of increase in currency circulation from April to December 2006 in comparison to the currency circulation during the same period for the previous year; and

(d) the reasons for increase in rate of currency circulation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Government of India does not fix any target for the circulation of currency *i.e.* notes in circulation. The Reserve Bank of India arrives at the value of notes in circulation depending on growth in the economy, GDP, inflation, etc. The volume-wise distribution among the denominations is worked out later.

(c) and (d) During the period April 2006 to December 2006, the rate of circulation of currency has increased by 11.19% as compared to 10.10% during the same period last year on account of the reasons mentioned above.

Energy Security

1557. DR. DHIRENDRA AGARWAL:
SHRI V.K. THUMMAR:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to make energy security as a National Mission; and

(b) if so, the details thereof and the steps being taken in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) The Expert Committee on Integrated Energy Policy, in its report has recommended the following key steps to enhance energy security—reducing energy requirements through energy conservation, substituting imported energy by domestic alternatives, diversifying supply sources, expanding resource base, developing alternative energy resources, increasing ability to import energy and face market risk and increasing redundancy to deal with technical risks. Accordingly, in the power sector, due priority has been given to increase generation capacity using indigenous fuel resources especially coal. Hydro is another identified thrust area. In addition to this, demand side management and energy conservation have been accorded due priority.

[English]

Lord Krishna Bank

1558. SHRIMATI P. SATHEEDEVI:
SHRI P. KARUNAKARAN:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to merge Lord Krishna Bank and Centurion Bank of Punjab;

(b) if so, the reasons therefor;

(c) whether the Government is aware that certain employees of Lord Krishna Bank have committed suicide on the fear of job losses and harassment by the Bank management as a result of the proposed merger move;

(d) if so, the details thereof; and

(e) the action taken by the Government to prevent further eventualities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Lord Krishna Bank Ltd. (LKBL), and Centurion Bank of Punjab Ltd. (CBOPL) submitted to Reserve Bank of India (RBI) a proposal, approved by the respective Boards of Directors and shareholders of these banks, for voluntary merger in terms of the provisions of Section 44A of the Banking Regulation Act, 1949. RBI has kept its decision in abeyance pending a judgement by the High Court of Kerala in a case filed by a shareholder of LKBL challenging, inter-alia, the proceedings of the Annual General Meeting of the bank which approved the draft scheme of amalgamation.

(c) to (e) Though, the Union Forum of Lord Krishna Bank Employees Unions has reported one such instance where an employee of LKBL has reportedly committed suicide, the cause of the death has not been ascertained so far.

Setting up of Power Projects Abroad

1559. SHRI SARVEY SATYANARAYANA:
SHRI BADIGA RAMAKRISHNA:

Will the Minister of POWER be pleased to state:

(a) whether the Government is investing in power projects abroad;

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

(c) the present status of each project; and

(d) the manner in which it would be useful for the country?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Yes, Sir.

(b) to (d) The Government is funding the project of construction of 220 KV Double Circuit Transmission Line of 202 kms from Pul-e-Khumri to Kabul and a 220/110/20 KV Sub-station at Kabul in Afghanistan at an estimated cost of Rs. 478 crores. It involves the construction of over 600 transmission towers. The project will supply power to Kabul from Uzbekistan and is expected to improve Afghanistan's industry and economy. The project will be completed by February, 2009.

India is also reconstructing the Salma Dam Power Project (42 MW) in Herat province in Afghanistan at an estimated cost of Rs. 498 crores. This project also involves erection of 110 KV power transmission lines from Salma Dam to Herat city, a distance of 143 kms, thereby providing electricity in the western provinces of Afghanistan. The project is likely to be completed by January, 2009.

India also supplied equipment for 110 KV transmission line of 130 kms and 20 KV transmission line for 150 kms along with 20/0.4 KV substation along with 110 KV and 20 KV transmission line material in Faryab province, in northern Afghanistan at an estimated expenditure of Rs. 39.2 crores.

India has financially and technically assisted the Government of Bhutan in constructing Chukha Hydro Power Project (336 MW), Kurichhu Hydro Power Project (60 MW) and Tala Hydro Power Project (1020 MW). The three projects in Bhutan are supplying power to India at mutually agreed rates. The energy imported from Bhutan is assisting India in meeting the demand supply gap.

India had also provided assistance to Nepal for the development of its Hydro Power potential. Four HE Schemes, namely, Pokhara (1 MW), Trisuli (21 MW), Western Gandak (15 MW) and Devighat (14.1 MW) have been implemented with Indian assistance.

Service Tax on Insurance Policy

1560. SHRI ABU AYES MONDAL: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has introduced service tax on the premium of Insurance;

(b) if so, the detail of the taxes levied on different insurance policies;

(c) whether the Government has planned to penetrate insurance policies into the large number of common people;

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

(e) whether the Government has any plan to reduce the taxes on insurance policy to make insurance purchases affordable to the masses in rural areas; and

(f) if so, the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) Service tax is leviable @ 12% on services provided in relation to-

(i) general insurance on the premium amount charged, and

(ii) life insurance on the amount of risk premium. Where risk premium is not separately indicated, 1% of the premium is charged as service tax.

(c) and (d) Number of measures have been taken to increase the reach of insurance policies including:

(i) Micro-insurance products to suit the needs of the poor and the rural people,

(ii) Crop insurance linked to rain/temperature/biomass index, and

(iii) Unit-linked products with a combination of risk cover and investment.

(e) and (f) The following insurance schemes are exempt from service tax, namely:

(i) Personal Accident and Social Security Hut Insurance Scheme,

(ii) Comprehensive Crop Insurance Scheme,

(iii) Cattle Insurance under Integrated Rural Development Programme,

- (iv) Scheme for Insurance of Tribals,
- (v) Agricultural Pumpset and Failed Well Insurance,
- (vi) Jan Arogya Bima Policy,
- (vii) Group Personal Accident Scheme provided by Government of Rajasthan,
- (viii) National Agricultural Insurance Scheme,
- (ix) Central Sector Scheme on Cattle Insurance,
- (x) Universal Health Insurance Scheme,
- (xi) Sheep Insurance Scheme.

**Task Force on Micro Credit Mechanism
for Urban Poor**

1561. DR. M. JAGANNATH: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Task Force set up by the Government to evolve the viable micro-credit mechanism for the urban poor has submitted its report;

(b) if so, the important recommendations of the Task Force;

(c) whether the Government has accepted the recommendations of the said Task Force; and

(d) if so, the time-frame by which the recommendations of the Task Force would be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) Yes Sir, the Government has received the Report of the Task Force on Micro Credit to the Urban Poor.

(b) The major recommendations of the Task Force are:

- (i) There is a need to provide credit on flexi terms to the urban poor for their small and petty economic activities.

- (ii) A proper comprehensive insurance scheme at all India level covering all urban poor should be designed since they are the most vulnerable lot in the society.
- (iii) A need for an apex organization for the identification, organization and promoting the Self Help Groups (SGHs) capacity building and linking the Groups with Banks and providing refinance.
- (iv) Government can intervene by providing equity support to this apex financing organization as well as further support to Micro Finance Institutes (MFIs).
- (v) Self Help Groups (SHGs) should be promoted and help of reputed NGOs may be taken for this.
- (vi) Capacity Building of urban poor, Banks, NGOs and other stakeholders is a must for the success of the micro credit mechanism.
- (vii) Some regulatory mechanism is also required to have a proper check on the activities of the NGOs, MFIs active in this field.
- (viii) Large-scale awareness regarding the unorganized sector and micro-finance should be done through media, TV and other publicity awareness.

(c) and (d) A Steering Committee on Micro Finance and Poverty Alleviation has been set up in the Planning Commission to look in to the various aspects of micro finance and credit needs of the poor. The Report of the Task Force has been provided to the Steering Committee. The Steering Committee is seized of the issue and it may not be possible to provide any time frame for the implementation of the recommendations of the Task Force as of now.

Oceanarium Marine Biology Research Centre

1562. SHRI P.C. THOMAS:
SHRI S. AJAYA KUMAR:

Will the Minister of EARTH SCIENCES be pleased to state:

- (a) whether the Government has received a proposal from the Government of Kerala to set up an oceanarium complex and Marine Biology Research Centre at Kochi in Kerala;

(b) If so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes, Sir.

(b) and (c) The Ministry has proposed to set up an Oceanarium in the 11th Five Year Plan, which is under consideration of the Planning Commission. Once the proposal is approved, the Ministry will workout the further course of action.

Solar Energy to BPL People

1563. SHRI BALASHOWRY VALLABHANENI:

SHRI HITEN BARMAN:

SHRI TATHAGATA SATPATHY:

SHRI RANEN BARMAN:

SHRI ABDUL RASHID SHAHEEN:

SHRI KAILASH BAITHA:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government provides solar energy free of cost to the people living below poverty line in the country;

(b) If so, the details thereof; and

(c) the number of BPL people provided solar energy for domestic consumption in the country during each of the last three years, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) The Ministry of New and Renewable Energy is implementing schemes on Solar Lantern and Remote Village Electrification, where a BPL family is eligible to get a solar lighting system with 100% Central Financial Assistance (CFA) under certain conditions.

Under the Solar Lantern Scheme during 2006-07 a new provision has been introduced where a girl child from below poverty line family, studying in class IX to XII and residing in un-electrified villages/hamlets of special category States and Union Territory islands, is eligible to get one solar lantern free of cost during the entire period of her school study. The distribution of solar lantern to

such girl child is to be done by the State nodal agency through the district administration and education department for verification of BPL status and the details of the school and class of education of the girl child.

Under the Remote Village Electrification Programme 100% of the cost of one lamp solar home lighting system, subject to pre-specified maximum amount, is provided as CFA to BPL households in remote un-electrified villages/hamlets. This provision was introduced in the scheme during 2005-06. The CFA is sanctioned on the basis of proposals submitted by the State nodal agencies.

(c) Under the Remote Village Electrification Programme the CFA, as per the above provisions, has been sanctioned for 512 households in Assam, 4295 in Orissa and 2326 in Madhya Pradesh. Himachal Pradesh and Uttarakhand have been sanctioned a target for distribution of 500 solar lanterns each, based on the proposals received from them.

Merger and Acquisition of Indian and Foreign Companies

1564. SHRI C.K. CHANDRAPPA:
SHRI GURUDAS DASGUPTA:

Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether a number of mergers and acquisitions of the Indian and foreign companies have taken place during the last two years; and

(b) if so, the details of such mergers and acquisitions took place since the year 2005 alongwith the names of the companies involved and the worth of each deal?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) and (b) The information is being collected.

Release of Share by States under NREGS

1565. SHRI RAVI PRAKASH VERMA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Union Government has released grants in aid to the Zilla Panchayats for National Rural Employment Guarantee Scheme (NREGS) directly;

(b) if so, the details of amount released during each of the last three years to each State;

(c) whether some States have not released their share for the scheme; and

(d) if so, the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) The National Rural Employment Guarantee Act (NREGA) has come into force w.e.f. 2nd February 2006 and funds are directly released to the Districts from the Ministry of Rural Development under the Act. As per NREGA operational guidelines, funds are utilized in the district through a separate NREGA account.

The State-wise funds released during 2005-06 and 2006-07 upto February 2007 is given in the enclosed Statement.

(c) and (d) Yes Sir, a few States have not released State Share. These States have been advised to release State Share immediately and the same should be reflected in their Utilization Certificate when they submit their proposal for the release of next instalment. As per the NREGA guidelines, if the conditionalities are not fully met by the implementing agency/State, the Ministry will be within its right to stop the release of central funds and in such case responsibility for payment of unemployment allowance arising out of non availability of funds shall be on the State Government.

Statement

(Rs. in lakh)

Sl.No.	Name of the States	No. of Distts. Identified	Release for NREGA		
			2005-06	2006-07*	Total
1	2	3	4	5	6
1.	Andhra Pradesh	13	16474.81	91461.46	107936.27
2.	Arunachal Pradesh	1	446.31	1210.85	1657.16
3.	Assam	7	33650.13	13970.85	47620.98
4.	Bihar	23	30806.3	41581.38	72387.68
5.	Chhattisgarh	11	785	55716.74	56501.74
6.	Gujarat	6	4241.12	6165.94	10407.06
7.	Haryana	2	873.82	3129.39	4003.21
8.	Himachal Pradesh	2	898.37	2207.64	3106.01
9.	Jammu and Kashmir	3	1135.29	2776.37	3911.66
10.	Jharkhand	20	23429.66	48618.59	72048.25
11.	Karnataka	5	4402.1	17595.69	21997.79
12.	Kerala	2	1169.18	2179.51	3348.69
13.	Madhya Pradesh	18	13713.82	178129.20	191843.02
14.	Maharashtra	12	19743.56	19235.64	38979.20
15.	Manipur	1	461.63	1252.89	1714.52
16.	Meghalaya	2	1457.87	2064.68	3522.55

1	2	3	4	5	6
17.	Mizoram	2	770.91	783.90	1554.81
18.	Nagaland	1	1031.28	430.11	1461.39
19.	Orissa	19	7384.75	75456.49	82841.24
20.	Punjab	1	822.54	2755.75	3578.29
21.	Rajasthan	6	4142.11	72961.00	77103.11
22.	Sikkim	1	722.16	451.50	1173.66
23.	Tamil Nadu	6	6571.72	14389.21	20960.93
24.	Tripura	1	2572.97	1456.66	4029.63
25.	Uttarakhand	3	1269.11	2710.60	3979.71
26.	Uttar Pradesh	22	33242.07	48655.69	81897.76
27.	West Bengal	10	17038.15	30858.84	47896.99
Total		200	229256.74	738206.56	967463.30

*Release upto 28th February 2007.

[Translation]

Poverty Alleviation

1566. SHRI RASHEED MASOOD: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government is aware that despite the high rate of growth, the life of the poor families has not improved;

(b) if so, the reasons therefor; and

(c) the measures taken/being taken by the Government for the alleviation of poverty?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Data from Census 2001 and other sources indicate a mixed picture regarding the improvement in the living conditions of the poor in the country during the last few decades. The reasons can be many such as rural-urban migration, urban-urban migration, concentration of people in larger cities, in-situ

growth of population due to natural increase, environmental factors etc.

(c) In order to ameliorate the living conditions of the urban poor in the country, Ministry of Housing and Urban Poverty Alleviation is implementing an employment-oriented urban poverty alleviation programme named Swarna Jayanti Shahari Rozgar Yojana (SJSRY) since 1.12.1997. The programme strives to provide gainful employment to the urban unemployed and underemployed poor through firstly, encouraging the setting up of self-employment ventures by those who have not studied beyond 9th standard and, secondly, by providing wage employment by utilizing their labour for construction of socially and economically useful public assets.

Also, to address the housing and basic services needs of the urban poor living in slums, the Sub-Mission on Basic Services to the Urban Poor under the Jawaharalal Nehru National Urban Renewal Mission (JNNURM) was launched in December 2005 in 63 select Cities. For the towns/cities other than the Mission cities, the Integrated Housing & Slum Development Programme (IHSDP) is being implemented to cater to similar needs of the urban poor.

*[English]***Tax Exemptions to SEZs**

1567. SHRI PRALHAD JOSHI: Will the Minister of FINANCE be pleased to state:

(a) the amount of various tax revenues the Government lost due to special tax exemptions given to SEZs all over the country, State-wise during the last three years;

(b) the details of the total tax revenues the Government would lose in the coming next two years *i.e.*, 2007-08 and 2008-09, State-wise; and

(c) the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The revenue foregone on account of indirect taxes involved on inputs and consumables from 2004-05 to 2006-07 (upto January, 2007) is Rs. 3951.39 crores. As far as direct taxes are concerned, figures are available only for 2006-07 and the loss on account of tax concessions is estimated to be Rs. 4,156 crores. State-wise revenue foregone is not available.

(b) Estimated revenue foregone for direct and indirect taxes for the next two years (2007-08 and 2008-09) on account of development of SEZs will be around Rs. 52,470 crores. State-wise revenue foregone has not been estimated.

(c) Under Sec. 26 of the SEZ Act, 2005 certain exemptions, drawbacks and concessions are admissible to Developers and entrepreneurs. This will result in certain amount of revenue foregone. It is expected that development of these SEZs would result in generation of additional economic activity, promotion of export & investment, creation of employment and development of infrastructure. The revenue foregone is likely to be compensated when the above objectives are achieved.

High Volatility in Stock Market

1568. SHRI GURUDAS DASGUPTA: Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to the prevailing high volatility in Stock Market;

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

(c) the steps taken/being taken to control the uneconomic speculating transactions in the Stock Market?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The volatility is inherent in any securities market. During the period April 2006 to January 2007, the SENSEX volatility ranged between 0.58 percent and 3.25 percent and the NIFTY volatility ranged between 0.61 percent and 3.22 percent. The movement of market indices or price of a specific share is a function of perceptions of the investors—domestic and overseas, retail and institutional—about the economy, the sector and the company. This perception is influenced by many factors including macro-economic environment, growth potential of the economy, corporate performance, domestic and international events and market sentiments.

(c) SEBI is keeping a constant vigil on the market and has taken immediate action wherever warranted. Several scrips have been shifted to Trade to Trade segment to discourage abnormal day-trading and speculation. Circuit filters/price bands have been imposed on several scrips. SEBI has also been conducting regular and weekly meetings with Surveillance officials of the stock exchanges. The stock exchanges have been advised to step up their own surveillance measures and to initiate expeditious demonstrative action wherever warranted so as to protect investors' interest and ensure orderly functioning of the stock market.

Committee on Small Savings Loans

1569. SHRI RATILAL KALIDAS VARMA:
SHRI VIKRAMBHAI ARJANBHAI MADAM:

Will the Minister of FINANCE be pleased to state:

(a) whether any Committee has been constituted for encouraging the issue of small savings loans to the States;

(b) if so, the details thereof;

(c) whether the Committee has submitted its report; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) A Sub-Committee of the National Development Council (NDC) was constituted on 18th September, 2005 under the chairmanship of the Finance Minister to examine issues relating to the debt burden of the States and debt relief with reference to their debt outstanding against the National Small Savings Fund (NSSF). The Sub-Committee submitted its report to the NDC with the following recommendations:-

- (i) The small savings collections will be shared between the States and the Centre in the ratio of 80:20 (vis-a-vis the present arrangement of 100 per cent transfer of net collections to the State Governments) with the option to the States to take upto 100 per cent of their collections. The revised sharing pattern will be effective from 1st April 2007.
- (ii) The interest rates on loans taken by State Governments from NSSF from 1999-2000 to 2002-2003 will be reset at 10.5 per cent with effect from 1st April, 2007. The interest rate on these old loans will be reviewed if the interest rate on the current loans is reduced or after 3 years, whichever is earlier.
- (iii) The interest rate on current NSSF loans will continue at 9.5 per cent.
- (iv) Requests of State Governments for additional open market borrowing to enable them to repay non-NSSF loans will be considered on a case to case basis.
- (v) Requests of State Governments for prepayment of NSSF loans contracted upto 2002-2003 will also be considered on a case to case basis within the approved market borrowing ceilings.

The NDC in its meeting held on 9th December 2006, *inter-alia*, endorsed the above recommendations. Government has accepted the recommendations and communicated the same to all State Governments and Union Territories (without Legislature).

Selection of Agents

1570. SHRI BASU DEB ACHARIA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received proposals from various quarters to fill up the 20% quota from the qualified LIC agents who appear for Development Officers post in LIC;

(b) if so, the details thereof;

(c) whether the Government is aware that due to huge number of over qualified candidates who passed through test, agents are denied the opportunity for selection;

(d) if so, the facts of the matter; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Life Insurance Corporation of India (LIC) has informed that as per LIC [Recruitment of Apprentice Development Officers (ADO)] Regulations, 1999 as amended on 18th October, 2005, there is no quota of agents in the recruitment of ADOs.

(b) Does not arise.

(c) LIC has informed that no separate record is kept for all the agents who appear in the recruitment test for ADOs.

(d) and (e) Do not arise.

Setting up of National Data Centre

1571. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI PRABHUNATH SINGH:

Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has decided to set up a National Data Centre (NDC) in the capital to curb tax irregularities as reported in "The Times of India" dated January 17, 2007;

(b) if so, the details thereof along with facilities to be made available through NDC;

(c) the time by which the NDC will become functional;

(d) whether the centralized data base in respect of direct and indirect taxes is being maintained by the Government;

(e) if so, the details of taxes realized still outstanding as on date; and

(f) the details of cases pending finalization in Income Tax Appellate Tribunal (ITAT) and other courts for more than 180 days, one year and three years separately?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Sir. As part of Perspective Plan on Comprehensive Computerisation, the Income-tax Department is working to establish National Data Centre with Primary Site (PS) at Delhi, Business Continuity Centre (BCP) site at Mumbai and Disaster Recovery (DR) site at Chennai.

(b) National Data Centre will enable all the Assessing Officers to access a common network. Besides, it will enable the Department to match information available in Annual Information Returns (AIRs) at an all India level. It will also help in implementing e-governance facilities for the taxpayers.

(c) The National Data Centre is expected to be set up by August, 2007.

(d) At present the Income Tax Department maintains data base relating to direct taxes in a decentralized manner through 36 Regional Computer Centres (RCC). In respect of indirect taxes, no centralized database is being maintained at present.

(e) Details of direct taxes realised during financial year 2006-07 and outstanding as on 31.1.2007 (in Rs. Crores) are as under:

	Personal Income-tax	Corporate Income-tax	Total
Arrears of taxes realised	1,093	8,051	9,144
Arrears of taxes outstanding	43,132	49,122	92,244

(f) Details of pendency of appeals as on 1.4.2006 are as under:

Period of pendency	ITAT	High Court	Supreme Court
More than 1 years	30498	13593	1578
More than 2 years	14795	7997	1122
More than 5 years	4659	3299	634

Details in respect of pendency of appeals for periods exceeding 180 days and three years are not being maintained.

Repealing of Urban Land Ceiling Act

1572. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government has instructed the State Governments to repeal the Urban Land Ceiling Act;

(b) if so, the details of the States which responded by repealing the said Act;

(c) the details of the States which have not repealed the said Act;

(d) whether the Union Government funds would be blocked to those States which have not repealed the said Act; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir. The State Governments were requested to replace the Urban Land (Ceiling & Regulation) Act, 1976 by adopting the Urban Land (Ceiling & Regulation) Repeal Act, 1999.

(b) According to the information received from the State Governments, the Repeal Act of 1999 is enforced in the States/UTs of (i) Gujarat, (ii) Haryana, (iii) Karnataka, (iv) Madhya Pradesh, (v) Punjab, (vi) Orissa, (vii) Rajasthan, (viii) Uttar Pradesh, (ix) NCT of Delhi, (x) Pondicherry and (xi) Chandigarh.

The State Governments of Kerala and Tamil Nadu follow their own law for land ceiling.

(c) The State Governments of Andhra Pradesh, Assam, Bihar, Jharkhand, Maharashtra and West Bengal have not repealed the Urban Land (Ceiling & Regulation) Act, 1976 so far.

(d) and (e) Release of Central assistance under Jawaharlal Nehru National Urban Renewal Mission is subject to achievement milestones agreed for implementation of reforms at the State and City level as envisaged in the Memorandum of Agreements which includes repealing of Urban Land (Ceiling & Regulation) Act.

[Translation]

Monitoring Committees for Construction Work under TSC

1573. SHRI HEMMAL MURMU: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has constituted a monitoring committee to check the quality of the construction work under Total Sanitation Programme (TSC); and

(b) if so, the details thereof and the action taken by the monitoring committee?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) No Sir, Government of India is regularly reviewing implementation of the programme and extending necessary technical guidance to the project authorities to enable them to effectively implement Total Sanitation Campaign (TSC) projects. A detailed monitoring system has also been put in place for the purpose. It includes on line monitoring of progress, monitoring through independent agencies—District Level Monitors and National Level Monitors and field visit of officers of the Ministry of Rural Development.

[English]

Pay Scales of Railway Employees

1574. SHRI HARIBHAU RATHOD: Will the Minister of FINANCE be pleased to state:

(a) whether various associations, organizations of railway employees have submitted representation regarding not getting proper pay protection in V Central Pay Commission;

(b) if so, the details thereof;

(c) the reaction of the Government thereto; and

(d) the steps taken by the Union Government to ensure appropriate pay scales for those employees in the VI Pay Commission?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) The Government had received a proposal from the

Railway Board based on the demand made by its recognized federations regarding initial fixation of pay in the revised pay scales recommended by the Fifth Central Pay Commission. After examination of the same, the Government had not agreed to the proposal. The Terms of Reference of the Sixth Central Pay Commission, constituted on 5.10.2006, include working out a comprehensive pay package for Central Government employees, keeping in view various factors.

Control Over Real Estate Prices

1575. SHRI KINJARAPU YERRANNAIDU: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has worked out any formula to control the real estate prices;

(b) if so, the details thereof;

(c) whether the Government proposes to establish any statutory authority to fix the price of flats/plots developed by the colonisers;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Government is considering formulation of Real Estate Management (Regulatory and Control) Bill which is at draft stage and is likely to help in controlling the real estate prices.

(c) to (e) No, Sir. This comes within the purview of State Government Agencies like Development Authorities/ Municipal Agencies etc. Government is not considering to establish any statutory authority to fix the price of flats/plots developed by the colonisers.

[Translation]

Fraud In Banks

1576. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that cases of frauds in Banks are increasing day by day as reported in the "Dainik Jagran" dated January 19, 2007;

(b) If so, the details thereof and facts of the matter reported therein;

(c) the number of such incidents which have come to light during the last three years and current year, State-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Delhi Edition of "Dainik Jagran" dated January 19, 2007

does not contain any news item regarding increase in the cases of frauds of banks day by day. However, a news item regarding fraud played with State Bank of India (SBI) by manipulation in the drafts appeared in 'Dainik Jagran' dated January 19, 2007. It relates to defrauding the SBI, Delhi by making alterations in the drafts in five cases.

(c) The number of fraud cases and amount involved therein as reported by banks to Reserve Bank of India (RBI), during the last three financial years, i.e. 2003-2004, 2004-2005 and 2005-2006 and upto December 2006 is as under:

(Amount in Rs. Crores)

	2003-04		2004-05		2005-06		2006-07 (Upto Dec. 2006)	
	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
Public Sector Banks	2207	653.50	2663	600.16	2557	1111.81	1986	605.37
Private Sector Banks	1326	104.50	4141	158.50	7877	230.93	11504	264.60
Foreign Banks	3320	17.93	3646	20.38	3480	37.91	3897	23.11
Total	6853	775.93	10450	779.04	13914	1380.66	17387	893.12

(d) In the specific case of SBI, Delhi complaint with local police has been lodged and cautionary instructions have been issued to all the Branches in Delhi Circle. RBI, as a part of its supervisory responsibility, has been advising banks from time to time about the common fraud prone areas and the measures to be taken by them to prevent/reduce the incidence of frauds/corruption in banks. The measures taken by RBI to strengthen the machinery in banks to prevent/reduce the incidence of frauds include the following:

- RBI directed banks in 1993 to introduce a system of concurrent audit covering branches amounting for 50 percent of business (deposits plus advances).
- RBI advised banks to constitute Audit Committee of the Board of Directors, with a view to ensuring that the working of internal inspection and audit machinery is monitored at the top most level in banks.

- In order to give a focused attention by the Board on fraud prevention, banks were advised by RBI in the month of January 2004 to constitute a Special Committee of the Board for exclusive monitoring of large value frauds of Rs. 1 crore and above.
 - RBI has instructed banks to review and refine the systems and procedures with regard to balancing of books, reconciliation of inter-branch accounts, review of the adequacy of the internal inspection/audit machinery and control returns, visit to branches by officials and to ensure that the warning signals do not go unnoticed.
 - In view of the increasing trend of frauds in the housing loans segment, RBI has also taken steps, as stated below, to prevent frauds in this segment:
- (i) Banks have been cautioned from time to time against fraudsters and the modus operandi adopted by them.

- (ii) RBI has also taken up with State Governments for bringing certain progressive measures such as computerization of immovable property records and transactions, recording the encumbrances on the properties mortgaged to the banks with the Registrar of Assurances by payment of a nominal fee as this measure will go a long way in arresting multiple creation of mortgages by the fraudsters so as to prevent occurrence of the frauds in the housing loan segment.

- Steps have also been taken to vigorously monitor the large value frauds. All the fraud cases involving amounts to rupees one crore and above are monitored by the Central Office of the Department of Banking Supervision, RBI and put up to the Board for Financial Supervision, RBI, on a quarterly basis. Frauds involving amounts of Rs. 1 lakh and above but less than Rs. 1 crore are monitored by the Regional Offices of RBI.

[English]

Allocation of Funds for Minorities under SGSY

1577. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has made any specific resource allocation in terms of physical and financial targets for minorities under Swarna Jayanti Gram Swarozgar Yojana (SGSY) on the lines of such allocations made for the SCs and STs;

(b) if so, the details of such allocations made for the minorities during the last three years and thereafter; and

(c) the procedure adopted for allocation of such funds to individuals and families of the minorities?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) The process of making specific resource allocations to the minorities under the SGSY commenced only from the year 2006-07. The paragraphs 3.28 and 4.30 of the Swarnjayanti Gram Swarozgar Yojana (SGSY) guidelines were amended during 2006-07 to enable such earmarking for the Minorities*. (*Minority communities are those notified under section (2) of the National Commission for Minorities, 1992 Act.)

(b) and (c) The Ministry of Rural Development has set targets to the State Governments based on the ratio of BPL minorities indicated by the Ministry of Minority Affairs. A Statement indicating physical targets fixed in respect of minorities for 2006-07 is enclosed. The procedure for transferring funds under the SGSY to the States is through the DRDAs, and no separate fund transfer procedure is required for the Minorities. Once the targets are set and earmarked, funds are expended by the DRDAs in conformity with the earmarking.

Statement

Targets of Swarozgaris to be Assisted under SGSY during 2006-07

Sl.No.	Name of States/UTs	Target of Total No. of Swarozgaris to be Assisted	Target of No. of Minorities Swarozgaris to be Assisted
1	2	3	4
1.	Andhra Pradesh	57921	1342
2.	Arunachal Pradesh	3023	617
3.	Assam	78544	25104
4.	Bihar	137805	29678
5.	Chhattisgarh	30592	1931
6.	Goa	546	50
7.	Gujarat	21803	415
8.	Haryana	12827	1533
9.	Himachal Pradesh	5402	18
10.	Jammu and Kashmir*	6686	16
11.	Jharkhand	51939	10036
12.	Karnataka	43739	2049
13.	Kerala	19625	4966
14.	Madhya Pradesh	65584	1931
15.	Maharashtra	86461	3543
16.	Manipur	5266	917
17.	Meghalaya*	5899	49

1	2	3	4
18.	Mizoram*	1365	16
19.	Nagaland*	4047	16
20.	Orissa	66250	3322
21.	Punjab*	6234	65
22.	Rajasthan	33212	2782
23.	Sikkim	1511	49
24.	Tamil Nadu	51215	1997
25.	Tripura	9507	595
26.	Uttar Pradesh	198389	33616
27.	Uttarakhand	10426	1047
28.	West Bengal	73624	35875
29.	Andaman and Nicobar Islands	205	16
30.	Daman and Diu	205	16
31.	Dadra and Nagar Haveli	205	16
32.	Lakshadweep	205	16
33.	Puducherry	819	16
Total		1091081	163660

N.B. Eligible minorities are those notified under section 2(c) of the National Commission for Minorities Act, 1992—Muslims, Christians, Sikhs, Buddhists and Parsis.

*In the States where minorities are in a majority, only other minority population is treated as minority, Muslims in Jammu and Kashmir, Sikhs in Punjab and Christians in Meghalaya, Mizoram and Nagaland are not treated as minorities in the respective States.

Boat Car

1578. SHRI MANORANJAN BHAKTA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a scientist has innovated a new type of a vehicle—Boat car which runs on land and water; and

(b) if so, the details thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL

SIBAL): (a) Department of Scientific and Industrial Research (DSIR) and Technology Information Forecasting and Assessment Council (TIFAC) of Department of Science and Technology (DST) jointly operate a "Technopreneur Promotion Programme (TePP)" to tap the vast innovative potential of the citizens of India. No proposal regarding Boat Car has been received under the TePP programme. However, National Innovation Foundation (NIF), supported by DST has received a similar proposal recently and is helping the innovator in getting the drawings made so that a patent can be filed for novel features in the design.

(b) According to information received from NIF, the invention has been made by a car mechanic in Kerala, called—"Amphibious Car", which can run on land as well as on water. The inventor claims that the vehicle can achieve a maximum speed of 20 Kmph in water and would save energy, reduce congestion and make the ride smoother for commuters who may prefer to navigate distances in water instead on road.

Grant of Debt Waiver to States

1579. SHRI SUBHASH MAHARIA: Will the Minister of FINANCE be pleased to state:

(a) the details of States which have asked for debt waiver in the light of recommendation of the Twelfth Finance Commission;

(b) the details of the States which have been granted debt waiver; and

(c) the reasons for not giving debt waiver to Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Twelfth Finance Commission (TFC) has framed a scheme of debt waiver based on fiscal performance, linked to the reduction of revenue deficits of States. Under the scheme of the States' Debt Consolidation and Relief Facility, the repayments due from the States during 2005-06 to 2009-10 on consolidated Central loans will be eligible for write-off. The quantum of write-off is linked to the absolute amount by which revenue deficit is reduced in each successive year during the award period of TFC. For the States, which are in revenue surplus, the debt write-off is available so long as the revenue surplus of the State does not go below the base year level in absolute terms.

(b) For the year 2005-2006, 12 States have been granted debt waiver. For the year 2006-07, 20 States have availed of the benefit of debt waiver.

(c) Rajasthan has availed of the benefit of debt waiver both for 2005-06 and 2006-07.

Setting up of PFDF

1580. SHRI K.J.S.P. REDDY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has set up Pooled Finance Development Fund, which would enable urban local bodies to raise funds from the market on a sustainable basis to meet investment needs; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. The broad objectives of Pooled Finance Development Fund (PFDF) are to:-

- (i) facilitate development of bankable urban infrastructure projects through appropriate capacity building measures and financial structuring of projects;
- (ii) facilitate Urban Local Bodies (ULBs) to access capital and financial markets for investment in critical municipal infrastructure by providing credit enhancement grants to State Pooled Finance Entities (SPFEs) for accessing capital markets through Pooled Financing Bonds on behalf of one or more identified ULBs for investment in identified urban infrastructure projects;
- (iii) reduce the cost of borrowing to local bodies with appropriate credit enhancement measures and through restructuring of existing costly debts; and
- (iv) facilitate development of Municipal Bond Market.

For implementing Pooled Finance Mechanism, a State Pooled Finance Entity (SPFE) is required to be set up in each State. SPFE to be set up in the State could either be a Trust or a Special Purpose Entity, provided the Entity is only a pass through vehicle. The basic advantage of setting up of SPFE is that it would enable the ULBs to enter the bond market on a regular basis and take advantage of scaled up operations. Further, efficient

SPFEs can generate fair degree of goodwill in the bond market and may be able to achieve much higher levels of efficiency in operations than individual ULBs. Most importantly, it would be able to hedge risks against much larger spectrum of activities than individual ULBs.

The Central Government would support SPFEs through the PFDF. Of the funds made available with the Central Government for PFDF, 5% would be utilized for project development assistance. Balance 95% would be utilized for contribution to the Credit Rating Enhancement Fund (CREF) to improve the credit rating of the Municipal Bonds to investment grade.

[Translation]

Additional Allocation of Funds under PMGSY

1581. SHRI GANESH SINGH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government proposes to sanction additional/more funds for the construction of rural roads during the 11th Five Year Plan under Pradhan Mantri Gram Sadak Yojana (PMGSY); and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Outlay for the Pradhan Mantri Gram Sadak Yojana (PMGSY), for the 11th Five Year Plan is yet to be finalized. However, for the year 2006-07 the budgeted allocation was Rs. 5225.62 crore. For the year 2007-08, this has been enhanced to Rs. 6500 crore. In addition, Rs. 4000 crore will be available from NABARD for this programme during 2007-08.

[English]

Service Tax against Cable Operators

1582. SHRI M. APPADURAI: Will the Minister of FINANCE be pleased to state:

(a) whether several cable operators/companies are not depositing the service tax dues to the Government;

(b) if so, the details thereof; and

(c) the steps taken/being taken by the Government to recover the outstanding dues?

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

(b) A total number of 1767 cases, involving service tax amount of Rs. 2087.29 lakh, have been booked against cable operators.

(c) The following steps have been taken to recover outstanding dues:

- (i) Persuasive action has been taken to recover outstanding dues.
- (ii) Cases have been booked against defaulters and adjudication proceedings have been initiated.

These efforts have resulted in recovery of dues amounting to Rs. 459.4 lakh.

Release of Funds without Utilization Certificates under Swajaldhara Yojana

1583. SHRI ALAKESH DAS:
SHRI CHENGARA SURENDRAN:

Will the Minister of RURAL DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 2452 on December 8, 2006 regarding pending proposals under Swajaldhara Yojana and state:

(a) the funds allocated to each State during 2004-05 and 2005-06 under Swajaldhara Yojana;

(b) whether it is obligatory upon the States to submit utilization certificates of funds previously received to get further funds under the said Yojana;

(c) if so, the names of the States who have not yet sent the utilization certificates and the action taken by the Union Government;

(d) whether the funds for the year 2006-07 under the Yojana have not been released to several States including Rajasthan only due to non-furnishing of utilization certificates;

(e) if so, whether any alternative source of funds have been proposed by the Union Government to provide funds to such States under the Yojana for the year 2006-07; and

(f) if not, the future of the proposals which were sent by these States thereunder for funds for the year 2006-07?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) The allocations made to States during 2004-05 and 2005-06 are enclosed as Statement.

(b) Yes, Sir. Utilization Certificates are required to be submitted by the recipient agency as per financial rules. Also it is a requirement under the Scheme Guideline.

(c) and (d) Since the districts are the implementing agency, the State as a whole is not denied funds if one or more districts do not send the Utilization Certificate(s). No further funds are released to the district till all conditions are fulfilled. The States from which utilization certificates have not been received from any district are Arunachal Pradesh, Bihar, Chhattisgarh, Haryana and Meghalaya. During 2006-07, funds have been released to 17 States for ongoing projects and to 12 States for new projects. In 2006-07, Rajasthan has been released Rs. 95.95 lakhs for ongoing projects and Rs. 2329.19 lakhs for new projects.

(e) and (f) No alternative source of funding is proposed to States which do not fulfil the criteria prescribed under rules, including submission of utilization certificates. The proposals received from such States are kept pending till they meet with all the required criteria for past releases.

Statement

Allocations to States under Swajaldhara for 2004-05 and 2005-06

(Rupees in Lakhs)			
Sl.No.	State	2004-05	2005-06
1	2	3	4
1.	Andaman and Nicobar Islands	12.69	25.01
2.	Andhra Pradesh	1,632.65	4,065.55
3.	Arunachal Pradesh	473.76	933.61
4.	Assam	797.36	1,571.29
5.	Bihar	923.98	2,232.74
6.	Chandigarh	0.00	0.00
7.	Chhattisgarh	332.20	750.97

1	2	3	4
8.	Dadra and Nagar Haveli	8.46	16.67
9.	Daman and Diu	0.00	0.00
10.	Delhi	6.35	12.50
11.	Goa	15.04	28.05
12.	Gujarat	2,000.09	2,172.94
13.	Haryana	246.48	682.31
14.	Himachal Pradesh	677.16	1,667.72
15.	Jammu and Kashmir	1,560.02	2,900.60
16.	Jharkhand	368.12	1,074.14
17.	Karnataka	1,515.04	3,005.31
18.	Kerala	492.54	1,046.19
19.	Lakshadweep	0.00	0.00
20.	Madhya Pradesh	966.49	2,696.24
21.	Maharashtra	2,935.46	5,359.79
22.	Manipur	162.86	320.93
23.	Meghalaya	186.12	366.77
24.	Mizoram	133.25	262.58
25.	Nagaland	137.48	361.24
26.	Orissa	865.23	2,409.99
27.	Puducherry	6.35	12.50
28.	Punjab	351.11	580.45
29.	Rajasthan	2,866.81	6,179.19
30.	Sikkim	57.11	112.53
31.	Tamil Nadu	1,118.80	2,306.82
32.	Tripura	164.97	325.10
33.	Uttar Pradesh	1,621.06	3,608.10
34.	Uttarakhand	378.67	1,112.15
35.	West Bengal	1,064.06	2,585.18
Total		24,077.77	50,785.16

Income Tax Assesseees

1584. SHRI SUNIL KHAN: Will the Minister of FINANCE be pleased to state:

(a) the number of income tax assesseees, category-wise;

(b) whether any survey has been conducted to include under IT net people who have telephone (land or mobile) and car; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The category-wise number of effective assesseees for the financial year 2005-06 was—

Category	No. of Assesseees
Company	3,82,003
Individual	2,69,77,218
HUF	6,37,716
Firms	12,13,890
Trusts	71,616
Others	56,232
Total	2,93,38,675

(b) Information in respect of mobile and car are collected from time to time, and this information is disseminated to the field formation for necessary action.

(c) Does not arise in view of reply to (b) above.

Fiscal Reforms

1585. SHRIMATI SUSHEELA BANGARU LAXMAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Fiscal Reforms Facility (FRF) instituted by the Union Government on the recommendations of Eleventh Finance Commission (EFC) provided for savings on account of some States not achieving necessary fiscal improvement to be given as incentives to the performing States;

(b) whether the saving of upgradation grants and local bodies grants under EFC recommendations were to be added to the savings of FRF; and

(c) if so, the amount of savings under (a) and (b) above?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) The Eleventh Finance Commission (EFC) recommended monitorable fiscal reforms programmes for all States (the States' Fiscal Reforms Facility). It was recommended by the EFC that 15% of the withheld part of the grants recommended to cover the deficit of the States on non plan revenue account and a matching contribution by the Central Government be credited into an Incentive Fund from which fiscal performance based grants should be made available to all 25 States during 2000-2005. The EFC recommended that the grants for specific purpose like Upgradation, Special problems and Local Bodies, which remain unutilised due to non-observance of conditionalities attached to the release of the grants, may also be added to the Incentive Fund in the fifth year, *i.e.*, 2004-05 for distribution among the performing States. However, EFC also recommended that the final decision in respect of the undisbursed balance from the Incentive Fund may be taken as per the recommendations of the Twelfth Finance Commission (TFC). The TFC reviewed this arrangement and did not recommend continuation of the scheme of States' Fiscal Reforms Facility (FRF) over its award period 2005-10, as the Scheme of Debt Relief recommended by it obviates the need for a separate FRF. The Government has decided to accept this recommendation of the TFC. Since the scheme of FRF itself was discontinued, any saving in this regard does not arise.

Assistance to States under JNNURM

1586. SHRI DUSHYANT SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has any proposal to extend Jawaharlal Nehru National Urban Renewal Mission to various towns across the country;

(b) if so, the details of the proposal mooted in this regard; and

(c) the steps taken to extend adequate assistance to the State Governments initiated action in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) No, Sir.

(b) and (c) Do not arise.

GDP on Science and Technology

1587. SHRIMATI ARCHANA NAYAK:
SHRI M.P. VEERENDRA KUMAR:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the investment in the science and technology area is only one per cent of the GDP;

(b) if so, the details thereof;

(c) whether the Government has formulated any policy to revitalize the science & technology institutions in the country;

(d) if so, the details thereof; and

(e) the steps taken/being taken by the Government to reinvigorate the science & technology studies and research in the country?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) and (b) No Sir. According to the available official statistics, the expenditure incurred on research and development in the field of science and technology constitutes 0.8% of India's GDP.

(c) and (d) Yes Sir. The "Science and Technology Policy 2003" of the Government envisages an implementation strategy for revitalisation of the Science & Technology institutions in the country. The key elements of the strategy include: (i) S&T governance and investment; (ii) Strengthening of infrastructure for Science and Technology in academic institutions; (iii) New funding mechanisms for basic research; (iv) Human resource development; (v) Industry and scientific R&D; and (vi) International S&T cooperation.

(e) In order to boost the R&D activities in the country, the Government has enhanced the S&T Plan outlay of Scientific Departments/Agencies from Rs. 12,022 crores in 9th Plan to Rs. 25,243 crores in 10th Plan and plans to increase it further in 11th Plan. Further, various

initiatives have been taken by the Government to encourage investment on R&D both in institutions and industry through several measures. These measures include higher allocation to scientific research, setting up of new institutions for science education and research, creation of centres of excellence and facilities in emerging and frontline areas in academic and national institutes, strengthening infrastructure for R&D in universities, encouraging public-private R&D partnerships, grants for industrial R&D projects, income tax relief on R&D expenditure, weighted tax deduction for sponsored research, custom duty exemption on goods imported for use in Government funded R&D projects, tax holiday and national awards for outstanding R&D.

Pending Cases of IT refund

1588. SHRI SHAILENDRA KUMAR:
SHRI JASHUBHAI DHANABHAI BARAD:
SHRI SURESH PRABHAKAR PRABHU:
SHRI MILIND DEORA:

Will the Minister of FINANCE be pleased to state:

(a) the number of cases of income tax refund for the last two assessment years pending with the Income Tax Department, region-wise;

(b) the reasons for the pendency; and

(c) the steps taken by the Government for making timely refund to the assesseees?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Sir, raising of demand or granting of refund to an assessee consequent to assessment in accordance with the statutory provisions of the Income Tax Act, 1961 is a continuous process of the Income Tax Department. Data in respect of pending number of refund bearing returns are not maintained separately.

(b) Normally returns are processed within four months and refunds are issued. However, some delay is caused due to shortage of manpower. In some cases verification of taxes paid or deducted is required causing delay in issuing of refund till verification process is over.

(c) Some of the steps taken by the Department to ensure timely refund to the assesseees are—

- (i) Computerized processing of returns has been introduced to ensure timely issue of refunds.
- (ii) Guidelines have been issued by CBDT to process all returns and issue refunds within four months of filing of returns.
- (iii) Income Tax Department is in the process of increasing manpower.
- (iv) The dematerialization of TDS certificates is already under process and verification will be done electronically.
- (v) Electronic Clearing System (ECS) has already been introduced in 25 major cities to directly credit the refunds into the bank account of taxpayer.
- (vi) Refund Banker Scheme has been introduced to facilitate taxpayers to get timely receipt of refund.

Power Generation In Joint Venture

1589. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of POWER be pleased to state:

(a) whether the Union Government proposes to generate the power in joint venture with the Railways;

(b) if so, the details thereof; and

(c) the time by which the power is likely to be generated in the joint venture?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Government has approved an investment of Rs. 5,352.50 Crores (30% of which would be equity) and formation of Joint Venture (JV) Company of NTPC Ltd. and Railways with respective equity contribution of 74% (Rs. 1,188.26 Crores) and 26% (Rs. 417.50 Crores) for setting up Nabinagar Thermal Power Project (4x250 MW) in Aurangabad district of Bihar as Mega Power Project. Earlier, NTPC Ltd. had signed a Memorandum of Understanding (MOU) with Ministry of Railways with regard to setting up of Nabinagar Thermal Power Project (4x250 MW). Apart from power supply to Railways, 10% of power will be supplied to other users.

(c) Power generation from this project is envisaged to commence during the 11th Plan period.

Global Positioning System

1590. SHRI SUGRIB SINGH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government has established Global Positioning System stations;

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

(c) the salient features of such stations; and

(d) the manner in which such stations has been able to monitor the crystal movements?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes, Sir.

(b) A total of 41 (forty one) Global Positioning System (GPS) Stations have been established. These are permanent stations and are operated on a continuous basis. Selection of these Stations have been done after

careful consideration of geophysical features such as faults and dykes. The list of these 41 stations is given in the enclosed Statement-I.

In addition, more than 300 locations have been identified where GPS could be set up for use as and when required. The list of such locations is given in the enclosed Statement-II.

(c) Data from the 41 GPS stations are received and archived regularly at the national GPS Data Centre, Survey of India, Dehra Dun. Most of the stations have been set up in North Eastern States and Himalayan Belt which fall in seismically active zone (Zone-V of Seismotectonic map).

(d) The distance vector between various stations can be determined and can be indicative of the crustal movement. Data from permanent GPS Stations are shared with various research and academic institutions for crustal movements and seismotectonic studies.

Statement I***The list of the continuously operating Global Positioning System (GPS) Stations in India***

Sl.No.	Name of Station	Maintained by
1	2	3
1.	Alzwal	Mizoram University, Alzwal
2.	Almora	G.B. Pant Institute, Almora
3.	Anini	Manipur University, Imphal
4.	Bangalore (IGS Station)	IGS Station, CMMACS
5.	Bhatwari	Wadia Institute of Himalayan Geology, Dehra Dun
6.	Bhopal	Regional Research Laboratory, Bhopal
7.	Bhubaneshwar	Survey of India
8.	Bomdilla	Tezpur University, Tezpur, Napaam
9.	Chitrakut	Chitrakut University, Chitrakut
10.	Dehra Dun	Survey of India/WIIG
11.	Delhi	Wadia Institute of Himalayan Geology, Dehra dun

1	2	3
12.	Dhanbad	Wadia Institute of Himalayan Geology, Dehra dun
13.	Gulmarg	Indian Institute of Geo-magnetism, Mumbai
14.	Gangtok	G.B. Pant Institute, Almora
15.	Guwahati	Guwahati University, Guwahati
16.	Hanle	Indian Institute of Astrophysics, Bangalore
17.	Imphal	Manipur University, Canchipur, Imphal
18.	Jabalpur	GSI
19.	Jaipur	IIG, Mumbai
20.	Kanpur	IIT, Kanpur
21.	Kodaikanal	Indian Institute of Astrophysics, Bangalore
22.	Kothi	Wadia Institute of Himalayan Geology, Dehra Dun
23.	Kolhapur	IIG, Mumbai
24.	Leh	Indian Institute of Astrophysics, Bangalore
25.	Lucknow	Geological Survey of India, Lucknow
26.	Mumbai	IIT, Bombay, Bombay
27.	Munsiri	Wadia Institute of Himalayan Geology, Dehra Dun
28.	Naddi	Wadia Institute of Himalayan Geology, Dehra Dun
29.	Nagpur	Indian Institute of Geomagnetism, Navi Mumbai
30.	Panamik	Wadia Institute of Himalayan Geology, Dehra Dun
31.	Pithoragarh	Wadia Institute of Himalayan Geology, Dehra Dun
32.	Pondicherry	Indian Institute of Geomagnetism, Navi Mumbai
33.	Port Blair	IMD
34.	Pune	Survey of India
35.	Rajkot	IIG, Mumbai
36.	Shillong	Survey of India
37.	Tezpur	Tezpur University, Tezpur, Napaam
38.	Trivendrum	Survey of India
39.	Tirunelveli	IIG, Mumbai
40.	Visakhapatnam	Indian Institute of Geomagnetism, Navi Mumbai
41.	Lumami	Tezpur University; Tezpur, Napaam

Statement II**Global Positioning System (GPS) Permanent Stations in India**

Sl.No.	Name of States/UTs	No. of GPS
1	2	3
1.	Andhra Pradesh	22
2.	Arunachal Pradesh	04
3.	Assam	08
4.	Bihar	09
5.	Chhattisgarh	09
6.	Delhi	01
7.	Goa	01
8.	Gujarat	22
9.	Haryana	06
10.	Himachal Pradesh	05
11.	Jammu and Kashmir	08
12.	Jharkhand	08
13.	Karnataka	21
14.	Kerala	07
15.	Madhya Pradesh	22
16.	Maharashtra	29
17.	Manipur	02
18.	Meghalaya	02
19.	Mizoram	02
20.	Nagaland	02
21.	Orissa	11
22.	Punjab	07
23.	Rajasthan	29
24.	Sikkim	04
25.	Tamil Nadu	16

1	2	3
26.	Tripura	02
27.	Uttarakhand	16
28.	Uttar Pradesh	22
29.	West Bengal	09
UNION TERRITORIES		
1.	Andaman and Nicobar Islands	01
2.	Chandigarh	01
3.	Dadra and Nagar Haveli	01
4.	Lakshadweep Island	02

NBFCs

1591. SHRI ANANDRAO VITHOBA ADSUL:
SHRI RAVI PRAKASH VERMA:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of FINANCE be pleased to state:

(a) whether some firms have accessed funds from the Non-Banking Finance Companies to buy and hoard foodgrains as reported in the *Times of India* dated February 24, 2007;

(b) if so, the details thereof;

(c) whether the Reserve Bank of India (RBI) has voiced its concern over some corporate accessing funds from these institutions to buy and hoard foodgrains;

(d) if so, whether the RBI has sought reports from these institutions; and

(e) if so, the action taken by the RBI in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Reserve Bank of India (RBI) has reported that no such instance has come to their notice.

(b) Does not arise.

(c) to (e) RBI has issued a circular dated February 23, 2007 to all Systemically Important non-deposit taking Non-Banking Finance Companies (NBFCs) with asset size

of Rs. 100 crore and above to undertake a scrutiny of their financial exposures to large borrowers for procurement of foodgrains. RBI has advised these NBFCs to consider to quick scrutiny of accounts on which they have large exposure and confirm that funds have not been diverted for procurement of foodgrains with a view of hoarding. They have also been asked to provide a comprehensive report to RBI in this regard.

[Translation]

Census of Poor Persons

1592. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether there is no provision for conducting the census of poor people in the country and the Government merely updates these statistics based on estimates prepared by National Sample Survey Organisation (NSSO);

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

(c) whether the adopted criteria to differentiate Below Poverty Line (BPL) from middle classes is exhaustive;

(d) if not, the reaction of the Government thereon;

(e) whether mechanism is available to identify the number of BPL people achieved to the level of Above Poverty Line (APL) from BPL;

(f) if so, the details thereof;

(g) if not, the reasons therefor;

(h) whether the Government has any target and realistic assessment for reduction of poverty; and

(i) if so, the achievement made by the Government so far?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (i) While the Planning Commission estimates poverty at the national and State level from the large sample survey on Household Consumer Expenditure conducted by the National Sample Survey Organisation (NSSO) at an interval of approximately 5 years, the Ministry of Rural Development conducts BPL Census in rural areas at the beginning of each Five Year

Plan for identification of the poor for assistance under various poverty alleviation programmes implemented by this Ministry. The first such BPL Census was conducted for 8th Five Year Plan in 1992. Latest BPL Census 2002 was conducted for the 10th Five Year Plan on the basis of methodology recommended by Expert Group. The Expert Group had recommended to carry out BPL Census-2002 on the basis of 13 score based socio-economic parameters for categorization and identification of rural poor as against income and expenditure approach adopted in the earlier Census. In accordance with the recommendation of the Expert Group, guidelines were issued to the States to conduct the BPL Census-2002 in such a way that total number of persons identified for assistance under poverty alleviation programmes does not exceed the poverty estimates of Planning Commission for the year 1999-2000 or the Adjusted Share, whichever is higher. In addition, another 10% has been permitted to account for the transient poor. The Survey work had started but in the meanwhile during one of the hearings of a Writ Petition No. 196 of 2001, the Supreme Court passed an order on 5.5.03 that the Union of India will not insist on the States to remove any person from the existing BPL list. Since the BPL Census involved addition/deletion of names in the BPL list, the State Governments were advised not to finalise the BPL Census-2002 list till the stay is vacated. The Supreme Court vacated the stay on 14.2.06 and subsequently, the States have been advised to finalise the BPL list (2002). A two-stage Appeal Mechanism has been introduced to address the grievances of the people.

The methodology for BPL Census 2002 provides for ranking of all rural households depending upon their score based on 13 socio-economic parameters. The States have been given the flexibility to decide the cut off score to identify the rural BPL households which could be uniform for State as a whole or may vary depending upon the local situation. On the direction of the Supreme Court, a provision has already been made in the guidelines to allow new names to be added and ineligible names deleted from the BPL list on a continuous basis during the period to which the list applies. For this purpose, Gram Sabha has been given the power to approve the BPL list.

According to Approach Paper to the 11th Five Year Plan, the average decline in the percentage of population Below the Poverty Line over the period 1993 to 2004 is 0.74 percentage points per year.

Lok Adalats

1593. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the details of Lok Adalats held in the rural areas of the country during each of the last three years, State-wise and location-wise;

(b) the number of cases disposed of in these Lok Adalats;

(c) the measures taken by the Government to make the Lok Adalats more effective; and

(d) the number of Lok Adalats proposed to be held during the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) and (b) The requisite information is being collected from all States Legal Services Authorities in the country and the information will be laid on the Table of the House as and when the same is received.

(c) With a view to strengthen Lok Adalats, the Government has enacted the Legal Services Authorities (Amendment) Act, 2002 for providing compulsory pre-litigative mechanism for conciliation and settlement of disputes relating to "Public Utility Services". The amended Act stipulates for the establishment of Permanent Lok Adalats for exercising jurisdiction in respect of disputes relating to public utility services, such as, transport services, postal, communication, supply of power, services in hospital/dispensary, insurance services, etc.

(d) Organising Lok Adalats is a continuing process and the same are need based and as such, no specified number of Lok Adalats can be indicated.

[English]

Assistance from NABARD to States

1594. SHRI S.K. KHARVENTHAN:
SHRI E.G. SUGAVANAM:

Will the Minister of FINANCE be pleased to state:

(a) whether the National Bank for Agriculture and Rural Development (NABARD) has sanctioned funds under Rural Infrastructure Development Fund (RIDF) for the development of rural infrastructure in various States during the last three years;

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

(c) the progress made during the above period;

(d) whether the State Governments have sought additional funds for the above projects; and

(e) if so, the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Yes, Sir. The details of RIDF loan sanctioned to various States for the last three years (2003-04, 2004-05 and 2005-06) and utilisation there against, is given in the enclosed Statement.

(d) and (e) No such proposal was received by NABARD.

Statement**State-wise sanctions and Disbursements-RIDF—2003-04, 2004-05 and 2005-06**

(Rs. in Crores)

Name of State	2003-04		2004-05		2005-06		State Total	
	Sanc	Disb	Sanc	Disb	Sanc	Disb	Sanc	Disb
1	2	3	4	5	6	7	8	9
South Zone								
Andhra Pradesh	864.96	648.34	1556.03	655.98	1556.03	793.76	3977.02	2098.08
Karnataka	291.13	266.17	412.48	242.41	412.48	250.95	1116.09	759.53

1	2	3	4	5	6	7	8	9
Kerala	93.50	127.26	235.23	71.01	235.23	125.71	563.96	323.98
Tamil Nadu	547.73	363.24	657.72	275.91	657.72	515.87	1863.17	1155.02
SZ Total	1797.32	1405.01	2861.46	1245.31	2861.46	1686.29	7520.24	4336.61
West Zone								
Goa	0.00	14.99	—	0.00	—	0.00	0.00	14.99
Gujarat	899.21	373.85	1311.69	510.16	1311.69	857.99	3522.59	1742.00
Maharashtra	67.03	2.75	95.41	512.74	95.41	164.50	257.85	679.99
WZ Total	966.24	391.59	1407.10	1022.90	1407.10	1022.49	3780.44	2436.98
North Zone								
Haryana	152.77	144.88	171.48	145.00	171.48	138.40	495.73	428.28
Himachal Pradesh	141.70	142.35	91.64	83.18	91.64	125.08	324.98	350.61
Jammu and Kashmir	153.82	80.39	49.36	139.61	49.36	159.30	252.54	378.30
Punjab	288.18	180.02	312.63	165.99	312.63	236.01	913.44	582.02
Rajasthan	140.27	178.55	356.26	163.93	356.26	315.43	852.79	657.91
Uttar Pradesh	217.84	140.60	516.34	182.33	516.34	182.32	1250.52	505.25
Uttarakhand	223.30	391.96	308.44	249.29	308.44	410.18	840.18	1051.43
NZ Total	1317.88	1258.75	1806.15	1128.33	1806.15	1566.72	4930.18	3953.80
Central Zone								
Chhattisgarh	432.88	272.20	62.53	300.67	62.53	447.58	557.94	1020.45
Madhya Pradesh	276.45	49.88	533.51	122.41	533.51	175.00	1343.47	347.29
CZ Total	709.33	322.08	596.04	423.08	596.04	622.58	1901.41	1367.74
East Zone								
Bihar	97.24	47.97	290.91	66.29	290.91	79.13	679.06	193.39
Jharkhand	49.13	0.00	174.78	5.00	174.78	227.24	398.69	232.24
Orissa	185.11	107.57	375.66	154.60	375.66	177.15	936.43	439.32
West Bengal	213.41	251.63	526.96	195.45	526.96	336.97	1267.33	784.05
EZ Total	544.89	407.17	1368.31	421.34	1368.31	820.49	3281.51	1649.00
NER States & Sikkim								
Arunachal Pradesh	15.12	22.31	20.14	12.77	20.14	45.00	55.40	80.08

1	2	3	4	5	6	7	8	9
Assam	189.75	29.96	13.77	13.83	13.77	116.88	217.29	160.67
Manipur	0.00	0.00	0.53	0.00	0.53	7.99	1.06	7.99
Meghalaya	15.52	20.70	—	15.09	—	14.02	15.52	49.81
Mizoram	13.50	23.25	6.90	2.11	6.90	8.30	27.30	33.66
Nagaland	16.94	11.60	28.66	16.76	28.66	25.94	74.26	54.30
Tripura	3.17	24.95	—	10.46	—	8.64	3.17	44.05
Sikkim	3.30	4.72	7.97	4.87	7.97	8.00	19.24	17.59
Total for NER & Sikkim	257.30	137.49	77.97	75.89	77.97	234.77	413.24	448.15
Grand Total	5592.96	3922.09	8117.03	4316.85	8117.03	5953.34	21827.02	14192.28

SNAC-Sanctions.
DISB-Disbursements.

Joint Electricity Commission

1595. SHRI K.C. PALLANI SHAMY: Will the Minister of POWER be pleased to state:

(a) whether the Union Government proposes to set up a Joint Electricity Commission for the Union Territories in the country;

(b) If so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) A two Member Joint Electricity Regulatory Commission for Union Territories other than NCT of Delhi has been notified vide Government of India notification dated 2nd May, 2005. The Government has also approved the creation of posts for making the Commission functional. The process of selecting the Chairperson and the Members of the Commission has been initiated.

[Translation]

Specialists in DRDAs

1596. SHRI HANSRAJ G. AHIR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has created the posts of specialists/experts to ensure proper functioning of District Rural Development Agencies (DRDAs);

(b) if so, the details thereof;

(c) whether the Government is taking any step to fill up the vacancies of specialists/experts with immediate effect; and

(d) if so, the details thereof alongwith the time frame fixed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (d) State Governments are allowed to hire qualified and experienced personnel on contract basis for vacant posts in Group 'A', 'B' & 'C' as per their recruitment rules. The guidelines of 'DRDA Administration' have been amended to this effect. State Governments have been advised to fill the vacant posts at the earliest.

[English]

National Building Code

1597. SHRI KULDEEP BISHNOI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government proposes to make National Building Code (NBC) mandatory in order to ensure structural safety of buildings in the country;

(b) if so, the details thereof;

(c) the not, the reasons therefor; and

(d) the steps taken by the Government to issue suitable directions to all the urban local bodies in the country to adopt and implement the NBC strictly?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) No, Sir. National Building Code (NBC), 2005 is recommendatory in nature and it is upto the State Governments to enforce the provisions of NBC by ULBs and State Government agencies/other construction agencies both public and private for ensuring uniformity.

(d) The National Building Code (NBC) has been revised by Bureau of Indian Standards (BIS) in year 2005 which prescribes standards and specifications in Part VI (Structural Safety), which is a comprehensive section providing all the safety aspects to be considered for the buildings against the natural disaster like earthquake, tsunami etc. BIS has written to all the States for implementation of NBC through suitable amendments/revision in their relevant Act/Building Bye-laws to bring them in conformity with NBC.

Further, Model Building Bye-laws brought out by Ministry of Urban Development in the year 2006 have also prescribed structural Safety in conformity with NBC which have been circulated to all States for adoption by ULBs.

Pending Projects under TSC

1598. SHRI G. KARUNAKARA REDDY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Union Government had received a proposal from the State Government of Karnataka for release of funds in view the changes made in the guidelines of Total Sanitation Campaign (TSC) for Bellary District of Karnataka; and

(b) if so, the cost of the project and the total assistance provided by the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Yes Sir, Revised proposal for Bellary district under Total Sanitation Campaign has been approved in the National Scheme Sanctioning Committee meeting held on 20.01.2007 with a total cost of Rs. 2338.72 lakh. The shares of Central, State Government and Beneficiaries are Rs. 1503.57 lakh, Rs. 487.75 lakh and Rs. 347.40 lakh respectively. An amount of Rs. 376.23 lakh has already been released to Bellary district under the scheme.

[Translation]

Gramin Bhavan Kendras

1599. SHRIMATI SANGEETA KUMARI SINGH DEO: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of Gramin Bhavan Kendras set up during the last three years and current year, State-wise;

(b) whether the implementation of this scheme is being delayed; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) The scheme of Gramin Bhawan Kendras (Rural Building Centres) was started during the year 1999-2000 and was discontinued in 2004-05. Therefore, no Gramin Bhawan Kendra has been set up after 1.4.2004. However, a list of such Kendras sanctioned during the year 2003-04 is given in the enclosed Statement.

(b) and (c) These Projects were to be completed within a period of one year which has been further extended. The Officers responsible for completion of these Projects were called for a meeting in this Ministry on 20.2.2007 when they were advised to complete these Projects as quickly as possible.

Statement*The Gramin Bhawan Kendras (Rural Building Centres)
Sanctioned during the year 2003-2004*

Sl.No.	Name of Agency
1.	NIRD, Hyderabad, Andhra Pradesh
2.	APSHC, East Godawari, Andhra Pradesh
3.	APSHC, Parkal, Warangal, Andhra Pradesh
4.	DRDA, Tawang, Arunachal Pradesh
5.	Gram Vikas Parishad (NGO) (Nagaon), Assam
6.	Abhinav Pre-Fab Industries (NGO) (Motihari), Bihar
7.	Rajendra Institute of Edu. & Social Welfare (NGO) (Sitamarhi), Bihar
8.	DRDA, Balaghat, Madhya Pradesh
9.	Jail Authorities, Bhopal
10.	Basera Building Centre, Rajgarh, Madhya Pradesh
11.	Lal Bahadur Shastri Memorial Foundation (NGO), Bijnaur, U.P.
12.	Sanklap Sewa Sansthan (NGO), Jalaun, U.P.
13.	Kassar Trust (NGO), Bageshwar, Uttarakhand
14.	Rural Areas Development Society (NGO), Tehri Garhwal, Uttarakhand

*[English]***Incentives Grant for Karnataka**

1600. SHRI IQBAL AHMED SARADGI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government of Karnataka has requested the Union Government for grant of incentives as per Eleventh Finance Commission's recommendations;

(b) if so, the details thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Yes, Sir. Based on the fiscal parameter as defined in the guidelines on States' Fiscal Reforms Facility (SFRF) 2000-01 to 2004-05 recommended by the Eleventh Finance Commission an amount of Rs. 217.23 crore was released to the State during the years from 2000-01 to 2003-04. The Government of Karnataka requested this Ministry for release of balance amount of the incentive grant pertaining to 2004-05 in March, 2005. The claim of State Government was considered and incentive grant pertaining to 2004-05 of Rs. 68.92 crores was released on 14.3.2006.

*[Translation]***Tax Free Municipal Bonds**

1601. SHRI BALESHWAR YADAV: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government has advised the State Governments to raise money from the market by issuing Tax Free Municipal Bonds to meet the shortage of funds for implementing the schemes for providing basic amenities for their city dwellers;

(b) if so, the details thereof; and

(c) the reaction of the State Governments thereto?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. In 2000-01, the Government inserted a new clause (vii) in Section 10 (15) of the Income Tax Act, 1961, exempting interest income from bonds issued by local authorities. Funds raised from Tax free Municipal Bonds are to be used only for capital investments in urban infrastructure for providing one or more of the following:—

- (i) Potable Water Supply
- (ii) Sewerage or Sanitation
- (iii) Drainage
- (iv) Solid Waste Management
- (v) Roads, Bridges and Flyovers; and
- (vi) Urban Transport (if this is a municipal function under respective State legislation)

Recently guidelines for issue of municipal tax free bonds have been revised in consultation with the Ministry of Finance and circulated to all the State Governments and UT Governments on 7th March, 2006.

(c) A Statement showing the ULBs/Corporations that have been granted permission to raise funds through issue of Tax Free Municipal Bonds is enclosed.

Statement

Tax Free Municipal Bonds

Urban Local Bodies/Parastatals which have been Granted Permission

(Rs. in crore)

Sl.No.	Name	Amount	Date of Gazette Notification
1.	Ahmedabad Municipal Corporation	100.00	21.08.01
2.	Hyderabad Municipal Corporation	82.50	4.03.02
3.	Nashik Municipal Corporation	50.00	7.03.03
4.	Visakhapatnam Municipal Corporation	50.00	29.12.03
5.	Hyderabad Metropolitan Water Supply & Sewerage Board	50.00	29.12.03
6.	Ahmedabad Municipal Corporation	58.00	16.03.04
7.	Chennai Metropolitan Water Supply and Sewerage Board	42.00	24.03.04
8.	Karnataka Water & Sanitation Pooled Fund Trust	*100.00	20.08.04
9.	Chennai Metropolitan Water Supply and Sewerage Board	50.00	23.03.05
10.	Chennai Corporation	44.80	24.03.05
11.	Ahmedabad Municipal Corporation	100.00	24.03.05
12.	Nagpur Municipal Corporation	128.00	4.01.07

*Permission granted in 2004-05 and subsequently revalidated in 2005-06 at the instance of the applicant.

In addition, proposal for issue of Tax Free Municipal Bonds worth Rs. 150 crore by Ahmedabad Municipal Corporation for execution of infrastructure works in the city of Ahmedabad at an estimated cost of Rs. 310.60 crore recently recommended to the Ministry of Finance has been approved by the Finance Minister for notifying the specified Bonds in the Gazette of India.

[English]

Inclusion of Cities under JNNURM

1602. SHRI E.G. SUGAVANAM: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is proposed to include more cities of Tamil Nadu under Jawaharlal Nehru National Urban Renewal Mission (JNNURM);

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) No, Sir. Decision to keep number of cities covered under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) around 60 was taken with the approval of Government. However, cities which are not covered under the JNNURM have been covered under another scheme of the Ministry, namely, Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT).

Research Contracts

1603. SHRI SURESH PRABHAKAR PRABHU: Will the Minister of POWER be pleased to state:

(a) whether the Ministry has awarded research contracts to Consultants, NGOs, Academic and Research Organizations etc.;

(b) if so, the details of the organizations to which the research contracts have been awarded during the last three years;

(c) whether the research contracts have been illustrated on the web-site of the Ministry;

(d) if not, the reasons therefor;

(e) whether research contracts have been awarded through a competitive bidding process;

(f) if so, the criteria adopted by the Ministry in this regard; and

(g) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) The Ministry of Power through Central Power Research Institute (CPRI), an autonomous society under the administrative control of the Ministry, awards research projects to utilities, academic institutions and research organisations through three schemes namely:-

(A) Research Schemes on Power (RSOP)

(B) National Perspective Plan Projects (NPP)

(C) Other Plan R&D

(b) R&D projects were awarded to the following organisations in the last three years:

RSOP—Tamil Nadu Electricity Board (TNEB); Karnataka Power Transmission Corporation Ltd. (KPTCL); Punjab State Electricity Board (PSEB); Indian Institute of Technology, Kanpur; Indian Institute of Technology, Mumbai; Indian Institute of Technology, Kharagpur; Indian Institute of Technology, Roorkee; Indian Institute of Technology, Chennai; Indian Institute of Technology, Hyderabad; Messrs Century Controls; Electrical Research & Development Association (ERDA); Birla Institute of Technology, Bangalore; Banaras Hindu University, Varanasi; Indian Institute of Science, Bangalore; Satluj Jal Vidyut Nigam Limited; CPRI and NTPC Limited.

NPP—Electrical Research & Development Association (ERDA), EMCO Transformer Company and National Metallurgical Laboratory (NML), Jamshedpur.

Other Plan R&D—CPRI.

(c) and (d) The details and names of the organizations are hosted on the web-site of CPRI.

(e) No, Sir.

(f) and (g) RSOP proposals received from various organizations are evaluated by a Committee consisting of members from CPRI, Central Electricity Authority (CEA), Indian Institute of Science (IISc), IIT, KPTIC, Power Grid Corporation of India Ltd. (PGCIL), Bharat Heavy Electricals Limited (BHEL) and Department of Science & Technology (DST).

For the NPP, projects of national importance are identified by four different task forces (Thermal generation, Hydro generation, Transmission and Distribution) comprising of senior officers from CEA, CPRI, NTPC and PGCIL. The recommendations of the Task Force are approved by the Standing Committee on R&D appointed by the Ministry of Power.

Other Plan R&D projects are selected based on the needs of electrical industry and utility. The projects are evaluated by a Committee on Research headed by Member, Central Electricity Authority (CEA). Based on the usefulness of the project to power sector, the projects are approved.

In all the cases, proposals are evaluated and selected on the basis of expertise level, facilities available and

past experience of the Institutes, S&T Laboratories and Utilities capable of carrying out the project.

Cyclone Warning System

1604. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether heavy floods and cyclone have been reported from Andhra Pradesh recently and other parts of the country;

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

(c) whether the Government has forewarned the people about the impending cyclone and floods to move them to the safer places;

(d) if so, the details thereof; and

(e) the efforts to put in place a Cyclone Warning System which would help to reduce damage caused by the natural calamities like floods and cyclone?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes, Sir. Floods due to heavy rains in association with the cyclonic storm (OGNI) were reported from parts of coastal Andhra Pradesh during the end of October, 2006.

(b) The cyclonic storm "OGNI" developed over west central Bay of Bengal off south Andhra Pradesh coast as a low pressure area in the evening of October 28, 2006. It intensified gradually into a cyclonic storm in the evening of 29 October, 2006 and was lying about 50 km east of Kavali. The cyclonic storm weakened into a deep depression and crossed the coast near Bapatla around noon of October 30, 2006 and became a depression in the afternoon of same day.

The system was continuously tracked using Doppler weather radars at Chennai, Sriharikota and Machilipatnam. In addition, hourly satellite imageries and surface observations from coastal stations were utilized for monitoring the system and issuing warning bulletins.

The details of loss of property and lives due to cyclone as received from Disaster Management Division, Ministry of Home Affairs.

Human lives lost 35

Cattle lives lost : 348087

Houses damaged 67259

Cropped area damaged (in Ha) 384550

(c) and (d) Cyclone Warning Centre at Vishakhapatnam and State Meteorological Centre at Hyderabad issued timely warnings for heavy rainfalls over coastal Andhra Pradesh and Telangana during cyclonic storm "OGNI" (29.10.2006 to 2.11.2006). The warnings were transmitted to Chief Secretary, Relief Commissioner, State Disaster Management of Andhra Pradesh, concerned Revenue Officials of the affected districts, All India Radio, Doordarshan and other electronic & print media. The Directors/Duty Officers of the meteorological offices at Vishakhapatnam and Hyderabad gave personal briefing also to the state/district officials.

(e) To provide more efficient monitoring the warning system for cyclones India Meteorological Department has installed Cyclone Warning Dissemination Systems (CWDS) at selected cyclone prone areas all along the east coast. Cyclone alert, warning and dewarning messages were disseminated also through analogue and digital CWDS to these areas. Under the Modernization programme the analogue CWDS are proposed to be replaced by more sophisticated Digital CWDS units. The observational & forecasting systems are also proposed to be further strengthening over the country as a whole, including the east coast of India. Efforts are also being made to improve the prediction of the cyclone track upto 48 hrs. using advanced modelling capability.

Merger of DRDAs into DPCs

1605. SHRI K.S. RAO:
SHRI RASHEED MASOOD:
SHRI KAILASH MEGHWAL:
SHRI B. MAHTAB:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has taken a decision to disband the District Rural Development Agencies (DRDAs) and merge them with the District Planning Committees (DPCs); and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) No, Sir.

(b) Question does not arise.

[Translation]

Improper Implementation of Poverty Alleviation Programmes

1606. SHRI HARIKEWAL PRASAD:
SHRI HARISINH CHAVDA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any officer has been found guilty in improper implementation of poverty alleviation programmes; and

(b) if so, the details for the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Information is being collected and will be laid on the Table of the House.

[English]

Eradication of Manual Scavenging

1607. SHRI ASADUDDIN OWAISI:
SHRI SHISHUPAL N. PATLE:
SHRI RAVI PRAKASH VERMA:
SHRI K.S. RAO:
SHRI SUBHASH SURESHCHANDRA
DESHMUKH:
SHRI BALESHWAR YADAV:
SHRI S.K. KHARVENTHAN:

Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) the number of manual scavengers in the country, State-wise;

(b) whether the Government has fixed any target for total eradication of manual scavenging; and

(c) if so, the details thereof with success achieved?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) Statement is enclosed.

(b) and (c) Planning Commission has formulated National Action Plan for Total Eradication of Manual Scavenging in a time bound manner. The central Monitoring committee under the chairpersonship of Secretary, Ministry of Social Justice & Empowerment is continuously monitoring the effective implementation of the National Action Plan.

Statement

No. of Manual Scavengers, State-wise

Sl.No.	Name of the State	Remaining Scavengers to be Rehabilitated
1	2	3
1.	Gujarat	52642
2.	Maharashtra	45699
3.	Rajasthan	43567
4.	Assam	38819
5.	Uttar Pradesh	33256
6.	Orissa	24368
7.	West Bengal	21514
8.	Haryana	20804
9.	Delhi	14479
10.	Bihar	11941
11.	Tamil Nadu	11874
12.	Jharkhand	5750
13.	Jammu and Kashmir	3939
14.	Madhya Pradesh	3795
15.	Himachal Pradesh	2734
16.	Karnataka	1958
17.	Nagaland	1800
18.	Uttarakhand	1477

1	2	3
19.	Kerala	1198
20.	Meghalaya	607
21.	Puducherry	347
22.	Andhra Pradesh	0
23.	Punjab	0
24.	Chhattisgarh	0
Total		342468

Acquisition of Interceptor Craft

1608. SHRI KISHANBHAI V. PATEL: Will the Minister of FINANCE be pleased to state:

(a) the present strength of interceptor craft available with the Customs Department;

(b) whether the Department of Customs is planning to acquire more interceptor craft to increase its surveillance in the Indian waters as reported in *The Times of India* dated January 29, 2007;

(c) if so, the details alongwith the cost involved thereof; and

(d) the time by which these interceptors would be put into operation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The present strength of Interceptor crafts with the Customs department is 24.

(b) Yes, Sir/Madam.

(c) A total of 22 Interceptor vessels of 12 Meter length and a maximum speed of 40 knots are to be procured. The total expenditure planned for this acquisition is Rs. 106.93 crores including purchase cost of 22 vessels, Annual Maintenance for five years beyond 1st year of guarantee period and cost of base & depot spares likely to be required during the first five years of operation.

(d) The vessels are likely to be ordered by June 2007 and the delivery of the 1st vessel will be in June 2008. Thereafter, one vessel will be delivered every month and the delivery will be completed by March, 2010.

[Translation]

Foreign Loans

1609. SHRI MAHAVIR BHAGORA: Will the Minister of FINANCE be pleased to state:

(a) the foreign loans received by the Government during the last three years, year-wise and project-wise;

(b) whether the Government has prescribed any criteria for allocation and utilisation of the foreign loan received;

(c) if so, the details thereof;

(d) the status of the payment of loans;

(e) the position of India in the world with regard to the receipt and payment of foreign loans; and

(f) the interest paid on foreign loan by the Government along with the rate of interest?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a), (d) and (f) Project wise details of the foreign loans received by the Government during the last three years, are available at the website http://www.finmin.nic.in/the_ministry/dept_eco_affairs/aids_accounts_audit/caaa/mainframe.html. The status of payments of loans along with the interest paid as on 31.03.2006 and the general terms and conditions of the foreign loans including the interest rates, are given at Statement A and Statement B respectively in the External assistance Brochure 2005-06, also available in the above mentioned website.

(b) and (c) Allocation and utilization of funds for any project are done as provided in the project document.

(e) As per the Global Development Finance 2005 and 2006, World Bank, India was ranked 7th as recipient of the foreign loans and 8th in total debt service payments in 2004 amongst the countries ranked, based on their total debt outstanding at the end of that year.

Survey of Land in Delhi Slum Colonies

1610. DR. RAJESH MISHRA:
SHRI AVTAR SINGH BHADANA:
SHRI SAJJAN KUMAR:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has asked the administrative agencies about the Government land in the slum colonies of Delhi and the land required by the agencies out of it;

(b) whether the Government has surveyed/proposes to survey these colonies again; and

(c) if so, the progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Government has been advising the land owning agencies from time to time to ensure proper protection of land in their possession to prevent encroachment and unauthorized occupation. Since the process of assessment of requirement of Government land for various purposes includes survey, such survey is done as and when required by the land owning agencies.

[English]

Private Participation in Urban Development Projects

1611. SHRI NIKHIL KUMAR:
SHRI ADHIR CHOWDHURY:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government is considering to promote private sector participation in urban development projects across the country;

(b) if so, the details thereof;

(c) whether a large number of urban development projects are lagging behind and needs immediate attention;

(d) if so, the details thereof; and

(e) the steps taken by the Government to complete the pending urban development projects without any further delay?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (e) Information is being collected and will be laid on the Table of the Sabha.

Functional Autonomy to RRBs

1612. SHRI ADHIR CHOWDHURY:
SHRI UDAY SINGH:
SHRI CHANDRAKANT KHAIRE:
SHRI JUAL ORAM:

Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India (RBI) has decided to provide functional autonomy to Regional Rural Banks in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Reserve Bank of India (RBI) had constituted a 'Task Force on Empowering RRB Boards for Operational Efficiency' in September 2006 under the Chairmanship of Dr. K.G. Kamakar, Managing Director of National Bank for Agriculture and Rural Development (NABARD). The Task Force submitted its Report to RBI on 31.1.2007. The major recommendations of the Task Force, *inter-alia*, relate to (i) increase in number of directors on the Board of RRBs for large-sized banks, (ii) selection of Chairmen on merit from a panel of qualifying officers, (iii) fixing a minimum period for appointment of Chairman, (iv) constitution of committees as may be required for efficient Performance of the Banks, (v) Development of new products by RRBs to increase their income, (vi) extension of capital adequacy (CRAR) norms to RRBs, (vii) examination of staffing norms, re-categorization of branches, etc. by a separate Committee, etc.

[Translation]

Expenses on Training Abroad

1613. SHRI JIVABHAI A. PATEL:
DR. DHIRENDRA AGARWAL:

Will the Minister of FINANCE be pleased to state:

(a) whether huge funds are spent on training programmes abroad;

(b) if so, the amount of expenditure incurred on the foreign training programmes in respect of officers of the Ministry;

(c) whether the expenses incurred on such programmes commensurate with the benefits accrued therefrom; and

(d) if so, the steps taken by the Government to discourage undesirable foreign travel?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) The information is not readily available. The information is being collected and will be laid on the Table of the House.

[*English*]

Allocation of Funds under APDRP

1614. SHRI M. SREENIVASULU REDDY:
SHRI ANANTA NAYAK:
SHRI P.C. THOMAS:
SHRIMATI SUMITRA MAHAJAN:
SHRI SHISHUPAL N. PATLE:

Will the Minister of POWER be pleased to state:

(a) whether the Government allocates funds for different projects under Accelerated Power Development & Reforms Programme (APDRP) for strengthening and upgradation of power generation and distribution system of the States;

(b) if so, the number of proposals received under this programme and the funds provided for each project during each of the last two years, State-wise;

(c) the time by which remaining proposals are likely to be approved;

(d) whether some projects under the programme are not being completed in time; and

(e) if so, the reasons therefor along with the steps taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Government of India is implementing Accelerated Power Development and Reforms Programme (APDRP) since 2002-03 with an objective to reduce Aggregate Technical and Commercial (AT&C) losses, improve quality of supply of power, increase in revenue collection and to improve consumer satisfaction. The said

programme has two components viz. (i) investment component and (ii) incentive component. Under investment component, funds are released as Additional Central Plan Assistance to the States for strengthening and upgradation of sub-transmission and distribution system. Under the incentive component of APDRP, 50% of the actual cash loss reduction effected is given as grant to motivate State Power Utilities to reduce cash losses. For availing funds under investment component of APDRP, the project proposals are prepared by state utilities in form of Detailed Project Reports (DPRs) which are reviewed by Advisor cum Consultants (AcCs) and then considered and sanctioned by the APDRP Steering Committee, on merit.

(b) and (c) During year 2005-06, 14 new projects at an estimated cost of Rs. 284.77 crore were received and have been sanctioned under APDRP. Details are as under:

Sl.No.	State	No. of Projects sanctioned	Project Cost (Rs. in crore)
1.	Chhattisgarh	1	3.33
2.	Karnataka	2	26.19
3.	Madhya Pradesh	6	4.34
4.	Maharashtra	2	199.37
5.	Punjab	1	6.19
6.	Uttar Pradesh	2	45.35
Total		14	284.77

APDRP was approved by the Government for implementation during Tenth Plan. Keeping this in view, no new project was sanctioned during the year 2006-07. However, "In-principle approval" was accorded to following projects for implementation during Eleventh Plan subject to the approval of Government for continuation of the programme during Eleventh Plan:

Sl.No.	Scheme Details	No. of Projects	Project Cost (Rs. in crore)
1	2	3	4
1.	Andhra Pradesh	1	6.75
2.	Assam	1	3.63
3.	Bihar	7	129.58

1	2	3	4
4.	Chhattiegarh	2	8.16
5.	Jammu and Kashmir	1	48.73
6.	Jharkhand	4	27.91
7.	Karnataka	4	10.93
8.	Madhya Pradesh	3	1.86
9.	Maharashtra	23	226.45
10.	Nagaland	1	39.54

1	2	3	4
11.	Orissa	3	295.40
12.	Punjab	5	33.71
13.	Sikkim	1	75.85
14.	Tamil Nadu	1	0.89
15.	Uttar Pradesh	28	540.57
16.	West Bengal	5	137.86
Total		90	1587.62

Funds released to various States against Investment & Incentive components of APDRP during year 2005-06 & 2006-07 are as follows:

(Rs. in crore)

Sl.No.	State	2005-06			2006-07 (till date)		
		Investment	Incentive	Total	Investment	Incentive	Total
1	2	3	4	5	6	7	8
1.	Gujarat	—	148.08	148.08	—	12.50	12.50
2.	Karnataka	12.52	—	12.52	12.50	—	12.50
3.	Kerala	—	64.94	64.94	—	20.00	20.00
4.	Madhya Pradesh	—	—	—	20.00	—	20.00
5.	Maharashtra	80.78	—	80.78	25.12	—	25.12
6.	Punjab	—	65.28	65.28	—	12.50	12.50
7.	Rajasthan	—	—	—	17.50	—	17.50
8.	Uttar Pradesh	39.49	—	39.49	62.61	—	62.61
9.	West Bengal	52.75	302.76	355.51	—	5.88	5.88
10.	Assam	119.66	—	119.66	70.77	—	70.77
11.	Himachal Pradesh	78.41	—	78.41	35.39	—	35.39
12.	Jammu and Kashmir	93.53	—	93.53	141.55	—	141.55
13.	Manipur	—	—	—	9.00	—	9.00
14.	Meghalaya	—	—	—	32.07	—	32.07
15.	Mizoram	49.05	—	49.05	—	—	—

1	2	3	4	5	6	7	8
16.	Nagaland	25.75	—	25.75	—	—	—
17.	Tripura	—	—	—	16.67	—	16.61
18.	Uttarakhand	39.00	—	39.00	—	—	—
Total		590.94	581.04	1172.00	443.18	50.88	494.06

(d) and (e) There are delays in completion of the projects. The various reasons for delay in execution of projects are:

- (i) Delay in processing the Notice Inviting Tender (NIT) for awarding the contracts by utilities.
- (ii) Delay in awarding the contracts by utilities.
- (iii) Delay in supply of equipments due to increased demand.
- (iv) Poor response from the contractors, especially in North-Eastern States and Jammu & Kashmir.
- (v) Delay in transfer of fund to the utilities by the States.
- (vi) Heavy quantum of work which utilities were not geared up to handle.
- (vii) Non-adoption of turnkey contract system by many utilities.

During various review meetings, States have been asked to expedite the award of the contracts, equipments supply, work execution etc. to complete the APDRP projects at the earliest.

[Translation]

Implementation of Land Reforms Act

1615. SHRI RAMDAS ATHAWALE: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has taken steps for effective implementation of Land Reforms Act;

(b) if so, the details thereof;

(c) whether additional land has been distributed among the poor;

(d) if so, the details thereof; and

(e) If not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (e) Land and its management falls within the exclusive legislative and administrative jurisdiction of the respective States as provided under Entry No. 18 of List II (State List) of the Seventh Schedule to the Constitution. The role of the Central Government in the field of land reforms is only advisory and coordinating. However, implementation of Land Reforms Programmes is reviewed from time to time at various fora including Conferences of Revenue Ministers and Revenue Secretaries of the States/UTs organized by the Ministry of Rural Development.

As on 30.9.2006, the total quantum of land declared surplus in the country was 68.73 lakh acres, of which 60.27 lakh acres have been taken possession of and 49.00 lakh acres distributed to 54.01 lakh beneficiaries, of whom 39 per cent belong to Scheduled Castes and 16 per cent to Scheduled Tribes. 8.44 lakh acres of ceiling surplus land is involved in litigation in various courts. The State Governments have been requested for undertaking a special drive to get the court cases disposed of, especially the cases pending in Revenue Courts. They have also been requested for setting up Land Tribunals under Article 323-B of the Constitution and for setting up Special Benches in High Courts for speedy disposal of the pending cases.

In addition, 148.55 lakh acres of govt. wasteland and 16.57 lakh acres of Bhoodan land have been distributed to the eligible and rural poor.

The State Govts. have provided ownership rights to 125.85 lakh tenants covering an area of 167.16 lakh acres.

Further, 3.76 lakh acres of alienated tribal land has been restored to the tribal community.

An area of 1739.01 lakh acres has been consolidated in the country.

Short Supply of Small Denomination Coins

1616. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of FINANCE be pleased to state:

(a) whether small denomination coins are in short supply in the North Eastern States;

(b) If so the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir.

(b) and (c) Does not arise.

[English]

Proposals under JNNURM from Andhra Pradesh

1617. SHRI L. RAJAGOPAL:
SHRI M. ANJAN KUMAR YADAV:
SHRI ASADUDDIN OWAISI:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of cities that have been covered under JNNURM in the State of Andhra Pradesh;

(b) the details of cities which have not been covered under JNNURM, but covered under Urban Infrastructure Development Scheme for Small and Medium Towns;

(c) whether the Government has received some proposals under JNNURM from the Government of Andhra Pradesh;

(d) If so, the details thereof and the action taken thereon; and

(e) the funds allocated to Andhra Pradesh during 2006-07 under JNNURM?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Three cities of Andhra Pradesh, namely, Hyderabad, Vijayawada and Visakhapatnam have been covered under Jawaharlal Nehru National Urban Renewal Mission (JNNURM).

(b) All towns and cities as per 2001 census, barring those covered under JNNURM, are covered under Urban Infrastructure Development Scheme for small and Medium Towns (UIDSSMT).

(c) Yes, Sir. 63 project proposals have been received so far from the Government of Andhra Pradesh under JNNURM.

(d) Details are given in the enclosed Statement.

(e) JNNURM is a demand driven programme and only an indicative allocation of Rs. 300 crore has been made by the Planning Commission for Andhra Pradesh during 2006-07. Funds as 'additional central assistance' are released to the State depending on the projects approved by the Competent Authority after taking into account overall availability of fund.

Statement

(Rupees in crore)

City	No. of DPRs received	Estimated cost	Under appraisal	Rejected	No. of DPRs approved	Approved cost	Funds released	Returned for modification	Deferred	Pending submission to Sanctioning Authority	Recommended for approval
Hyderabad	28	2117.35	3	3	13	522.58	45.70	4	4	1	Nil
Vijayawada	14	404.87	Nil	Nil	7	250.24	25.36	7	Nil	Nil	Nil
Visakhapatnam	21	1213.27	3	1	6	175.12	16.92	6	4	Nil	1
Total for Andhra Pradesh	63	3735.49	6	4	26	947.94	87.98	17	8	1	1

Import of Foreign Cars

1618. SHRI KISHANBHAI V. PATEL: Will the Minister of FINANCE be pleased to state:

(a) whether foreign cars are imported under the export promotion capital goods scheme in the country;

(b) if so, the number of cars so far imported under the said scheme;

(c) the details of duty and penalty collected by the Government on such import so far;

(d) the number of cases in which customs duty and other dues are still pending; and

(e) the steps taken by the Government to recover such dues so far?

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

[*Translation*]

Incomplete Rural Development Projects

1619. SHRI AJIT JOGI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of the rural development projects started during the last three years and those out of them still remaining incomplete, State-wise;

(b) the reasons for not completing whole of the projects in time;

(c) the norms prescribed for engaging agency or authority in these projects on contract basis; and

(d) the details of the action taken against the agencies not completing the work within the prescribed time as per the norms?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) The Ministry of Rural Development sanctions projects under the Schemes Swarnajayanti Gram Swarozgar Yojana (SGSY), Pradhan Mantri Gram Sadak Yojana (PMGSY), Integrated Wastelands Development Programme (IWDP), Drought Prone Areas Programme (DPAP), Desert Development Programme (DDP), Total Sanitation Campaign (TSC) and Swajaldhara. The project for completion of projects varies under various schemes depending upon their nature and programme guidelines, like 12-18 months for small schemes under Swajaldhara and five years in case of IWDP, DPAP and DDP. State-wise number of projects sanctioned and completed under the above schemes during the last three years is given in the enclosed Statement.

(c) and (d) The projects under the schemes are implemented and supervised by the concerned District Rural Development Agencies/Zilla Parishads or line Departments of the State Governments. The Ministry of Rural Development regularly monitors implementation of its Programmes through various measures such as Periodical Progress Reports, Performance Review Committee meetings, Area Officer's Scheme, National Level Monitors and Vigilance and Monitoring Committees at the State/District Level, with involvement of Members of Parliament and other elected representatives. The next instalment of the funds is released when the State Governments furnish utilization certificates of the funds received by them.

Statement

Sl.No.	States	No. of Projects Sanctioned during the last three years (<i>i.e.</i> 2003-04, 2004-05 and 2005-06)							
		SGSY (Spl. Projects Sanctioned)	IWDP Sanctioned	DPAP* Sanctioned	DDP* Sanctioned	TSC Sanctioned	Swajaldhara		PMGSY Sanctioned
		3	4	5	6	7	8	9	10
1.	Andhra Pradesh	7	44	916	354	4	1744	781	1053
2.	Arunachal Pradesh	1	56	—	—	10	181	75	64

1	2	3	4	5	6	7	8	9	10
3.	Assam	1	72	—	—	9	694	115	788
4.	Bihar	5	54	218	—	22	77	0	327
5.	Chhattisgarh	2	38	367	—	11	61	0	1536
6.	Goa	1	4	—	—	1	0	0	6
7.	Gujarat	5	41	790	966	20	396	54	779
8.	Haryana	0	15	—	376	12	361	0	44
9.	Himachal Pradesh	0	31	127	133	5	1169	75	708
10.	Jammu and Kashmir	2	21	209	131	10	2437	64	67
11.	Jharkhand	0	16	634	—	16	42	4	259
12.	Karnataka	3	41	719	530	24	623	148	549
13.	Kerala	5	21	—	—	1	184	82	148
14.	Madhya Pradesh	5	59	848	—	30	2157	348	2586
15.	Maharashtra	5	33	959	—	13	947	4	544
16.	Manipur	2	20	—	—	0	33	0	0
17.	Meghalaya	1	59	—	—	3	61	0	30
18.	Mizoram	1	27	—	—	7	28	0	48
19.	Nagaland	4	15	—	—	1	28	0	54
20.	Orissa	0	38	462	—	15	799	124	1875
21.	Punjab	0	12	—	—	11	49	0	173
22.	Rajasthan	7	52	307	2672	22	2169	230	2779
23.	Sikkim	0	12	—	—	0	0	0	55
24.	Tamil Nadu	5	48	510	—	7	1278	975	910
25.	Tripura	1	16	—	—	0	331	0	36
26.	Uttar Pradesh	2	51	510	—	29	1420	0	4516
27.	Uttarakhand	4	26	285	—	7	204	4	79
28.	West Bengal	2	17	224	—	3	160	5	651
Total		71	939	8085	5162	293	17633	3088	20664

*The DPAP and DDP are implemented in selected States.

*[English]***Rules and Regulations of TIFAC**

1620. SHRI MOHAN RAWALE: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Technology Information Forecasting and Assessment Council (TIFAC) is following rules and regulations of the Government of India or have framed its own rules;

(b) if so, the details thereof;

(c) if not, whether the approval of nodal Ministry or the Government have been obtained;

(d) the number of employees retired/left from TIFAC

during each of the last three years;

(e) whether the terminal/retirement benefits have been provided to the employees on the date of retirement as per rules; and

(f) if not, the reasons therefor?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) to (c) Technology Information Forecasting and Assessment Council (TIFAC) has its 'bye-laws and staff rules' which are broadly based on rules and regulations of the Government of India and these have been approved by Department of Science and Technology, Government of India.

(d) to (f) The requisite information is as under:-

Sl.No.	Year	No. of employees	Reasons for leaving	Settlement of terminal benefits	Remarks
1.	2004-05	03	Resigned	Settled	—
2.	2005-06	—	—	—	—
3.	2006-07	02	1—resigned 1 retired on superannuation	Settled Not paid	— More recovery due from employee that benefits to be paid

*[Translation]***RGGVY**

1621. SHRI MOHAN SINGH:
CH. MUNAWAR HASSAN:
SHRI P. KARUNAKARAN:
SHRI KULDEEP BISHNOI:
SHRI TATHAGATA SATPATHY:
SHRI RAJNARAYAN BUDHOLIA:

Will the Minister of POWER be pleased to state:

(a) the number of villages electrified in the country in the first phase under the Rajiv Gandhi Grameen Vidyutikaran Yojana so far;

(b) whether the Government proposes to transfer some of the electrification work to the Vidyut Parishads of the concerned States in view of the slow pace of the scheme being run by the Power Grid Corporation;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) The implementing agencies have reported electrification of 32052 unelectrified villages and intensive electrification of 7413 electrified villages under Rajiv Gandhi Grameen Vidyutikaran Yojana, during 1st phase, as on 2.3.2007, since the launch of the programme in April 2005.

(b) to (d) No, Sir. Nine State Governments have consciously decided for availing project management expertise and services of Power Grid Corporation of India Limited (PGCIL) by assigning implementation of Rajiv Gandhi Grameen Vidyutikaran Yojana in their 68 districts. Accordingly, all these nine States have executed quadripartite agreements involving concerned State Government, State power utility, Rural Electrification

Corporation (REC) and Power Grid. None of these nine States, so far has approached REC regarding slow pace of execution of Rajiv Gandhi Grameen Vidyutikaran Yojana projects by Power Grid in these 68 districts.

(English)

PAN Cards

1622. SHRI UDAY SINGH:
SHRI HEMMAL MURMU:

Will the Minister of FINANCE be pleased to state:

(a) whether the Department of Income Tax has recently issued an ultimatum to those holding more than one PAN Card and to surrender the same by February 23, 2007;

(b) if so, the number of such PAN cards received back by the department;

(c) whether the Government has used Biometric technology to overcome the menace of duplicate cards;

(d) if so, the details thereof; and

(e) if not, the reasons for delay in implementing the said technology?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Yes, Sir. The Income Tax Department held a de-duplication fortnight for PAN from 12.2.007 to 23.2.2007 and had requested PAN holders to surrender their duplicate PAN(s).

(b) 657174 duplicate PAN cards have been deleted/de-activated from the PAN database.

(c) to (e) Income Tax Department is examining various options of capturing and using biometric information of PAN holder so as to overcome the menace of duplicate PAN cards.

Projects Approved under PMGSY

1623. SHRI N.N. KRISHNADAS: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of the projects approved under Pradhan Mantri Gram Sadak Yojana (PMGSY) during the last two years, State-wise;

(b) the details of the amount sanctioned for these projects during the said period, State-wise; and

(c) the details of the monitoring system constituted at State level and district level for implementation of PMGSY?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) A Statement indicating State-wise details of the projects approved and the amount sanctioned under Pradhan Mantri Gram Sadak Yojana (PMGSY) for the years 2004-05, 2005-06 and also during current year is enclosed.

(c) As per the programme Guidelines of PMGSY each State has State Level Standing Committee (SLSC) headed by the Chief Secretary or Additional Chief Secretary. The committee monitors (a) progress of implementation of the programme and (b) quality control; over see maintenance funding arrangements, review capacity at State Rural Roads Development Agency and Programme Implementation Units (PIUs) levels including financial management and online monitoring. There is a three tier quality monitoring system. At the first tier, the contractors are required to carry out mandatory quality control tests. This tier is monitored at the District and the State level. In the second tier, the State Government is required to deploy State Quality Monitors independent of Executing Agency. The quality of works is monitored and the States are required to take appropriate corrective action on the observations of the monitors. This tier is monitored at the State level. In the third tier of quality mechanism, inspections are carried out by the National Quality Monitors and their observations are handed over to the District Programme Implementation Unit. The States are required to take appropriate correction action on the basis of observations.

In addition, State Level Vigilance and Monitoring Committee and District Level Vigilance & Monitoring Committee have also been constituted with greater involvement of Members of Parliament and other elected representatives. Besides, the States have also been advised to adopt a five-pronged strategy consisting of (i) awareness generation, (ii) transparency, (iii) people's participation, (iv) accountability/social audit and (v) strict vigilance and monitoring at all levels.

An Online Monitoring System (OMMS) has also been operationalised for effective project monitoring and management.

Statement

Sl.No.	States/UT	Proposals cleared during 2004-05			Proposals cleared during 2005-06			Proposals cleared during 2006-07		
		Value in Crores	No. of Roads	Length in Km	Value in Crores	No. of Roads	Length in Km	Value in Crores	No. of Roads	Length in Km
1.	Andhra Pradesh	—	—	—	369.24	607	2638.84	350.21	340	1829.32
2.	Arunachal Pradesh	—	—	—	106.22	64	340.04	413.03	116	898.61
3.	Assam	244.46	195	750.64	927.01	486	2060.51	—	—	—
4.	Bihar	202.50	75	732.45	733.01	252	2291.92	1498.56	432	3726.28
5.	Chhattisgarh	256.26	187	1303.96	1035.73	990	4467.50	1102.26	683	2619.44
6.	Goa	1.08	6	4.32	—	—	—	—	—	—
7.	Gujarat	42.69	123	247.41	121.38	370	763.72	224.02	449	1298.66
8.	Haryana	40.22	18	183.03	84.25	26	361.93	199.64	47	618.83
9.	Himachal Pradesh	—	—	—	264.03	208	1204.01	978.43	639	4559.75
10.	Jammu and Kashmir	91.27	67	295.47	—	—	—	144.41	108	413.83
11.	Jharkhand	—	—	—	113.78	102	479.39	—	—	—
12.	Karnataka	—	—	—	212.05	190	1273.26	422.42	256	2114.57
13.	Kerala	52.76	96	179.47	—	—	—	48.83	84	163.92
14.	Madhya Pradesh	—	—	—	1114.32	1191	5625.67	3152.13	3071	4934.91
15.	Maharashtra	143.15	240	847.81	—	—	—	1107.92	1559	6079.08
16.	Manipur	—	—	—	—	—	—	152.23	59	556.19
17.	Meghalaya	—	—	—	30.05	30	83.10	39.62	26	105.59
18.	Mizoram	—	—	—	121.99	34	494.13	—	—	—
19.	Nagaland	—	—	—	70.20	23	390.38	—	—	—
20.	Orissa	398.72	418	1645.12	983.73	827	3351.69	1093.65	851	3121.37
21.	Punjab	78.87	59	419.41	—	—	—	569.26	119	1525.16
22.	Rajasthan	—	—	—	976.17	1579	5445.63	1833.02	3634	10768.20
23.	Sikkim	—	—	—	63.10	34	144.49	149.00	67	323.27
24.	Tamil Nadu	—	—	—	—	—	—	174.31	379	849.23
25.	Tripura	—	—	—	39.58	36	80.92	525.83	266	861.36
26.	Uttar Pradesh	—	—	—	1013.38	2313	4257.67	2289.77	2881	8093.77
27.	Uttarakhand	—	—	—	103.34	79	595.47	203.04	102	890.31
28.	West Bengal	278.31	208	955.64	625.61	284	1974.85	666.22	236	1692.79
29.	Dadra and Nagar Haveli	—	—	—	—	—	—	7.78	38	66.21
Total		1830.29	1692	7564.73	9108.17	9725	38335.13	17345.19	66266.48	29439

Climate Changes

1624. SHRI ANANTA NAYAK:
SHRI BALASHOWRY VALLABHANENI:

Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the Government is aware of the growing climate changes in the globes having its adverse effects in India;

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

(c) whether any National Programme is proposed to be launched for the mitigation of climate changes;

(d) if so, the details thereof alongwith total investment proposed in this programme;

(e) whether there is any proposal to get assistance from international organizations; and

(f) if so, the details thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes Sir, the Government is very much aware of the climate change issue and its potential impacts on the global and regional climate in general. Efforts are on to assess the exact nature of the impacts on the Indian climate and thereby on other sectors. Studies conducted by our scientists on India conclude (i) The average temperature rise from 1900 to 1970 is 0.1 °C/decade but from 1970 to 2006 is 0.2 °C/decade. (ii) There is no significant impact of Indian industrial activity on global warming or Indian warming so far. (iii) There is no significant change in Indian Rainfall over the last 100 years. (iv) The modeling studies by Indian scientists indicate that inspite of global warming, there would not be significant rainfall change upto 2050. Then onwards, the rainfall may slightly increase.

(b) The newly formed Ministry of Earth Sciences has taken serious note of the problem of Climate Change and is initiating immediate research programmes to assess the exact nature of global warming on Indian climate and to quantify the uncertainties associated with the projected future changes by

(1) undertaking extensive field observational programmes for better estimation of green house

gas emissions (having warming effects on the climate) and the aerosols (having a cooling effect leading to a dampening of warming).

(2) by strengthening the climate modeling efforts to gain better insights in to the possible impacts and for the better quantification of uncertainties in the projected climate variations so that the policy makers can be well informed of the expected changes. It may be mentioned here that the Ministry of Environment & Forests has undertaken various programmes concerning the assessment of regional climate change and associated impacts on various sectors such as water resources, agriculture etc. during the past 4-5 years.

(c) Even though global mean temperature has shown an increasing trend, the Indian monsoon rainfall has remained stable over the past century. The most important impact of climate change is expected to be on the changes in the extreme weather events leading to more frequent flood/drought conditions. In this respect, the constitution of the Disaster Management Authority under the chalmanship of our Hon. Prime Minister is one such effort in planning advance warning and mitigatory steps. The Ministry of Earth Sciences (MoES) is preparing a comprehensive Science plan for studying the climate change impacts on the monsoonal climate over India. One of MoES institutions, Indian Institute of Tropical Meteorology is taking a national lead in coming up with such Science plan involving several R&D institutions in India. This will be a two pronged approach covering both observational and modeling studies.

(d) The Science plan under preparation will lead to an action plan and the exact budgetary requirements will be worked out at that stage. The Ministry is also in the process of enhancing the network of meteorological observations in India and also strengthening the computational facilities by way of acquiring high-performance computers needed for climate modeling studies.

(e) and (f) Several research groups working in the areas of Climate Change and impacts have been collaborating with various international organizations. It may be mentioned here that the Ministry of Environment and Forests has co-ordinated a programme under the Indo-UK joint collaboration on Climate Change which involve several leading research groups in India and UK

covering many aspects of climate change assessment and impact analysis. There are parallel efforts being made by international organizations to conduct several observational programmes to study the aerosols over the South Asian region as part of the international programme on the Atmospheric Brown Cloud. Several Indian institutions are expected to participate in such a field campaign when it is finalized.

[*Translation*]

Implementation of FRBM

1625. PROF. MAHADEORAO SHIWANKAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to postpone implementation of the Fiscal Responsibility and Budget Management (FRBM) Act for two years as reported in *Rashtriya Sahara* dated January 08, 2007;

(b) if so, the reasons therefor;

(c) whether an assessment has been made regarding possibility of making up the scarcity of funds by the said arrangement during the financial year;

(d) if so, the details thereof;

(e) whether funds for flagship schemes are being scaled down; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir. The fiscal consolidation is proceeding according to the FRBM Act.

(b) Does not arise.

(c) to (f) The eight flagship programmes of the Government continue to receive high priority in the Budget 2007-08.

[*English*]

Migration of Young Scientists

1626. SHRI BRAJA KISHORE TRIPATHY:
SHRI BALESHWAR YADAV:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government is aware that the young scientists migrate to other countries for higher studies/advanced research and do not return;

(b) if so, the steps taken/proposed to be taken by the Government to minimize the outflow of Indian scientists;

(c) whether the Government has made any efforts to pursue the best scientists of Indian origin living in foreign countries to call them back; and

(d) if so, the details thereof and the outcome thereof?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) and (b) Yes, Sir. A large number of young scientists go abroad for higher studies and/or advanced research and a sizable fraction of them do not return. This exodus is mainly because of better educational and research facilities and opportunities abroad. In most developed nations, the private sector contributes significantly towards higher education and research and invests heavily into R&D leading to attractive employment opportunities for scientists. Though such contributions by the private sector have increased in India in recent times, it still has to multiply many times to retain scientific talent in the country. The Government of India, on its part, has taken a number of steps in recent times to strengthen the educational and research infrastructure in science and technology. Three new Indian Institutes of Science Education and Research (IISERs) have been set up at Kolkata, Pune and Chandigarh. These institutes, apart from carrying out frontline and internationally competitive research, would offer integrated M.Sc. programmes in a multi-disciplinary and academically flexible and research-oriented environment. Establishment of three new IITs has also been announced in this year's budget. In order to give a boost to R&D in the country, the Government has launched S&T mission mode programmes, established centres of excellence, launched international collaborative projects, taken steps to strengthen R&D infrastructure in academic institutions and research labs, launched a variety of schemes to support individual research projects of scientists and started a number of fellowships like the Swarnjayanti Fellowships for outstanding young scientists, Ramanna Fellowships for performing scientists, Shyama Prasad Mookerjee Fellowships, JC Bose Fellowships, KS Krishnan Fellowships, etc. to attract and reward scientists, especially the young ones, for their scientific contributions.

The Government, in the XI Plan has included a new scheme called INSPIRE (Innovation in Science Pursuit for Inspired Research). The main features of the proposed

scheme will be: (1) innovation funding in schools (one million young innovators); (2) summer camp with science camps (for high performers); (3) assured opportunity schemes for proven talent force; and, (4) retention of talent in public funded research through public-private partnership. In addition, another new scheme on Scholarships for Science in Higher Education will be initiated in the XI Plan. The scheme targets institution of 10,000 fellowships of Rs. 1,00,000/- per year for bright students in science streams during their B.Sc/M.Sc. courses.

(c) and (d) Yes, Sir. The Government has recently launched some innovative schemes to either motivate scientists of Indian origin living abroad to come back to India or to leverage their scientific expertise for the growth of scientific R&D in the country. For example, the Ramanujan Fellowships of Department of Science and Technology (DST) have been instituted to attract outstanding scientists and engineers from all over the world to take up scientific research positions in India; and, the Collaborative Projects with Scientists & Technologists of Indian Origin Abroad Programme (CP-STIO Programme) of DST enables scientists and technologists of Indian origin living abroad to visit India for a brief period and carry out research activities jointly with Indian scientists. So far, 9 Ramanujan Fellowships have been awarded and 27 projects have been awarded under the CP-STIO Programme. K.S. Krishna Research Associateship of Department of Atomic Energy (DAE) provides career opportunities in the Units of DAE for scientists from India or abroad. Defence Research and Development Organization (DRDO) through its Talent Search Scheme for Non-Resident Indians (NRIs) appoints qualified and suitable NRIs as Scientists in various grades in DRDO depending on their experience. Nineteen such NRIs have been recommended for appointment during the last two years. The Department of Biotechnology has also instituted the Ramalingaswamy Fellowship for scientists of Indian origin settled in any part of the world who would like to come back and carry out their research in India.

Conference on Drinking Water and Sanitation

1627. SHRI SARVEY SATYANARAYANA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Conference of State Ministers for Drinking Water and Sanitation has been held during this year; and

(b) if so, the details and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) No Sir.

(b) Does not arise.

Closure of Laboratories of CSIR

1628. SHRI ABU AYES MONDAL: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government proposes to close down some laboratories of the Council of Scientific and Industrial Research (CSIR);

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

(c) the steps taken for alternative arrangements thereto?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) No Sir. There is no proposal by the Government to close down any laboratory of CSIR.

(b) and (c) Question does not arise.

Bio-Mass Energy

1629. DR. M. JAGANNATH:
SHRIMATI SUMITRA MAHAJAN:
SHRI JOACHIM BAXLA:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether any new technology is being developed for generating electricity from bio-mass in the country;

(b) if so, the details thereof;

(c) the total capacity of electricity generation in M.W. from bio-mass in the country, State-wise;

(d) whether the Government has sanctioned new projects to increase bio-mass capacity and proposes to set up community bio-mass plants in each village;

(e) if so, the details thereof and the funds proposed therefor during 2007-08, State-wise; and

(f) the total quantum of electricity in M.W. to be generated thereby?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) Yes, Sir.

(b) Technology for generation of electricity from biomass using 100% producer gas engine linked with biomass gasifier has been recently developed in the country.

(c) A total installed capacity of about 1175 MW based on biomass combustion, bagasse cogeneration and biomass gasification technologies has been installed in the country so far. State-wise information is given in the enclosed Statement.

(d) Biomass Power/Cogeneration Programme is being continued during the current year to promote setting up of biomass based grid connected projects. Besides, the Government is promoting biomass based technologies in selected potential villages for meeting energy requirements, such as cooking, motive power and electricity generation under various schemes of the Ministry, but not under the title of 'community biomass plants' in each village.

(e) During the year 2007-08, an annual plan outlay of Rs. 200 crore has been made for promoting renewable energy systems in rural areas including the biomass conversion technologies. State-wise allocation of funds are not made.

(f) The objective of setting up of village based biomass energy systems is to meet the electricity requirements in the villages in a decentralized manner and is not to generate electricity in MW scale.

Statement

Sl.No.	State	Capacity (In MW)
1	2	3
1.	Andhra Pradesh	310.63
2.	Chhattisgarh	89.00

1	2	3
3.	Gujarat	14.76
4.	Haryana	7.06
5.	Karnataka	259.44
6.	Madhya Pradesh	5.73
7.	Maharashtra	71.82
8.	Punjab	28.70
9.	Rajasthan	23.52
10.	Tamil Nadu	220.91
11.	Uttar Pradesh	126.39
12.	West Bengal	8.43
13.	Arunachal Pradesh	2.8
14.	Tripura	1.18
15.	Others	4.62
Total		1174.99

INSAT based Communication Facility

1630. SHRI ABDUL RASHID SHAHEEN: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the Government proposes to set up INSAT based communications facility for receiving data in real time from the Tide Gauges and Bottom Pressure Recorders in collaboration with Indian Space Research Organisation (ISRO);

(b) if so, the details thereof; and

(c) the time by which it is likely to start functioning?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) to (c) Yes, Sir. Communication of real time data from Tide Gauges and Bottom Pressure Recorders to the Early Warning Centre at Indian National Centre for Ocean Information Services (INCOIS), Hyderabad is very critical for generating timely tsunami warning. An end to end communication plan has been worked out in collaboration with Indian Space Research Organization (ISRO) that envisages use of INSAT DRT for one way

and INSAT MSS for two way communication from Tide Gauges and DART buoys respectively. At present real-time data is being received at INCOIS through V-SAT connectivity from the already installed Tide gauges and Bottom Pressure Recorders. The installation of INSAT Hub Station as well as DRT and MSS Terminals will be completed by June 2007 at INCOIS.

Bio-Mass Resource Atlas

1631. PROF. M. RAMADASS: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the private developers are facing problems in setting up Bio-mass projects;

(b) if so, the institutional and other steps contemplated by the Government to sort out these problems;

(c) whether the Government proposes to prepare a Bio-mass Resource Atlas for India by 2007;

(d) if so, the details thereof;

(e) whether the Government proposes to improve the gasification technology for the sake of private developers; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) A biomass resource atlas covering surplus agro residues has been prepared and is hosted on the web site of the Indian Institute of Science, Bangalore for use by all concerned.

(e) and (f) World-wide research including that in this country, a part of which is being supported by this Ministry, is being conducted to develop biomass gasification technology for power generation applications. At present, the technology is in demonstration phase and efforts to make further improvements in it are in progress.

Recommendations of SFIO

1632. SHRI CHANDRAKANT KHAIRE: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether the Serious Fraud Investigation Office (SFIO) has recommended to the Government to file criminal cases against M/s Bonanza Biotech Ltd. and M/s Design Auto Systems Ltd. for violation of Company Law and breach of IPC provisions;

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

(c) the action taken on the recommendations of the SFIO?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) Yes, Sir.

(b) and (c) Investigation Reports in respect of M/s Design Auto Systems Ltd. and M/s Bonanza Biotech Ltd. were submitted by Serious Fraud Investigation Office (SFIO) on 19.01.2005 and 20.01.2005 respectively. Based on the findings of the Investigation Reports, prosecution/legal action under the provisions of the Companies Act, 1956 and the Indian Penal Code has been initiated in respect of the above companies before the courts of competent jurisdiction/Company Law Board, as appropriate and the same are in progress.

[Translation]

Bank Branches of RRBs

1633. SHRI MOHD. TAHIR:
SHRI PANKAJ CHOWDHARY:
SHRI CHANDRA DEV PRASAD RAJBHAR:
SHRI BALESHWAR YADAV:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to simplify the loan process and to increase the branches of Regional Rural Banks (R.R.Bs.) in the country as reported in *Dainik Jagran* dated January 26, 2007;

(b) if so, the facts of the matter reported therein;

(c) whether there is shortage of branches of Regional Rural Banks in the country;

(d) if so, the reasons therefor;

(e) the number of Regional Rural Banks likely to be opened during 2007-08, State-wise; and

(f) the steps being taken by the Government for the simplification of the loan process and to open more branches to cater the needs of farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Various measures have been taken to simplify the loan process with a view to ensure easy flow of credit to farmers. These, *inter alia*, include:

- (i) Banks have been advised to simplify procedures while providing loans to farmers at reasonable rates of interest and use their discretion in respect of margin money and security norms. Loans upto Rs. 50,000/- are free from collateral and margin requirements.
- (ii) One page documentation has been circulated among banks for adoption.
- (iii) Branch Managers have been delegated adequate powers to expeditiously sanction loans to farmers at their level itself.
- (iv) Instructions to issue Kisan Credit Cards (KCCs) within 15 days of receiving the application.

Regional Rural Banks (RRBs) have been advised to undertake an aggressive branch expansion programme in 2007-08. They have further been advised to open at least one branch in each of the 80 uncovered districts of the country.

(c) and (d) Excepting the 80 uncovered districts, there is no shortage of branches of Regional Rural Banks (RRBs) in the country. The branches are opened keeping in view their commercial viability. As on March 31, 2006, 133 RRBs were operating in 525 districts of the country with a network of 14494 branches.

(e) As per Section 3 of the Regional Rural Banks Act, 1976, the Central Government may, if requested so to do by a sponsor bank, by notification in the Official Gazette, establish in a State or Union Territory, one or more Regional Rural Banks. At present, no such proposal has been received from any of the sponsor bank for establishment of an RRB.

(f) The simplification of loan process is on the basis of RBI guidelines. RRBs have been advised to aggressively undertake the expansion of branches and make efforts to open at least one branch in each of the 80 uncovered districts.

[English]

Dabhol Power Project

1634. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of POWER be pleased to state—

(a) whether mixing of short-term and long term imports for firing the Dabhol Unit is likely to bring down the cost of electricity from the project as reported in *The Times of India* dated January 29, 2007; and

(b) if so, the steps taken by the Union Government to combine the price of gas being imported in ships by Petronet LNG under long term deal with costlier fuel for Dabhol being bought from spot markets to work out a lower average cost?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Mixing of short term imports from spot market and long term imports of Liquefied Natural Gas (LNG) will bring down the average cost of fuel for firing the Dabhol gas turbine units. Under the aegis of the Ministry of Petroleum and Natural Gas, Petronet LNG Ltd. (PLL) is sourcing LNG from the LNG suppliers for Dabhol Power Project on short term basis. This gas together with the LNG under the long term contract could bring down the cost of fuel and thereby the cost of electricity from the project.

(b) The Ministry of Petroleum and Natural Gas has informed that they have issued instructions to all concerned that the gas prices being charged on supply of RLNG procured under long term contracts should be on a non-discriminatory basis and uniform pooled prices should be charged from all the existing and new consumers.

Allocation of Funds for Minorities under IAY

1635. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Government has made any specific resource allocation in terms of physical and financial targets for minorities under Indira Awas Yojana (IAY) on the lines of such allocations made for the SCs and STs;

(b) if so, the details of such allocations made for the minorities during the last three years and thereafter; and

(c) the procedure adopted for allocation of such funds to individuals and families of the minorities?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) It has been decided from October, 2006 of the current year that 15 percent of physical and financial resources at the National Level will be earmarked under Indira Awas Yojana (IAY) for BPL minorities and State-wise allocation has been made on the basis of ratio of their BPL minority population in respective States as given by the Ministry of Minority Affairs. Funds have been earmarked for the Minorities, for the first time, during the current financial year. For the current year, as per allocation, an amount of Rs. 581.20 crore has been earmarked for construction of 2.30 lakh houses for minorities. District-wise targets are to be decided by each State based on the concentration of Minorities in the districts or so.

(c) The beneficiaries are to be selected by the Gram Sabha as per the IAY guidelines.

[Translation]

Basic Amenities in Bihar

1636. SHRI GIRIDHARI YADAV: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) schemes approved by the Government for providing basic amenities in urban slum areas in Bihar; and

(b) funds given to them during the last two years?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Additional Central Assistance is provided to State Governments for providing basic amenities in urban slum areas in all

States/Union Territories. The Basic Services to the Urban Poor (BSUP)—Sub-Mission of JNNURM, covers 63 Mission cities including Patna and Bodh Gaya. Under the Integrated Housing and Slum Development Programme (IHSDP), non-Mission cities are covered. As regards BSUP, no proposal has been received from Government of Bihar. As regards IHSDP, only one proposal has been received from Muzaffarpur District for Kanti town involving project cost of Rs. 3.20 Crore. Central Share of Rs. 2.56 Crore for this project has been cleared by the Central Sanctioning Committee. An amount of Rs. 35.63 Crore (in 2004-05) and Rs. 3.6 Crore (in 2005-06) has been released to the State of Bihar during the last two years under National Slum Development Programme (NSDP) and Valmiki Ambedkar Awas Yojana (VAMBAY) respectively. Both the NSDP and VAMBAY Schemes have been subsumed in IHSDP under JNNURM in operation since December, 2005.

[English]

Deductions in Funds for Rural Development

1637. SHRI SUBHASH MAHARIA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government is aware of the decision taken at 10th meeting of the Performance Review Committee on Rural Development Schemes held in New Delhi recently that the permissible limit of carry-over balance is going to be reduced from 15% to 10%;

(b) if so, the details of other decisions taken therein;

(c) the reaction of the Government thereon;

(d) whether any representations have been received from certain States particularly Rajasthan in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (c) The Performance Review Committee is one of the tools of the comprehensive monitoring mechanism introduced by the Ministry of Rural Development to monitor the implementation of the various programmes of the Ministry. During the 10th meeting of the Performance Review Committee which was held on

12th and 13th May, 2006 in New Delhi, the decision of the Ministry of Finance regarding the reduction of permissible limit of carry over balances from 15% to 10% of the annual allocation w.e.f. the financial year 2005-06 was conveyed.

(d) and (e) Subsequently, the State of Rajasthan had expressed some difficulties which may arise on account of this decision of reduction of the limit of carry over balances from 15% to 10%. The Ministry of Rural Development had already conveyed these concerns to the Ministry of Finance at various levels and had requested to retain the limit at 15%. However, the Ministry of Finance did not agree to this proposal and the decision of 10% limit on carry over balances has been implemented.

Yamuna River-front Development Authority

1638. SHRIMATI NIVEDITA MANE:
SHRI KIRTI VARDHAN SINGH:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether there is any proposal to set up a Yamuna River-front Development Authority for implementation of Yamuna beautification plan;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Inter-departmental discussions have been taken up regarding setting up of the Yamuna River Front Development Authority. No proposal has been formulated. No such details or time line are, therefore, available at this stage.

[Translation]

Acquisition of Land for Commonwealth Games

1639. SHRI BRAJESH PATHAK:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the land is being acquired from the States to set up Khel Gaon in the National Capital Region for the Commonwealth Games as reported in the *Dainik Jagaran* dated February 24, 2007;

(b) if so, whether an agreement has been signed by the Delhi Development Authority (DDA) with the Government of Uttar Pradesh to purchase land for setting up the Khel Gaon;

(c) if so, the total hectares of land demanded by the Union Government from the Uttar Pradesh Government; and

(d) the total hectares of land sanctioned by the State Government with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Delhi Development Authority (DDA) has informed that the Government of Uttar Pradesh has agreed for the transfer of the land at the Commonwealth Games Village site to DDA.

(c) and (d) The DDA has requested the U.P. Government for transfer of about 12.35 hectares of land (30.887 acres) at the Games Village site. The Government of U.P. has agreed to transfer this land to DDA. A compensation of Rs. 67.65 lakh per acre is to be paid by DDA to the Government of U.P.

[English]

Funds through PN Route

1640. SHRI SHAILENDRA KUMAR:
SHRI JASHUBHAI DHANABHAI BARAD:
SHRI SURESH PRABHAKAR PRABHU:

Will the Minister of FINANCE be pleased to state:

(a) the details of funds received through P.N. route and funds withdrawn by the FIs during the last three years, year-wise;

(b) whether the RBI and SEBI has ever verified the source of fund coming through P.N. route in the Indian share market;

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

(d) If not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) As per information available with the Securities and Exchange Board of India (SEBI), the national value of Participatory Notes (PNs), from September 2003 to November 2006, as a percentage of assets under management of Foreign Institutional Investors (FIIs) has fluctuated between 19% to 34%.

As per information provided by RBI, inflow and outflow of funds by FIIs during the last three financial years is as under:

(Amount in US\$ million)

Year	Inflow	Outflow	Net
2004-05	39907.04	31628.04	8279.00
2005-06	64487.13	55827.13	8860.00
2006-07*	95692.38	89066.24	6626.14

*Till February 23, 2007.

(b) and (c) In 2004, the SEBI (FII) Regulations 1995 were amended to bring issuance of PNs by SEBI registered FIIs within the ambit of the FII regulations. The amendment to the regulations is intended to ensure that FIIs issuing PNs would do so only to regulated entities.

As per the extant regulatory structure, FIIs which are registered with SEBI and are issuing PNs are required to submit to SEBI a monthly report in a prescribed format. In the report, FIIs mainly report the following information:

- Name of the subscribers to PNs
- Constitution of subscribers to PNs
- Jurisdiction of Subscribers
- Nature of Indian Underlying security
- Issue/Redemption/Outstanding

As per records, the FIIs issuing PNs are regularly submitting the reports in the prescribed format.

(d) Does not arise in view of (b) and (c) above.

Sub-Centre of Company Registrar

1641. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether the Government is aware that the companies are facing difficulties in registering their names due to non-availability of sub centre at Registrar of companies in Jamnagar, Rajkot and Surat;

(b) If so, the details thereof;

(c) whether the Government proposes to open sub-centre of Registrar of companies in the above cities;

(d) if so, the details thereof; and

(e) if not, the steps taken by the Government to remedy the situation?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) No, Sir. The Ministry has not received any reference from any quarters on this account.

(b) to (e) The Government has implemented an e-Governance programme called MCA21, under which the companies and the professionals can file all the documents on-line using the MCA21 portal from their offices or homes at any time, or from anywhere as per their convenience. As such, the geographical distances do not pose any problem for transacting businesses with the Registrars of Companies. Notwithstanding this, there is a full-fledged office of Registrar of Companies at Ahmedabad for the State of Gujarat, and in order to facilitate transition from manual mode of operations to e-Governance mode, Facilitation Centres have been set-up under MCA21 e-Government Project at Ahmedabad, Surat, Vadodara and Kandla SEZ, which provide facilities of e-filing of documents to the stakeholders without any charge. Over and above this, a total of 29 Certified Filing Centres (CFCs), managed and operated by professionals, have also been approved for the State of Gujarat. On an average, about 80% of the documents are being filed by the stakeholders nationwide directly using the MCA21 portal, without availing any assistance from the Facilitation Centres or CFCs. As such, there is no need for opening any more centres in Gujarat.

Dumping of Solid Waste

1642. SHRI RAVI PRAKASH VERMA:
SHRI C.K. CHANDRAPPA:
SHRI SURAVARAM SUDHAKAR REDDY:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the quantity of solid wastes generated by Urban population in the country;

(b) whether solid wastes are being dumped in open landfills;

(c) if so, the details thereof;

(d) whether medical wastes and even hazardous chemical wastes are dumped in landfills, leading to serious health hazards through ground water pollution;

(e) if so, the instructions issued by the Union Government to the civic authorities in this regard; and

(f) the corrective steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (f) Information is being collected and will be laid on the Table of the Sabha.

Natural Resources Data Management System

1643. SHRI SUGRIB SINGH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Natural Resources Data Management System (NRDMS) is existing in the country;

(b) if so, the details thereof;

(c) the names of districts included in the NRDMS in the country, State-wise;

(d) the manner in which Geo-Spatial technologies in managing district database has been developed in such districts; and

(e) the number of districts proposed to be covered under the said system during 2006-07, State-wise?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes, Sir.

(b) The programme aims to demonstrate and promote the use of Spatial Data Technologies for micro level planning under diverse terrain conditions, with the following objectives:

(i) Provide software support for data management, modeling and operation research.

(ii) Promote R & D in spatial data technology.

(iii) Technology Transfer & Capacity Building of potential users.

(iv) Forge linkages with the users at different levels.

- Provide S & T inputs for framing Policies related to Spatial Data Technologies.

- Develop & Demonstrate pilot scale spatial infrastructure and provide research support to National Spatial Data Infrastructure.

(c) The following districts in the country have been covered under NRDMS, State-wise:

	State	District
	1	2
1.	Assam	Sonitpur
2.	Andhra Pradesh	Kurnool
		Mahboobnagar
		Visakhapattanam
3.	Bihar	Munger
4.	Gujarat	Kheda
5.	Haryana	Ambala
		Yamunanagar
		Gurgaon
		Punchkula
6.	Jammu and Kashmir	Jammu
7.	Karnataka	All districts (27)

	1	2
8.	Manipur	Imphal Thoubal
9.	Nagaland	Kohima
10.	Orissa	Koraput
11.	Punjab	Mansa
12.	Rajasthan	Tonk
13.	Tamil Nadu	Pudukottai Vellore Cuddalore Theni Nagapattanam
14.	Uttarakhand	Nainital Almora Bageshwar Champawat Tehri Pauri
15.	Uttar Pradesh	Sultanpur Varanasi Mau Gorakhpur Deoria Pratapgarh Allahabad Lucknow
16.	West Bengal	Puruliya West Midnapur Jalpaiguri Bankura

(d) In all the districts where NRDMS programme is operational, spatial resource profiles of natural resources and allied sectors have been developed on Geographical Information System (GIS) platform. This has helped in planning and solving area specific problems, thus, strengthening the concept of decentralized planning.

(e) During 2006-07—Two district NRDMS centers will be set-up in Andhra Pradesh.

Energy Conservation

1644. SHRI K.C. PALLANI SHAMY: Will the Minister of POWER be pleased to state:

(a) whether the Union Government has introduced energy conservation methods in various Government buildings to save the electricity and to make it compulsory for the new building constructions in the near future;

(b) if so, the details thereof; and

(c) the steps taken by the Government to popularize the concept of energy conservation among the masses?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Yes, Sir.

(b) Government of India on voluntary basis has initiated to implement energy efficiency improvement measures in Central Government Buildings. Energy Audit studies have been completed in more than 20 Central Government buildings. The energy audit recommendation have been implemented through Energy Service Companies (ESCOs) in Rashtrapati Bhawan, Prime Minister's Office, Shram Shakti Bhawan and Transport Bhawan. In Sanchar Bhawan the identified energy conservation measures have been implemented departmentally. The draft Energy Conservation Building codes have been prepared for new commercial buildings having connected load 500 KW and more or contract demand of 600 kVA and more.

(c) The Union Government has initiated a national campaign on energy conservation which also covers schools, state and national level painting competition on energy conservation, awareness through press and electronic media, street shows, messages on Light Emitting Diode (LED) display boards and dissemination of information of energy conservation through international and national exhibitions in India to popularize the concept of energy conservation among the people.

[Translation]

Proposal Received from Rajasthan for Urban Development Scheme

1645. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of proposals received from the Government of Rajasthan for various Centrally sponsored schemes run by the Ministry of Urban Development during the last three years;

(b) the present status of the above proposals; and

(c) the scheme-wise details of funds sanctioned and released for the purpose during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

[*English*]

Rising Sea Level

1646. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:
SHRI KIRTI VARDHAN SINGH:
SHRI MILIND DEORA:

Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether any island on the Indian side of the Indo-Bangladesh border has been submerged due rising sea level as reported in the *Times of India* dated December 23, 2006;

(b) if so, the facts of the matter reported therein;

(c) whether any report has been received in this matter;

(d) if so, the details thereof; and

(e) the reaction of the Government and the safeguards evolved against such threats?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) and (b) Observations show that there is no significant sea level rise in the recent past. Records of coastal tide gauges in the north Indian Ocean, for more than 40 years has estimated sea level rise between 1.06-1.75 mm per year with a regional average of 1.29 mm. The global sea level rise estimates reported by the Intergovernmental Panel on Climate Change (IPCC) is 1 to 2 mm per year. According to the Report published in

Times of India on December 23, 2006, satellite imageries did not map two islands namely Suparibhanga and Lohacharra in Sunderban area. The submergence of islands and coastal areas is a complex process where several factors are involved.

(c) and (d) An initial assessment of the possible scenario of global warming in different parts of India has been carried out by scientists of Indian Institute of Tropical Meteorology, Pune. These results have been published by the Ministry of Environment and Forests in their National Communication-I, submitted to the UNFCCC (United Nations Framework Convention on Climate Change). As per this report the warming, by the year 2070, is expected to lie in the range of 1.5-2.0 °C and it would more or less uniformly distributed over most parts of India. It is however, expected to be slightly higher over the North West Indian region.

(e) Global warming and sea level rise are global phenomena which are complex in nature. Coordinated efforts are being undertaken under world bodies to sensitise against consumption of hydro carbons and looking for alternative energy sources.

[*Translation*]

Inter State Power Dispute

1647. SHRI MAHAVIR BHAGORA:
SHRIMATI SUSHEELA BANGARU LAXMAN:

Will the Minister of POWER be pleased to state:

(a) whether any agreement was reached in May, 1984 between the Union Government and the State Governments of Punjab, Haryana and Rajasthan regarding sharing of power generated in hydel power projects of Punjab;

(b) if so, whether consequent upon the enactment of Punjab Termination of Agreements Act, 2004 by the Government of Punjab, terminating all its agreements on sharing of water with other States, the Union Government has referred the matter regarding sharing of power generated from hydel power projects of Punjab with other States to the Supreme Court for advice;

(c) if so, the response of the Supreme Court thereto; and

(d) the steps taken by the Union Government to resolve this issue?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (d) An agreement was reached between the States of Punjab, Haryana & Rajasthan and Government of India on 15.05.1984, wherein it was agreed that in view of the claims raised by Haryana & Rajasthan for sharing of power in Anandpur Sahib Hydel Project, Mukerian Hydel Project, Thein Dam project, UBDC Stage-II and Shahpur Kandi hydel Scheme, the Government of India shall refer the matter to the Hon'ble Supreme Court for its opinion. A reference was to be made to the Hon'ble Supreme Court seeking its opinion whether the States of Rajasthan & 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. It was agreed that the Supreme Court's opinion obtained by Government of India shall be remitted to the signatory States and shall be binding on them.

In order to resolve the issue amicably, a number of formal and informal discussions have taken place since 1984. So far, no consensus has emerged due to divergent views. Further, consequent upon the enactment of the Punjab Termination of Agreements Act, 2004 by the Government of Punjab terminating all its agreements on sharing of water with other States, the Union Government has referred the matter to the Hon'ble Supreme Court for seeking its advice.

[English]

Construction of Earth Quake Resistance Buildings for Delhi

1648. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Delhi is in earthquake prone zone; and

(b) if so, the steps taken to make building earthquake resistant?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) According to the Indian Seismic Zone map, Delhi is placed in Seismic Zone IV. The Unified Building Byelaws for Delhi, 1983 were amended on 21.3.2001 to provide for seismic and structural safety of buildings. The first level micro zonation map of the National Capital Territory

of Delhi has been completed which would help assessing the strength of buildings/structures. A pilot project has been initiated in respect of five buildings, to provide a model for seismic safety evaluation and retrofitting of existing seismic deficient buildings.

[Translation]

Payment of fewer Wages under NREGS

1649. SHRI HANSRAJ G. AHIR:
SHRI RAJNARAYAN BUDHOLIA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Union Government has received complaints from various quarters regarding payment of less wages than the prescribed under the National Rural Employment Guarantee Scheme (NREGS);

(b) if so, the number of such complaints received during the last one year; and

(c) the action taken by the Union Government against the State Governments which have paid wages less than the fixed ones?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Yes, Sir. Three complaints were received.

(c) Section 6(1) of the National Rural Employment Guarantee Act, 2005 (NREGA) prescribes that notwithstanding anything contained in the Minimum Wages Act, 1948, the Central Government may, by notification, specify the wage rate for the purposes of the Act provided that different rates of wages may be specified for different areas and that the wage rate specified from time to time under any such notification shall not be at a rate less than sixty rupees per day. Section 6(2) of the Act, further provides that until such time as a wage rate is fixed by the Central Government in respect of any area in a State, the minimum wage fixed by the State Government under section 3 of the Minimum Wages Act, 1948 for agricultural labourers, shall be considered as the wage rate applicable to that area. Central Government has not notified any wage rate and therefore minimum wages for agricultural workers fixed by respective States are applicable. In most of the States minimum wages fixed are task based and

the payment varies from work to work depending upon the quantum of work. NREGA operative guidelines issued by the Central Government require the States to properly specify the tasks and take up comprehensive Time and Motion studies. Based on the studies, Governments of Andhra Pradesh, Tamil Nadu and Gujarat have revised the norms of out put. Rajasthan also relaxes norms during intense heat conditions in summers in drought affected areas.

World Bank and ADB Assistance for Poverty Alleviation Programmes

1650. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of FINANCE be pleased to state:

(a) the amount of financial assistance provided by the World Bank and the Asian Development Bank to India for implementation of poverty alleviation programmes especially in the backward and rural areas during each of the last three years, State-wise; and

(b) the amount of assistance utilised by the States during the said period, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) State and Project wise details of the financial assistance authorized and disbursed by the World Bank for the implementation of poverty alleviation projects especially in the backward and rural areas during each of the last three years are given in the enclosed Statement.

Statement

(Figures in Rs. Crores)

State	Development Partner	Project and year of agreement	Total Amount Authorized	Disbursements		
				2003-04	2004-05	2005-06
Chhattisgarh	World Bank (IDA)	Chhattisgarh District Rural Poverty Project (2003-04)	539.95	22.64	0.22	28.59
Andhra Pradesh	World Bank (IDA)	Andhra Pradesh Rural Poverty Reduction Project (2003-04)	748.84	89.86	176.25	237.26
Tamil Nadu	World Bank (IDA)	Tamil Nadu Empowerment & Poverty reduction "Puthu Vazhvu" Project (2005-06)	1024.15	0.00	0.00	59.46

Review of Functioning of DDA's Vigilance Department

1651. SHRI HARIKEWAL PRASAD: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government proposes to review the working of the vigilance department of the Delhi Development Authority in order to check corruption and to improve their functioning;

(b) if so, the details thereof and the correcting steps taken by the Government in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Government has been reviewing the working of the Vigilance Department of Delhi Development Authority and advising them to reduce the pendency and improve the quality of vigilance work. The Vice Chairman, Chief

Vigilance Officer and other senior officers of Vigilance Department of DDA review the work and take various measures for quality investigation, quick disposal of vigilance cases and improving transparency in various functions.

[English]

National Buildings Construction Corporation

1652. SHRI NIKHIL KUMAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether National Buildings Construction Corporation (NBCC) has been allowed to enter the real estate business in various parts of the country;

(b) if so, the details of locations identified for sale-purchase of land/houses by NBCC in major cities;

(c) whether the entry of NBCC in real estate business have any impact on growing cost of houses/plots in various cities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) The permission to undertake the Real Estate projects is covered in the Memorandum and Articles of Association of the Company and National Buildings Construction Corporation Limited (NBCC) has been involved in development of Real Estate for more than a decade.

(b) The locations identified for sale/purchase of land/houses by NBCC in major cities is given below:

- (i) NBCC Plaza, Commercial-cum-shopping Complex at Pushp Vihar, Saket, New Delhi.
- (ii) Shopping-cum-Commercial Centre with Cuttack development authority at Cuttack (Orissa).
- (iii) NBCC Vibgyor Tower (Housing Complex) at New Township, Rajarhat, Kolkata.
- (iv) Shopping Complex-cum commercial Centre in the premises of the Place in Tripura State with Agartala Municipal Corporation.
- (v) Redevelopment of Netaji Nagar and Moti Bagh (East), New Delhi.

(vi) Commercial Complex at Mangoelane, Kolkata.

(vii) Development of Mauza Bora Khola Land at Kolkata.

(c) and (d) It has been reported by NBCC that residential units at NBCC VIBGYOR Tower, Housing Complex developed by NBCC at New Township, Rajarhat, Kolkata have been sold at more competitive prices compared to similar properties on offer by Private Sector builders in the area.

Based on this experience, NBCC is now exploring the possibilities of purchasing land from the State Government/Central Government/Government Bodies etc. in various cities in India for development of Real Estate projects and expects to sell these properties at cheaper rates than the private sector builders at the same locations.

Utilisation of Funds

1653. SHRI ASADUDDIN OWAISI: Will the Minister of FINANCE be pleased to state:

(a) whether the Ministry of Finance has issued any guidelines to all the Departments/Ministries of the Government to utilize funds within a time frame;

(b) if so, the details thereof;

(c) whether most of the Ministries/Departments have not been able to utilize the allocated funds fully during the financial year 2006-07, as reported in the 'Times of India' dated January 7, 2007;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Ministry of Finance has advised all Ministries/Departments to restrict expenditure in the last quarter to 33% of Budget and to 15% of Budget in the last month, to avoid rush of expenditure towards the end of the financial year.

(c) to (e) The Revised Estimates of expenditure have been presented with the Budget. Attention is invited to Expenditure Budget, Vol. II of the Budget Set.

Reduction of Health Insurance Premium

1654. SHRI M. SREENIVASULU REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to regulate healthcare charges for various ailments and diseases levied by private and speciality hospitals and accordingly fix the healthcare insurance premium for all categories of people including senior citizens;

(b) if so, the details thereof;

(c) whether the Government proposes to reduce premium rates for healthcare insurance to attract more individuals;

(d) if so, the details thereof; and

(e) the steps taken by the Government to check overcharging by healthcare providers in cases of treatment of patients covered by insurance?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) No, Sir.

(c) and (d) In view of increasing outgo on mediclaim portfolio which is in the range of 125% to 150% of the gross premium under mediclaim policies for the last three years, the companies are in the process of revising upwards the premium rates of mediclaim insurance.

(e) The system of Third Party Administrators (TPA) was introduced as per Insurance Regulatory and Development Authority (Third Party Administrators-Health Services) Regulations, 2001 with the aim of bringing more professionalism in claims management, facilitate cash-less services to the policyholders and to reduce the claims ratio. The insurers and the TPAs are seized of the issue of overcharging by health care providers for treatment of patients covered by insurance and are taking necessary steps through discussions between TPAs and Service Providers (Hospitals) with a view to standardize the clinical procedures and the charges thereof. Further, the Insurance Regulatory and Development Authority (IRDA) has organized training to minimum of 2 employees of each TPA on ICD-10 Coding under the aegis of the Bureau of Central Health Intelligence under the Ministry of Health and Family Welfare.

Construction of Dwelling Units

1655. SHRI L. RAJAGOPAL: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Union Government has received any proposal seeking financial assistance for construction of 15,000 dwelling units for rehabilitation of flood victims of river Krishna and Budameru Vagu by the Government;

(b) if so, the details thereof; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Yes, Sir. One project seeking financial assistance for construction of 15000 dwelling units for rehabilitation of flood victims of river Krishna and Budameru Vagu in Andhra Pradesh was submitted to this Ministry under BSUP (Sub-Mission, II), Jawaharlal Nehru National Urban Renewal Mission by Andhra Pradesh State Housing Corporation Ltd. (APSHCL) and Municipal Corporation Vijayawada (MCV) with a project cost of Rs. 258.74 crores.

(c) The project had been approved for central assistance of Rs. 129.37 crores to construct 15,000 dwelling units and infrastructure facilities. Additional Central Assistance (ACA) of Rs. 32.34 crores as 1st instalment of central share towards the project had been released to Nodal Agency for Jawaharlal Nehru National Urban Renewal Mission, Government of Andhra Pradesh.

Problem of Potable Water and Sewage System

1656. SHRI G. KARUNAKARA REDDY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government is considering a proposal for solving the problems of potable water, sewage system and solid waste in selected three hundred towns of the country;

(b) if so, the details thereof;

(c) the number of towns included in this scheme, State-wise; and

(d) the time by which this scheme is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (d) In order to provide reforms linked central assistance for development of infrastructure in a time-bound manner, Jawaharlal Nehru National Urban Renewal Mission (JNNURM), was launched on 3rd December, 2005. 63 select cities including mega, metro, State capitals, heritage and other important cities are covered under the scheme. Another scheme known as Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) was launched for all other 5098 cities/towns as per 2001 census.

Water supply & sanitation, sewage and solid waste management are admissible components under these schemes.

Study on Rural Infrastructure

1657. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the National Council of Applied Economic Research (NCAER) has made any study on the Rural Infrastructure in India;

(b) if so, whether the Government has received report of NCAER;

(c) if so, the details of the main recommendations made therein; and

(d) the estimated expenditure likely to be incurred on rural progress plan in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) The National Council of Applied Economic Research (NCAER) has conducted a study on Rural Infrastructure in India, sponsored by Sir Ratan Tata Foundation during 1999.

(b) The report has been received by the Government in late of Oct., 2006.

(c) Besides the sectoral recommendations, the report recommended new approaches through promoting local initiatives, offering micro finance to build demand, encouraging private providers, decentralizing regulation, decentralizing fiscal authority and targeting subsidies.

(d) Total estimated investment needed for full coverage in the sectors of Telecommunication, Power, Roads and Transport, Water and Sanitation is Rs. 1583.13 billion at 2002-03 prices.

[Translation]

Complaints against BSES Power Companies

1658. SHRIMATI SANGEETA KUMARI SINGH DEO:
Will the Minister of POWER be pleased to state:

(a) whether the Union Government has received complaints against BSES power companies from the Members of Parliament during last one year;

(b) if so, the number and nature of complaints; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) Yes, Sir. A number of complaints have been received from Hon'ble Members of Parliament against BSES Power Companies alleging inflated billing, non-restoration of electric connection, wrong booking of the cases of theft/unauthorized consumption of electricity, non-shifting of electricity wires/transformers, fast running of meters etc. These complaints were forwarded to the Government of NCT of Delhi as supply and distribution of electricity comes under the purview of the State Government.

The Government of NCT of Delhi has informed that a legal mechanism of an independent Ombudsman for overseeing the redressal of grievances of the electricity consumers is already operational in the NCT of Delhi since August, 2004. In addition, the Government of NCT of Delhi has set up its Public Grievance Cell to receive, monitor and effectively redress the consumer grievances. The Cell is headed by a retired judge of the High Court.

[English]

Self Regulatory Organisation for Stock Market

1659. SHRI UDAY SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether the Securities and Exchange Board of India (SEBI) has set up/proposed to be set up a Self Regulatory Organisation (SRO);

(b) if so, the details thereof;

(c) whether amendments in the SEBI Act has been envisaged to check securities scams; and

(d) if so, the extent to which setting up of SRO is going to check various irregularities in stock market?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) No, Sir. However, the budget for 2007-08 proposes to take forward the idea of self regulatory organization for different market participants under the regulations to be made by SEBI and if necessary, supported by an enabling law.

(c) Amendments in the SEBI Act are envisaged, based on experience gained, to strengthen the regulation of the capital market, which is expected to reduce the possibility of irregularities in the stock market.

(d) Self Regulatory Organisation (SROs), when set up, will function as first level regulators of the relevant entities whose functioning in the capital market the SROs seeks to address.

Works under Indira Awas Yojana

1660. SHRI S.K. KHARVENTHAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the number of houses built for various deprived sections of the people in the country under the Indira Awas Yojana and the amount granted/utilized thereunder during the last three years and current year, State-wise;

(b) whether certain States particularly Tamil Nadu is spending more over and above the amount granted by the Union Government for the said Yojana;

(c) if so, the details thereof;

(d) whether the Union Government has compensated such States;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) A Statement showing the State-wise funds released under Indira Awas Yojana (IAY), funds utilized by the States and the number of houses constructed for the BPL families during the last three years and the current year, is enclosed.

(b) and (c) As per IAY guidelines, the financial assistance for construction of an IAY house is provided @ Rs. 25000/- per unit in plain areas and Rs. 27500/- per unit in hilly/difficult areas, which is shared by the Centre and the States in the ratio of 75:25 respectively. The State Governments may, if they so desire, provide additional assistance per unit, over and above their due State share, from their own resources. The State Government of Tamil Nadu is contributing Rs. 12000/- per unit over and above its due State Share for RCC Roofing.

(d) to (f) Question does not arise as the State Government is willingly contributing this amount over and above its due State share.

Statement

State-wise Central Releases, Utilisation of Funds and Number of Houses Constructed under the Indira Awas Yojana during last three years and current year i.e. 2003-04, 2004-05, 2005-06 and 2006-07—Upto February 2007

(Rs. in lakhs)

Sl.No.	Name of the States/UTs	2003-04			2004-05			2005-06			2006-07—P		
		Central Releases	Utilisation of Funds #	Number of Houses Constructed	Central Releases	Utilisation of Funds #	Number of Houses Constructed	Central Releases	Utilisation of Funds #	Number of Houses Constructed	Central Releases	Utilisation of Funds #	Number of Houses Constructed
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	12946.66	19453.50	105295	19190.68	24813.84	126039	24809.65	31791.06	132521	25889.07	17561.60	84192
2.	Arunachal Pradesh	797.11	1215.89	6646	1106.03	950.76	4162	711.88	1189.94	5327	579.75	812.12	3399

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Assam	14702.75	14318.35	78752	22080.95	27941.87	129495	21465.64	23682.96	104353	15868.63	25622.67	77490
4.	Bihar	25848.10	37422.41	183792	91533.13	58275.18	252026	62437.06	87769.49	331651	41852.16	82328.00	256182
5.	Chhattisgarh	2520.38	3068.27	18302	3135.95	3982.75	20134	4473.57	5043.71	26578	3710.41	2733.60	2486
6.	Goa	69.56	83.26	233	90.17	164.82	428	136.95	179.54	615	135.45	99.05	818
7.	Gujarat	3744.63	5817.24	31189	5416.01	7064.63	33654	11959.28	15840.26	65602	11928.91	9009.78	30970
8.	Haryana	1365.84	1833.58	9175	1785.10	2215.56	8845	2008.33	2448.31	9743	1629.74	1223.13	3326
9.	Himachal Pradesh	574.16	696.12	3841	767.60	1021.72	4749	755.75	812.56	3031	530.89	547.49	1038
10.	Jammu and Kashmir	698.17	1253.69	8412	928.43	1404.54	7252	2001.35	1834.88	8231	1389.00	1637.49	6029
11.	Jharkhand	8693.64	11033.91	60290	11960.36	16031.16	66061	8823.34	13023.93	75403	3884.20	8685.34	37171
12.	Karnataka	6580.16	8516.22	49833	7831.84	10360.19	50707	9639.02	12850.18	58944	7354.33	9183.41	36128
13.	Kerala	4272.75	5767.37	39825	5841.32	7839.16	39831	5169.28	7421.36	36413	5366.87	4309.26	16679
14.	Madhya Pradesh	8333.54	10734.48	65768	10594.54	13905.33	75365	9592.17	11438.67	59420	7528.60	8750.42	25390
15.	Maharashtra	12315.63	22767.55	103135	15569.13	22673.85	105449	14960.66	22531.87	94274	12744.41	13126.22	35433
16.	Manipur	446.05	286.30	1666	921.55	885.17	5820	876.39	1128.85	4962	497.09	NR	NR
17.	Meghalaya	481.18	1147.50	6465	1435.65	1080.97	4865	918.84	1561.47	6678	626.61	524.81	1475
18.	Mizoram	319.91	390.72	2202	343.68	435.76	2052	331.12	482.43	2182	294.27	261.54	1175
19.	Nagaland	673.94	826.19	5966	865.88	716.11	5099	928.20	1188.07	7949	554.99	1024.78	6048
20.	Orissa	27731.05	35728.08	154205	13954.68	22620.13	89891	15047.54	22344.43	87070	12313.52	10164.11	36655
21.	Punjab	802.72	1059.94	6050	1039.86	880.79	4460	1523.68	1753.49	7868	1005.76	1230.52	4095
22.	Rajasthan	3748.20	5274.69	41888	4971.71	6561.81	31070	6494.31	8563.42	38471	5993.28	4186.09	8606
23.	Sikkim	161.71	308.97	2041	250.51	346.08	1584	197.04	275.69	1296	135.63	260.02	911
24.	Tamil Nadu	6822.99	11968.64	57069	9921.24	17692.31	58687	9999.13	18109.11	66434	9517.73	8888.11	2275
25.	Tripura	1340.96	2749.89	15003	2295.75	2797.54	12132	2070.92	2808.54	11902	1520.76	1444.23	3456
26.	Uttar Pradesh	24672.82	34628.96	190950	31508.17	40536.06	199096	35470.31	44862.77	185541	31080.24	31916.36	120905
27.	Uttarakhand	3263.04	3977.92	21666	3400.03	5579.46	26376	1806.85	3563.92	21722	1233.19	1875.62	11359
28.	West Bengal	12892.42	15478.41	90601	19084.50	27350.19	155598	19355.70	20728.16	99259	16635.61	19759.58	87164
29.	Andaman and Nicobar Islands	110.44	108.52	671	352.93	43.52	337	0.00	74.03	90	0.00	12.29	50
30.	Dadra and Nagar Haveli	33.35	23.98	14	33.35	23.71	108	25.78	9.01	101	0.00	7.27	44

1	2	3	4	5	6	7	8	9	10	11	12	13	14
31.	Daman and Diu	0.00	0.72	7	0.00	2.09	9	0.00	0.61	6	0.00	0.28	1
32.	Lakshadweep	2.84	2.76	14	3.86	3.75	16	32.64	18.55	48	21.26	18.68	76
33.	Puducherry	41.28	45.64	264	94.43	7.84	88	0.00	77.68	238	37.50	37.44	214
Total		187107.78	258009.69	1361230	288310.02	328208.64	1521305	273822.58	385409.05	1551923	221860.86	267241.41	901218

#Utilisation of funds includes State Matching share, opening balances and other receipts such as interest on bank balance etc.

NR: Not Reported.

P: Provisional.

Insurance for Self Help Groups

1661. SHRI SARVEY SATYANARAYANA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government is giving insurance for self help groups under Swarnajayanti Gram Swarozgar Yojana (SGSY);

(b) if so, the details thereof; and

(c) the role of State Governments in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (c) A group life insurance scheme that was initiated for the Development of Women and Children in Rural Areas (DWCRA) groups on 1.4.88 also was adopted for the Swarnajayanti Gram Swarozgar Yojana (SGSY) programme that was launched on 1.4.1999 after the merger of the Integrated Rural Development Programme (IRDP), DWCRA and such other programmes. This scheme is operative from the date on which the asset is disbursed to the Swarozgari till the Swarozgari completes the age of 60 years or a period of 5 years from the date of commencement of the cover, whichever is earlier. The Swarozgaris should be not less than 18 years and not more than 60 years. A sum of Rs. 6000 shall become payable by Life Insurance Corporation (LIC) to the nominee of the deceased in case of natural death. In the event of death due to accident, a sum of Rs. 12,000 shall become payable by LIC. Involvement of the State Governments with regard to the implementation of the SGSY is with respect to the allocation of the State share of 25%, as well as implementation and monitoring of the SGSY programme, including that of insurance.

Private Hydel Power Projects

1662. SHRI K.S. RAO:
SHRI KULDEEP BISHNOI:

Will the Minister of POWER be pleased to state:

(a) the number of hydel power projects allocated and operated by private sector in each State/Union Territory;

(b) the total power produced, amount of free power given to the concerned State and power tariff charged for public distribution by each of these projects;

(c) whether the Government proposes to formulate a uniform policy for running of private hydel power projects and operate them on Built Operate and Transfer (BOT) principle; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) As per information available with the Central Electricity Authority (CEA), the hydel power projects allocated and in operation by the private sector in various States/Union Territories and their power generation details are given in the enclosed Statement.

As per the Guidelines/Policy of Government of India, for hydro projects commissioned after 7.9.1990, 12% free power is to be provided to the host State from all the central sector hydro projects. The power produced from these projects is supplied to the distribution licensees, who in turn, supply the power to the consumers. The tariff for procurement of power from the private hydel project by the distribution licensee as well as tariff for sale by the distribution licensee to the various consumers is governed by the provisions of Section 61 to 66 of the Electricity Act, 2003.

(c) and (d) The allocation of hydro sites to developers is within the purview of the respective State Governments. As per information available, some of the State Governments have been presently allocating sites to private developers for setting up hydro power projects on Built, Own, Operate & Transfer basis with agreement periods ranging from 35 years to 45 years.

Statement

Details of Hydel Power Projects allocated to and in operation by the Private Sector in various States/ Union Territories and their Power Generation

Sl.No.	State/Name of the project	Capacity (MW)	Power Generated during April, 2006 to January, 2007 (Million Units)
1	2	3	4
Himachal Pradesh			
1.	Malana Power Co. Ltd.	86	307.73
2.	Baspa-II	300	1227.17
Uttarakhand			
3.	Vishnuprayag	400	874.22
Madhya Pradesh			
4.	Tawa	13.50	33.97
Maharashtra			
5.	Bhandardara-I	10.00	31.71
6.	Bhandardara-II	34.00	—
7.	Bhira	150.00	1112.55
8.	Bhivpuri	75.00	368.03
9.	Khopoli	72.00	378.56
10.	Bhira PSS	150.00	—
Andhra Pradesh			
11.	Guntur	3.75	—

1	2	3	4
Karnataka			
12.	Shivapur	18.00	69.43
13.	Shahpur	6.60	19.38
14.	Madhavamantri	4.50	23.55
15.	Mandagere	3.50	5.7
16.	Narayanpur	11.60	47.65
17.	Harangi	9.00	3.55
Kerala			
18.	Mantyar HEP	12.00	40.22
19.	Kuthungal	21.00	47.52

Credit Guarantee Fund for Students

1663. DR. M. JAGANNATH: Will the Minister of FINANCE be pleased to state:

(a) whether the Government/Reserve Bank of India (RBI) proposes to set up a "Credit Guarantee Fund" for the Students Educational Loan on the lines of one existing for Small Scale Industry to instill confidence among the bankers/banks in extending liberal education loans to students, particularly those belonging to economically backward, minorities and weaker sections;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) The proposal was examined and it was felt that it would be appropriate for banks to do their due diligence on education loan applications and pursue the recovery as per the repayment schedule of the loan given by the banks. This would also inculcate a credit culture among students seeking loans for education and would be a healthy trend in the long run.

Availability of Water

1664. PROF. M. RAMADASS: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the average availability of water is likely to fall below the water stress level in the near future;

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

(c) whether the per capita storage of water in the country is way below the storage achieved in many of the countries;

(d) if so, the manner in which the Government proposes to make safe drinking water available and accessible in rural areas; and

(e) the changes proposed in delivery mechanism of the different schemes?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) The average annual water availability of the country has been assessed as 1869 BCM. The average annual water availability may be considered to remain unchanged. The availability of water for the country as a whole is considered adequate to meet the present level of demand of water for diverse purposes.

(c) The per capita storage capacity of water in India is about 207 cubic metre (m³) which is below the per capita storage capacity of water in many other countries. State Governments take steps to conserve, plan and implement major, medium & minor schemes for utilization of water resources. Accordingly storage capacity of about 213 Billion Cubic Metre (BCM) has been created so far. As per present assessment, the total estimated storage capacity of the various projects under construction is about 76 BCM and that for the projects under formulation is about 108 BCM.

(d) and (e) As far as drinking water is concerned, drinking water is one of the six components of Bharat Nirman which has been conceived as a plan to be implemented in four years from 2005-06 to 2008-09 for building rural infrastructure. Under Bharat Nirman it is proposed to cover all the uncovered habitations with safe sources of drinking water as well as to address slipped back and quality affected habitations by 2008-09.

Government of India is providing central assistance to the State Governments through various schemes/programmes such as Accelerated Rural Water Supply Programme (ARWSP), Accelerated Irrigation Benefits Programme (AIBP), Command Area Development and

Water Management (CADWM) Programme; National Project for Repair, Renovation and Restoration of Water Bodies directly linked to agriculture etc. The Government of India also encourage rainwater harvesting and recharge to groundwater for conservation of water. Water conservation is one of the topmost priority areas under the National Rural Employment Guarantee Act.

[*Translation*]

Urban Local Bodies

1665. SHRI MOHD. TAHIR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government is formulating a scheme to improve the functioning of urban local bodies as reported in *Dainik Jagran* dated February 07, 2007;

(b) if so, whether all the municipalities in the country are proposed to be brought under the ambit of e-governance under the said scheme;

(c) whether the Union Government has prepared a mission-mode project in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (d) With a view to providing better services to the citizens by municipal bodies and also to bring transparency, accountability and responsiveness in their functioning, the Government of India has formulated a new scheme, namely, "National Mission Mode Project on e-Governance in Municipalities" for implementation in 423 cities/towns having a population of one lakh and above during a period of five years from 2007-08 to 2011-12. Details of the scheme are given in the enclosed Statement.

Statement

Over the past several years many governments worldwide have launched major initiatives ushering in information technology (IT) and its tools to improve the functioning of government. Emphasis has been on providing better services to citizens in improving internal efficiency and effectiveness. The Government of India is also undertaking many initiatives in this direction. The Government of India has approved National e-Governance Plan (NeGP) for implementation. The Plan seeks to lay foundation and provide impetus for longer-term growth of e-Governance within the country. The Plan also aims at

creating appropriate governance and institutional mechanisms, setting up core infrastructure, policies and integrated service levels to create citizen-centric and business-centric environments for good governance.

NeGP has identified formulation of various Mission Mode Projects (MMP) in e-Governance. These MMPs comprise projects, which are to be implemented by the line ministries/departments of the Central Government, the State Governments and integrated projects spanning across multiple ministries, departments and agencies including one for municipalities under the responsibility of the Ministry of Urban Development. The Mission Mode Projects for municipalities is one of the National Mission Mode Projects (NMMP) that has significant citizen interaction, since municipalities provide a large number of basic services for millions of citizen living in India's urban centres. The Ministry of Urban Development has formulated the "National Mission Mode Project on e-Governance in Municipalities".

KEY OBJECTIVES:

Key objectives of the National Mission Mode Project on e-Governance in municipalities are to:

- * provide "Single Window" services to citizens on 'any time, any where' basis,
- * increases the efficiency and productivity of ULBs,
- * develop single and integrated view of ULB information system across all ULBs in the State,
- * provide timely & reliable management information relating to municipal administration for effective decision making,
- * adopt a standards-based approach to enable integration with other related applications.

PROGRAMME COVERAGE:

NMMP envisages covering all ULBs in class 1 cities (423 in total) having population of one lakh or more during the period 2007-08 to 2011-12. These cities cover over 55% of urban population of the country.

SERVICES TO BE COVERED UNDER NMMP:

In order to achieve its vision and objectives, NMMP envisages implementation of 8 services/management functions within ULBs i.e. (i) Registration and issue of

birth and death certificate, (ii) Payment of property tax, water supply and other utility bills and Management of utilities that come under ULBs, (iii) Grievances and suggestions, (iv) Building plan approvals, (v) Procurement and monitoring of projects including E-procurement and Project/ward works, (vi) Health programme including Licenses and Solid Waste Management, (vii) Accounting system, and (viii) Personnel Information System.

FUNDING PATTERN:

The funding pattern of the scheme is as under:

- * For 35 locations (cities with population of over one million), 75% of the capital cost and 75% of annual cost for the first two years by central government and balance 25% by State Government; and
- * For other locations; 90% of the capital cost and 90% of annual cost for the first two years by central government and balance 10% by State Government. (Capital cost includes 1st year investment for hardware, software, consultant fee, networking cost, data digitisation cost, programme level set-up cost, training cost and also ULBs 1st year investment/disaster back-up. Annual cost includes operation and maintenance cost, ongoing communication cost, license fees etc.)

ELIGIBILITY CRITERIA:

Key eligibility criteria, which ULBs/State Government should agree/comply with before they can be considered for funding under the NMMP.

- * State Governments and ULBs would need to enter into Memorandum of Understanding (MoU) with Ministry of Urban Development (MoUD), Government of India.
- * There should be a commitment of the State Governments/ULB to agree to the key objectives and goals of the NMMP and the funding arrangements.
- * There should be a commitment of the State Government/ULB to achieve the Stated service levels proposed under the NMMP.
- * Each State Government would be required to clearly indicate the State's vision, identified road map and milestones through preparation of the State e-Governance municipal roadmap.

- * The Strategy should address issues like institutional reforms, capital cost sharing principles, tariff/charges, operation and maintenance of systems to be created, and institutional mechanism for implementation, including legislative action.
- * In the MoU, stress should be on adherence to reform principles defined by MoUD through other programme such as National Urban Information System (NUIS) scheme and Jawaharal Nehru National Urban Renewal Mission (JNNURM) and its linkages; and
- * The State should have initiated efforts for setting up of a State Wide Area Network.

[English]

Investment on City Infrastructure

1666. SHRI K.J.S.P. REDDY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government is giving top priority for investment in the city infrastructure;

(b) if so, whether the Government is encouraging public-private partnership for investment in the city infrastructure;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) The Government of India has launched Jawaharal Nehru National Urban Renewal Mission (JNNURM) on 3rd December 2005 to provide reforms linked central assistance for development of infrastructure in select 63 cities. 62 of these cities have already prepared comprehensive City Development Plan (CDPs), charting out their long-term vision and goals in urban governance and development. These plans also include investment plans, with a focus on provision of city-wide urban infrastructure services such as water supply, sanitation, drainage and provision of basic services to the urban poor.

(b) to (d) Yes, Sir. Guidelines of Sub-Mission-I (Urban Infrastructure and Governance) provide that the projects with private sector participation will be given priority over

projects to be executed by ULBs/Parastatals themselves, as this will help leverage private capital and bring in efficiencies.

Projects under PURA

1667. SHRI SUBHASH MAHARIA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government of Rajasthan has submitted any projects on Sustainable Development of Resource Poor Families through Integrated Wadi Development Programme during the last three years and thereafter;

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

(c) the present status of the proposal of Fatehnagar (Udaipur) and Jhalawar under the scheme of Provision of Urban Amenities in Rural Areas (PURA); and

(d) the time by which these projects are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) A project proposal on Sustainable Development of Resource Poor Families through Integrated Wadi Development Programme for Jhalawar District of Rajasthan had been submitted by the Government of Rajasthan during the year 2005, for being considered as a special project under Swarnajayanti Gram Swarojgar Yojana (SGSY). Another special project proposal under SGSY for Agriculture and Horticulture Development through Integrated Farming System approach around Homestead in Udaipur District, Rajasthan which also had WADI programme components was submitted by the Government of Rajasthan in 2004. Both the project proposals were examined/processed as per guidelines of Special Projects under SGSY and returned to the State Government in 2005.

(c) and (d) The Government is implementing the Provision of Urban Amenities in Rural Areas (PURA) scheme with effect from 2004-05 for a period of three years on a pilot basis in seven clusters by taking one cluster each in seven States including Shahpura cluster in Bhiwara District in Rajasthan. The scheme is being restructured. Expansion of the restructured scheme to other clusters including Fatehnagar (Udaipur) and Jhalawar

will be looked into when the scheme is approved for implementation.

[Translation]

Establishment of Courts and Accommodation for Judges

1668. PROF. MAHADEORAO SHIWANKAR:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has reviewed the present condition of courts in all the States;

(b) if so, the details thereof;

(c) the number of courts established during the financial year 2006-07 and whether the funds allocated have been utilised;

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

(e) whether the arrangements of accommodation for the judges are made in the courts premises;

(f) whether the Government has received proposals from certain States for establishing new courts and for providing accommodation to the judges; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) to (g) Establishment of subordinate courts and construction of accommodation for judges is the responsibility of the State Governments and Union Territory Administrations. The Central Government operates a Centrally Sponsored Scheme for development of infrastructure for the judiciary

(fund sharing pattern of 50:50 between the Centre and the States) under which central assistance is provided to the States for construction of court buildings and residential accommodation for the judges. An exercise to assess the requirement of the States and UTs for construction of courts and residential accommodation for judges over a ten year period was taken up and on the basis of the information furnished by the States/UTs, a Ten Year Perspective Plan has been prepared.

Foreign Assistance for Rural Development

1669. SHRI BRAJESH PATHAK:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has signed any agreement with Japan on the scheme for providing special attention to villages under special economic agreements;

(b) if so, the details thereof;

(c) whether any scheme has been framed by Japan to improve the condition of villages in India;

(d) if so, the details thereof; and

(e) the details of rural areas in which rural development programmes have been started under the foreign schemes?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) As per the information provided by Department of Economic Affairs, the following project is under implementation with Japan Bank for International Cooperation (JBIC), loan assistance in rural development sector:

Name of the Project	Loan amount (million yen)	Objective
Attapady Wasteland Comprehensive Environmental Conservation Project in the State of Kerala implemented by Attapady Hill Development Society, Government of Kerala Date of signing/closing: 25.1.1996/ 26.3.2008	5112	Ecological restoration of degraded wasteland in Attapady and development of replicable models of participative eco-restoration, so as to prevent further degradation and promote sustainable method of livelihood for the local people (with special emphasis on tribal population) and in harmony with the resource base.

(c) and (d) This Ministry is not aware of any scheme framed by Japan to improve the condition of villages in India.

(e) World Bank and Asian Development Bank assisted rural roads projects are implemented in Assam, Chhattisgarh, Himachal Pradesh, Jharkhand, Madhya Pradesh, Orissa, Rajasthan and Uttar Pradesh.

UNDP assisted project titled 'Social Mobilisation around Natural Resources Management for Poverty Alleviation' is being implemented in Rajasthan (Ajmer, Udaipur, Baran), Orissa (Bolangir, Koraput, Nuapada) and Jharkhand (Godda, Gumla, Lohardaga, Ranchi, Dumka).

[English]

National Urban Housing and Habitat Policy

1670. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI RAVI PRAKASH VERMA:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has set up a task force to revise the National Urban Housing and Habitat Policy in consultation with the State Governments and other stake holders for providing houses to needy;

(b) if so, the details thereof;

(c) whether the said task force has submitted its report;

(d) if so, the measures suggested by the said task force to provide housing units to poor and middle-class families at affordable cost; and

(e) the steps taken by the Union Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Yes, Sir. A task force was constituted under the Chairpersonship of the then Secretary of Ministry of Urban Employment and Poverty Alleviation on 27.1.2005 representing members from Planning Commission, M/o Finance and other Ministries/ Departments/State Governments and Financial and other institutions dealing with Housing Sector.

(c) Yes, Sir.

(d) and (e) The draft policy on National Urban Housing submitted by Task Force is yet to be approved by the Cabinet.

Amendment of PMGSY Guidelines

1671. SHRI VIKRAMBHAI ARJANBHAI MADAM:
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government proposes to amend/relax the present guidelines/norms of Pradhan Mantri Gram Sadak Yojana (PMGSY) in view of difficulties being faced by certain States particularly Gujarat in implementation of the Yojana;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) There is no proposal at present to amend/relax the guidelines/norms of Pradhan Mantri Gram Sadak Yojana (PMGSY).

(b) Does not arise.

(c) The existing guidelines provide a flexible framework for achieving the programme objectives. State specific problems are, accordingly, being addressed from time to time for facilitating effective programme implementation.

Financial Assistance to Metro Rail Project

1672. SHRI K.C. PALLANI SHAMY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government has any proposal to extend financial assistance to the on-going/proposed metro rail projects of Delhi, Mumbai, Bangalore and other metro cities;

(b) if so, the details thereof; and

(c) the steps taken for early execution and completion of the metro rail projects in the country?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Urban Transport is a State subject. As such, on the request of the State Government, the Government of India (GoI) provides financial assistance to the ongoing/proposed Metro projects either through gross budgetary support or

through the scheme of the Ministry of Finance for financial support to Public Private Partnership in Infrastructure. So far, the Government of India has approved the following funding as Central Financial Assistance to ongoing/proposed Metro projects in the country:—

Sl.No.	City and name of the Project	Approved funding pattern		Mode of Central Financial assistance
1	2	3		4
1.	(i) Delhi Metro Phase-II	Particulars	Amount of investment (Rs. in crore)	
		GOI	1217.5	
		Equity		
		GNCTD	1217.5	
		Loan from JBIC	5081.00	
		Property Development	405.00	
		Internal resources (DMRC)	405.00	
		GOI	175.00	
		Sub-Ordinate Debt		
		GNCTD	175.00	
		Total	1676.00	
	(ii) Extension of Delhi Metro to NOIDA	Particular	Agency	Amount (Rs. in cr.)
		Land	NOIDA	32.00
		Network Cost	GoUP	488.80
			GOI	122.20
		Rolling Stock	DMRC	93.00
		Total Cost (without taxes)		736.00
	(iii) Extension of Delhi Metro to Gurgaon	Land	Govt. of Haryana (GOH)	20.00
			GNCTD	24.50
			GOI	24.50

Gross budgetary support as equity/subordinate debt/through and pass through assistance of Delhi Metro Rail Corporation

1	2	3	4
		Network cost GOH	567.00
		& other GOI	225.00
		project cost GNCTD	111.00
		JBIC	352.00
		Rolling stock DMRC	98.00
		Total cost —	1422.00
		(without taxes)	
2.	Bangalore Metro Rail Project	Funding pattern	
		Completion Cost	Rs. 6395 crore
		Contribution by	GOI GoK
		Equity	15% 15%
		Subordinate debt	10% 15%
		Senior term debt*	45%
			Gross budgetary support as equity/subordinate debt and PTA of Bangalore Metro Rail Corporation
		The Government of Karnataka will waive its taxes and duties. There will, however, be no waiver of taxes and duties by the Government of India.	
		*Japan Bank for International Cooperation (JBIC) has also agreed to give a loan of Rs. 1795 Cr.	
3.	Kolkata Extension of existing Metro Railway from Tollygunge to New Garia	Estimated cost—Rs. 907.69 crore One-third cost is being borne by State Government of West Bengal and two-third by Railways	By Ministry of Railways

In addition to the above, the Government of Maharashtra and Government of Andhra Pradesh have submitted proposals for Central assistance under the scheme (of Ministry of Finance) for financial support to Public Private Partnership in infrastructure.

[Translation]

Works Undertaken in Rajasthan Under JNNURM

1673. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of works being done/to be undertaken in Rajasthan under JNNURM;

(b) whether there is any seven-point programme for the purpose; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) In Rajasthan, Jaipur and Ajmer-Pushkar are covered under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) under the sub-mission 'Urban Infrastructure and Governance.' Out of 11 projects received 5 projects have been approved and additional central assistance of Rs. 4146.93 lakhs has been released so far. In addition, an amount of Rs. 957.12 lakhs has also been recommended for release for the projects in Rajasthan

under the omnibus scheme of Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT) for these two cities.

(b) No, Sir.

(c) Does not arise in view of (b) above.

[English]

Law Students not Preferring to Join the Bar

1674. SHRI EKNATH MAHADEO GAIKWAD:
SHRI KIRTI VARDHAN SINGH:
SHRI RAVICHANDRAN SIPPIPARAI:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether there is a steep decline among the law students who join the bar for practice;

(b) if so, the reasons therefor; and

(c) the corrective measures taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) and (b) Yes, there has been a decline among the law students joining the bar for practice. Bar Council of India has informed that the primary reasons for the decline, is the uncertainty about future, struggle in terms of income and work, difficulties in surviving in this fiercely competitive field, lack of financial assistance to the new entrant and availability of better avenues in the corporate sector and multinational companies.

(c) Bar Council of India is giving a small stipend of Rs. 750/- each to approximately 40 lawyers in the country. Karnataka Government is also giving a stipend of Rs. 1000/- per month for one year to all new entrants to the profession.

Besides, the Central Government has also enacted the Advocates' Welfare Fund Act, 2001 which provides for certain welfare measures for the Advocates like, *ex-gratia* grant in case of hospitalisation etc., providing for life insurance, medical and educational facilities and for purchase of books etc.

[Translation]

Village Electrification

1675. SHRI MAHAVIR BHAGORA:
SHRI G. KARUNAKARA REDDY:
SHRI SANTOSH GANGWAR:
SHRIMATI SANGEETA KUMARI SINGH DEO:
DR. DHIRENDRA AGARWAL:
PROF. VIJAY KUMAR MALHOTRA:
SHRI MITRASEN YADAV:
SHRI ABDUL MANNAN HOSSAIN:
SHRI E.G. SUGAVANAM:

Will the Minister of POWER be pleased to state:

(a) whether several States have not achieved 100 per cent village electrification so far;

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

(c) the details of rural and domestic schemes under the rural electrification programmes received by the Union Government from each State and sanctioned, during the last three years;

(d) the details of schemes still pending for approval along with the reasons therefor;

(e) the number and percentage of villages electrified by the end of 2006, State-wise; and

(f) the steps taken by the Government to achieve 100 percent village electrification in the country?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Yes, Sir. As reported by Central Electricity Authority (CEA), as on 31.3.2006, five States out of twenty eight States, namely, Goa, Haryana, Punjab, Kerala & Tamil Nadu have reported 100% village electrification. In addition, seven States, namely Andhra Pradesh, Gujarat, Himachal Pradesh, Jammu & Kashmir, Karnataka, Madhya Pradesh, Sikkim & Uttarakhand have reported electrification of more than 90% of the villages.

The main reasons attribute for lower level of village electrification in the balance States are:

- Poor financial health of State Power Utilities.
- Non-remunerative nature of rural electrification.

- Non-availability of resources including work force.
- Reluctance of Power Utilities for extending rural electrification programme.
- Geographical constraints including very low population density, scattered spread of un-electrified villages etc.

(c) Rural Electrification Corporation (REC) so far has received 592 Detailed Project Reports (DPRs) covering 565 districts of 27 States implementing Rajiv Gandhi Grameen Vidyutikaran Yojana (RGGVY). Sanction has been accorded to 317 projects and "in principle" approval given to 144 projects. State-wise details of DPRs received and sanctioned are given in the enclosed Statement-I.

(d) Balance 131 DPRs of 113 districts are left for scrutiny/appraisal of REC.

(e) As per the progress report of village electrification published by CEA, 459486 inhabited villages out of 593732 inhabited villages (2001 census) have been electrified as on 31.3.2006. The level of village electrification as on 31.3.2006 works out to 77.4%. Under RGGVY, during 2006-07 upto December, 15463 villages were electrified. In addition to this, some States have reported to CEA electrification of 548 villages under other schemes. State-wise status of village electrification as on 31.12.2006, is enclosed as Statement-II.

(f) Rajiv Gandhi Grameen Vidyutikaran Yojana has been introduced in April 2005 with the aim of electrifying all villages in the entire country by 2009. In 2005-06, 9819 un-electrified villages were electrified under Rajiv Gandhi Grameen Vidyutikaran Yojana and in 2006-07 as on 2.3.2007, 22233 un-electrified villages were electrified.

Statement I

Status of Projects under RGGVY Scheme

(As on 23.02.2007)

Sl.No.	Name of State	Total No. of projects received	Total No. of Districts involved	Total Cost of Project (Rs. in lakhs)	DPRs sanctioned	Cost of the sanctioned project (Rs. in lakhs)	DPRs approved "in-principle"	Cost of the projects approved "in-principle" (Rs. in lakhs)	Funds Released (Rs. in lakhs)
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	26	22	80477.44	17	64815.61	5	13362.87	1979.6
2.	Arunachal Pradesh	16	16	58119.67	2	4330.11	14	53789.56	
3.	Assam	21	21	126486.43	7	30044.38	8	47563.78	
4.	Bihar	44	38	332927.56	29	169438.465	9	100855.98	42769.54
5.	Chhattisgarh	15	15	91388.65	5	23853.45			1597.48
6.	Gujarat	25	25	30617.12	9	12922.71	16	17694.41	977.24
7.	Haryana	18	18	18570.36	6	7699.57	12	10870.79	1233.10
8.	Himachal Pradesh	12	12	45429.80	1	2502.36	3	7348.98	
9.	Jammu and Kashmir	12	12	36440.97	4	14592.77	6	15163.14	
10.	Jharkhand	22	22	261327.82	11	106738.49	7	99827.92	350.00

1	2	3	4	5	6	7	8	9	10
11.	Karnataka	26	26	61336.95	26	61336.95			13431.82
12.	Kerala	14	14	32101.02	7	22175.74	7	9925.28	
13.	Madhya Pradesh	48	48	248803.47	16	80946.91	5	38295.39	10466.07
14.	Maharashtra	34	34	49252.61	17	21481.37			
15.	Manipur	4	4	15242.73	3	9462.64	1	5780.09	
16.	Meghalaya	3	3	6171.2	3	6171.2			
17.	Mizoram	8	8	10244.68	8	10244.68			
18.	Nagaland	11	11	11944.82	3	2569.27	2	1591.96	
19.	Orissa	27	26	307823.1	4	40977.25	5	54665.66	350.00
20.	Punjab	17	17	14493.02	1	2297.11	16	12195.91	
21.	Rajasthan	41	41	105881.95	27	48092.2197	12	45313.52	10540.80
22.	Sikkim	4	4	5625.82	4	5625.82			
23.	Tamil Nadu	29	29	44834.59	16	26501.26	13	18333.33	
24.	Tripura	3	3	16220.64	1	1957.77	1	3232.14	
25.	Uttar Pradesh	67	65	323752.36	64	271951.589	2	34427.79	165927.70
26.	Uttarakhand	13	13	64389.43	13	64389.43			10657.72
27.	West Bengal	32	18	402841.4	13	38503.5599			23381.34
	BPL Claims								5546.00
	Total	592	565	2802745.62	317	1151422.69	44	590138.52	289208.21

Statement II*Progress report of village electrification as on 31.12.2006*

Sl.No.	States/UTs	Total inhabited villages as per 2001 census	Villages electrified as on 31.3.06		Achievement during 2006-07 (Upto, dec., 2006)	Cumulative achievement as on 31.12.2006	% age of villages electrified as on 31.12.2006
			Numbers	% age			
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	26613	26565	99.8	Nil	26565	99.8
2.	Arunachal Pradesh	3963	2195	55.4	Nil	2195	55.4
3.	Assam	25124	19660	78.3	81	19741	78.6

1	2	3	4	5	6	7	8
4.	Bihar	39015	20810	52.8	3078	236885	60.7
5.	Delhi	158	158	100.0	—	158	100.0
6.	Jharkhand	29354	8923	30.4	196	9119	31.1
7.	Goa	347	347	100.00	—	347	100.0
8.	Gujarat	18066	17908	99.1	Nil	17908	99.1
9.	Haryana	6764	6764	100.0	—	6764	100.00
10.	Himachal Pradesh	17495	16915	96.7	240	17155	98.1
11.	Jammu and Kashmir	6417	6304	98.2	NA	6304	98.2
12.	Karnataka	27481	27125	98.7	Nil	27125	98.7
13.	Kerala	1364	1364	100.0	—	1364	100.0
14.	Madhya Pradesh	52117	50213	96.3	Nil	50213	96.3
15.	Chhattisgarh	19744	16456	83.3	18	16474	83.4
16.	Maharashtra	41095	35541	86.5	NA	35541	86.5
17.	Manipur	2315	1930	83.4	12	1942	83.9
18.	Meghalaya	5782	3428	59.3	NA	3428	59.3
19.	Mizoram	707	570	80.6	Nil	570	80.6
20.	Nagaland	1278	822	64.3	1	823	64.4
21.	Orissa	47529	26235	55.2	NA	26235	55.2
22.	Punjab	12278	12278	100.0	—	12278	100.0
23.	Rajasthan	39753	25845	65.0	269	26114	65.7
24.	Sikkim	450	425	94.4	Nil	425	94.4
25.	Tamil Nadu	15400	15400	100.0	—	15400	100.0
26.	Tripura	858	491	57.2	Nil	491	57.2
27.	Uttar Pradesh	97942	66879	68.3	10938	77817	79.5
28.	Uttarakhand	15761	14737	93.5	492	15229	96.6
29.	West Bengal	37945	32861	86.6	953	33814	89.1
	Total (States)	593015	458949	77.4	16278	475227	80.1
	Union Territories						
1.	Andaman and Nicobar Islands	501	321	64.1	Nil	321	64.1

1	2	3	4	5	6	7	8	9
2.	Chandigarh	23	23		100.0	—	23	100.0
3.	Dadra and Nagar Haveli	70	70		100.00	—	70	100.0
4.	Daman and Diu	23	23		100.0	—	23	100.0
5.	Lakshadweep	8	8		100.0	—	8	100.0
6.	Puducherry	92	92		100.0	—	92	100.0
	Total (UTs)	717	537		74.9	—	537	74.9
	Total	593732	459486	*	77.4	16278	475764	80.1

\$Achievement corresponding to list of inhabited villages as per 1991 census.

*The figures have been revised based on the information furnished by the States.

[English]

Rainfall in Coastal Areas

	26.10.2006	—	TAMIL NADU: Thamaripakkam-15, Redhills-14, Chennai AP-14, Parangipetti-14.
1676. SHRI RAYAPATI SAMBASIVA RAO: SHRI SHRINIWAS DADASAHEB PATIL:	28.10.2006	—	TAMIL NADU: Panruti-16, Chennai Airport-14.
Will the Minister of EARTH SCIENCES be pleased to state:	29.10.2006	—	ANDHRA PRADESH: Ongole-19, Kakinada-13, TAMIL NADU: Chennai City-19, Thiruvallur-18, Cheyyur-16.
(a) whether heavy rainfall lashed in Tamil Nadu and Andhra Pradesh, and many other parts in the coastal areas recently;	30.10.2006	—	ANDHRA PRADESH: Repalle-28, Machilipatnam-27, Bapatla-20, Narsapur-15, Kakinada-15.
(b) if so, the details thereof; and	31.10.2006	—	ANDHRA PRADESH: Gudivada-55, Machilipatnam-34, Gannavaram-19, Repalle-19, Amlapuram-15, Bhimavaram-14, Manglagiri-13.
(c) the extent to which monsoon was correctly predicted?			
THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) Yes, Sir. Heavy rainfall lashed parts of Tamil Nadu and Andhra Pradesh during the northeast Monsoon season in October and November, 2006.	01.11.2006	—	ANDHRA PRADESH: Machilipatnam-17.
	08.11.2006	—	TAMIL NADU: Chengalpeta-14.
	16.11.2006	—	TAMIL NADU: Parangipettai-13.
(b) Daily rainfall figures (in cm.) during Northeast Monsoon season 2006 (October-November):	18.11.2006	—	TAMIL NADU: Thozhudhur-14.
	22.11.2006	—	TAMIL NADU: Thiruchendur-15.
(very heavy rainfall means more than 12 cm in 24 hours.	27.11.2006	—	TAMIL NADU: Sathankulam-13.
25.10.2006 —			(c) IMD, for the first time issued a qualitative long range forecast for the Northeast Monsoon rainfall for the months October-December, 2006 over south peninsula
TAMIL NADU: Ramanathapuram-25, Namakkal-14.			

(comprising of 5 sub divisions, Tamil Nadu, Kerala, Coastal Andhra Pradesh, Rayalaseema and south Interior Kamataka) in the first week of October, 2006. The forecast for the 2006 season indicated normal monsoon rainfall with a high probability of being on positive side of the normal. The actual seasonal rainfall over south peninsula was 103% of Long Period Average (LPA), as correctly predicted by IMD.

[Translation]

Shortage of Employees for Implementing NREGS

1677. SHRI HANSRAJ G. AHIR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether shortage of employees has been mentioned by States in implementation of National Rural Employment Guarantee Scheme (NREGS);

(b) if so, the details thereof;

(c) whether this has affected implementation of NREGS; and

(d) if so, the action taken/to be taken by the Union Government to overcome the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (d) Non availability of adequate staff for implementation of NREGA had been reported by some States. They have been advised to recruit staff either on contract basis or on deputation in order to ensure effective implementation of the Act. State Governments have also been informed that the expenditure on the staff, training and other administrative expenses will be chargeable to Central Government within the prescribed ceiling. Besides, a proposal seeking to raise the ceiling of administrative expenses from present 2% to 4% has been approved by the Union Cabinet. Enhanced ceiling of administrative expenses will enable States to provide more staff.

[English]

Opening of Banks in Singapore

1678. SHRI ASADUDDIN OWAISI: Will the Minister of FINANCE be pleased to state:

(a) whether according to the India-Singapore Comprehensive Economic Cooperation Agreement (CECA), the banks of both the countries can open their branches in either country and accord Qualified Full Bank (QFB) Licence;

(b) if so, the number of banks operating in India and Singapore of either country at present;

(c) whether applications of State Bank of India and other banks are pending before Monetary Authority of Singapore (MAS) for QFB licence;

(d) if so, the details thereof;

(e) the number of applications pending before Reserve Bank of India (RBI) of Singapore banks for opening of Banks in India;

(f) whether stand taken by RBI and MAS in the implementation of CECA has been delayed; and

(g) if so, the steps taken or being taken for early implementation of CECA?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) India—Singapore Comprehensive Economic Cooperation Agreement (CECA) provides that Singapore may grant upto a maximum of 3 bank licences with Qualifying Full Bank (QFB) privileges to Indian banks with or without operations in Singapore and such Indian banks may be admitted directly as QFBs. India has agreed to provide 15 branches to three Singapore banks over a period of four years. As on 30th September, 2006, eight Indian banks had presence in Singapore and one Singapore bank in India.

(c) to (e) Yes, Sir. Applications of three Indian banks, including, State Bank of India, for a QFB licence are pending approval of Monetary Authority of Singapore (MAS). Applications of two Singapore banks for nine branch licences are pending with Reserve Bank of India (RBI).

(f) and (g) The Government is of the view that grant of QFB status to SBI in Singapore and approval for new branch licences to Singapore banks in India should be done simultaneously and on reciprocal basis.

Beneficiaries of Minority Communities under Rural Development Schemes

1679. SHRI L. RAJAGOPAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has amended guidelines of various rural development programmes/schemes and made it compulsory that 15% of the beneficiaries should be drawn from the minority communities;

(b) if so, the details of the programmes/schemes for which the guidelines have been amended indicating the amendments made in each of them;

(c) whether any additional allocations have been made for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) Yes, Sir. Three programmes of the Ministry of Rural Development viz. (i) Swarnjayanti Gram Swarozgar Yojana (SGSY) (ii) Indira Awas Yojana (IAY) and (iii) Sampoorna Grameen Rozgar Yojana (SGRY) have been identified for earmarking of 15% of the resources at the National Level for the benefit of the Minority communities living below the poverty line. State-wise targets have been fixed on the basis of ratio of BPL Minority Communities in the States/UTs. State-wise physical targets for SGSY, and physical and financial targets for IAY have been fixed. In the case of SGRY keeping in view the present allocation criteria to Districts, Intermediate Panchayat and Gram Panchayats, 15% of funds allotted for district level and intermediate Panchayat level have been earmarked for works benefiting the Minority Community at each district level, wherever this programme is in operation. The guidelines of these schemes have been suitably amended so as to incorporate the benefits to those of the Minority Communities in the Monthly Progress Reports of the respective programmes.

(c) and (d) No Sir. The earmarking of funds has been made from the normal allocation made for these programmes.

Fake Companies

1680. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:
SHRI ABDUL RASHID SHAHEEN:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether the Government is aware that large number of fake companies are registered in the country;

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

(c) the number of companies not filing their annual returns during the last three years, State-wise;

(d) the number of companies struck off by Registrar of Companies during the said period, State-wise;

(e) the number of companies closed during the said period;

(f) the reasons for closure of companies;

(g) the action taken by the Government against companies who have not filed their annual returns; and

(h) the steps taken by the Government for revival of closed companies?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) to (h) The information is being collected.

Energy Consumption Labelling for Electrical Gadgets

1681. SHRI K.S. RAO: Will the Minister of POWER be pleased to state:

(a) the loss of energy due to use of various electrical goods/products manufactured without Bureau of Energy Efficiency (BEE) ratings;

(b) whether there is any findings of the working group set up to devise testing methodology for electrical appliances and develop ratings for use on energy consumption labelling for electrical gadgets;

(c) if so, whether the Government proposes to initiate steps to workout testing methodologies for ratings and make them mandatory for manufacturing electrical appliances and display the same on the label pasted on the packaging of all electrical appliances manufactured by the different companies; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (d) The estimated energy saving potential of 7 identified electrical products/appliances manufactured without Bureau of Energy Efficiency (BEE) rating is 7223 million kWh during the year 2007. Central Government has launched Energy Labeling programme for two appliance/equipment *i.e.* frost free refrigerators and four feet tubular fluorescent lamp on 18th May, 2006 on voluntary basis, to improve energy efficiency.

The Technical Committee set up by Bureau of Energy Efficiency (BEE) to devise star rating plan for appliance/equipment recommended the use of Bureau of Indian Standards (BIS) test procedures for the star rating and check/challenge testing for the equipment/appliance taken up for Energy Labeling Programme.

Special Category States

1682. DR. M. JAGANNATH:
SHRI M. RAJA MOHAN REDDY:

Will the Minister of FINANCE be pleased to state:

(a) whether there is any proposal under the consideration of the Government to bring most backward regions of certain States under the category of "Special Category States" so as to make them eligible for fiscal concessions and other exemptions and also for industrialisation of these regions;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir. There is no proposal under consideration of the Government to bring most backward regions of certain States under the category of 'Special Category States'.

(b) Does not arise.

(c) Special Category Status has been accorded only to certain States by the National Development Council based on a set of specific physical and economic criteria.

Village Energy Security Programme

1683. PROF. M. RAMADASS: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to launch a full fledged village Energy Security Programme;

(b) if so, whether the Government has implemented the test projects; and

(c) if so, the results achieved in implementation of such projects?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) 80 village energy security test projects have so far been taken up for implementation in 12 States with the objective of meeting the total energy needs of the villages. Launching of a larger programme can be considered based on the outcome of the test projects.

(c) Six test projects have so far been commissioned, three each in Madhya Pradesh and Tamil Nadu. The cooking and electricity needs of the villages are being met through the energy production systems using locally available biomass resources with participation of the local communities. Another eight projects are at an advanced stage of implementation.

[*Translation*]

Disbursement and Utilisation of Funds under SGSY

1684. SHRI MOHD. TAHIR:
SHRI GANESH SINGH:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the total amount allocated by the Government during the Tenth Plan period under the Swamajayanti Gram Swarogjar Yojana (SGSY), State-wise and year-wise;

(b) whether 50 percent of the funds under the Yojana are yet to be disbursed;

(c) If so, the reasons therefor;

(d) whether the targets under the Yojana have been achieved;

(e) If so, the details thereof, State-wise;

(f) the details of the States which have made the minimum utilization of the funds allocated to them;

(g) the steps being taken by the Government for optimum utilization of the funds;

(h) whether the Government proposes to sanction additional/more funds in the next financial year; and

(i) If so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) A Statement-I indicating details of central allocation, central releases, utilization and total swarozgaris assisted during Tenth Plan (upto January, 2007), is enclosed.

(b) and (c) No Sir, 86.92% of the central funds has been released till date.

(d) and (e) Statement-I is enclosed.

(f) Arunachal Pradesh (49.08%) and Manipur (21.10%) have shown less than 50% utilisation of funds allocated to them as indicated in the enclosed Statement-II.

(g) The Ministry of Rural Development regularly reviews and monitors, the programme implementation through periodical reports/returns, review meetings, various performance review committee meetings and discussions with the state authorities. Vigilance and Monitoring Committees exist at the state and district level are also a part of the overall review system grounded by the Ministry of Rural Development. Further, national level and district level monitors are regularly sent to the states and districts by the Ministry of Rural Development for field verifications.

(h) and (i) For the financial year 2007-08, the allocation has been enhanced from Rs. 1200 crore to Rs. 1800 crore.

Statement I

State-wise Physical and Financial Progress under the SGSY during Tenth Plan (upto January, 2007)

(Rs. in lacs)

Sl.No.	States/U.T.	2002-03				2003-04			
		Central Allocation	Central Releases	Utilisation	Total No. of Swarozgaris Assisted	Central Allocation	Central Releases	Utilisation	Total No. of Swarozgaris Assisted
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	3068.31	3738.02	5800.68	70504	4238.88	3942.42	5631.80	79736
2.	Arunachal Pradesh	127.10	78.06	162.50	1053	221.53	139.60	176.17	1220
3.	Assam	3302.59	2802.61	3587.09	50176	5756.15	5313.00	7417.91	45480
4.	Bihar	7300.00	3493.34	10822.77	123546	10084.97	5488.44	11216.49	111613
5.	Chhattisgarh	1620.58	1968.76	3510.70	25950	2238.84	2025.44	2975.36	22926
6.	Goa	50.00	17.65	40.18	697	50.00	25.00	51.31	364
7.	Gujarat	1154.96	1403.27	2006.46	18132	1595.58	1508.00	2415.12	21482

1	2	3	4	5	6	7	8	9	10
8.	Haryana	679.48	827.79	1317.00	11673	938.70	932.08	1437.07	11863
9.	Himachal Pradesh	286.18	348.62	593.07	5745	395.33	304.77	642.77	7928
10.	Jammu and Kashmir	354.16	350.44	650.91	10617	489.27	427.45	618.44	6965
11.	Jharkhand	2751.41	1801.02	3639.38	53729	3801.08	2817.41	4738.75	66844
12.	Karnataka	2317.00	2686.99	4882.43	37116	3200.94	2777.12	4711.28	43293
13.	Kerala	1039.63	1266.55	2062.58	19778	1436.25	1435.18	2054.13	20062
14.	Madhya Pradesh	3474.22	4232.53	7402.90	51807	4799.65	4397.14	7040.11	41979
15.	Maharashtra	4580.15	5579.85	8239.25	55442	6327.49	5712.39	8805.51	60451
16.	Manipur	221.40	0.00	—	NR	385.88	56.75	—	NR
17.	Meghalaya	248.05	27.51	86.88	1935	432.33	117.12	161.90	5514
18.	Mizoram	57.40	86.06	84.03	884	100.04	99.96	138.00	1457
19.	Nagaland	170.16	83.15	184.01	2218	296.58	157.80	301.05	4177
20.	Orissa	3509.50	4181.99	5499.02	48925	4848.38	4553.07	6699.20	59289
21.	Punjab	330.22	391.58	688.22	6547	456.20	444.25	671.98	6554
22.	Rajasthan	1759.38	2143.41	2917.62	27901	2430.60	2261.24	3157.57	28618
23.	Sikkim	63.55	95.33	129.80	1397	110.76	110.76	230.30	1942
24.	Tamil Nadu	2713.06	3290.35	5068.76	56838	3748.10	3690.70	5852.91	61120
25.	Tripura	399.75	599.65	975.63	7777	696.73	696.74	967.15	6581
26.	Uttar Pradesh	10509.37	7126.87	14721.83	98469	14518.73	11756.85	19564.60	140622
27.	Uttarakhand	552.30	667.95	1305.22	7690	763.00	686.02	1356.48	10780
28.	West Bengal	3900.11	1121.19	5355.23	28748	5388.01	2617.59	5296.25	27008
29.	Andaman and Nicobar Islands	50.00	0.00	14.41	142	50.00	0.00	4.24	350
30.	Daman and Diu	50.00	0.00	1.34	17	50.00	0.00		0
31.	Dadra and Nagar Haveli	50.00	0.00		0	50.00	0.00	4.57	163
32.	Lakshadweep	50.00	0.00	0.70	7	50.00	0.00	2.53	26
33.	Puducherry	50.00	53.64	80.67	707	50.00	25.00	0.04	708
Total		56790.00	50464.18	92111.27	826267	80000.00	64519.64	104342.97	696895

State-wise Physical and Financial Progress under the SGSY During Tenth Plan (upto January, 2007)

(Rs. in lacs)

Sl.No.	States/U.T.	2004-05					2005-06				
		Central Allocation	Central releases		Utilisation	Total No. of Swarozgaris Assisted	Central Allocation	Central Releases	Utilisation	Total No. of Swarozgaris Assisted	
			Total Amount	Additional						Target	Achievement
1	2	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	5305.97	5305.97	—	6970.51	84825	5305.97	5283.37	7066.03	45602	132462
2.	Arunachal Pradesh	276.91	276.92	61.74	242.38	1743	276.91	183.89	231.14	2380	2013
3.	Assam	7195.18	6595.62	230.80	8046.89	64814	7195.18	6601.52	8184.07	61839	55753
4.	Bihar	12623.79	9619.84		13442.98	128075	12623.79	11079.65	15875.41	108494	131033
5.	Chhattisgarh	2802.45	2676.11		3863.97	28842	2802.45	2633.11	3740.30	24086	28971
6.	Goa	50.00	27.82		60.93	683	50.00	29.36	51.45	430	625
7.	Gujarat	1997.27	1946.40		2814.63	27457	1997.27	1996.08	2857.07	17165	30948
8.	Haryana	1175.03	1175.08		1586.25	14132	1175.03	1147.48	1888.51	10099	14955
9.	Himachal Pradesh	494.85	487.42		745.26	8950	494.85	448.75	678.32	4253	8457
10.	Jammu and Kashmir	612.44	436.74		779.94	8039	612.44	419.78	703.66	5264	7185
11.	Jharkhand	4757.96	4180.61		5587.89	59705	4757.96	3498.87	6518.55	40892	79847
12.	Karnataka	4006.76	3635.03		5487.70	52976	4006.76	3579.36	5590.36	34436	46824
13.	Kerala	1797.82	1783.56		2445.14	23306	1797.82	1797.82	2420.47	15451	22483
14.	Madhya Pradesh	6007.91	5516.04		7592.17	48777	6007.91	5722.89	8600.34	51635	58456
15.	Maharashtra	7920.39	7409.42		10630.89	70146	7920.39	7443.34	10878.65	68071	73839
16.	Manipur	482.36	91.05			0	482.36	116.82	111.36	4146	1964
17.	Meghalaya	540.42	190.84	27.76	241.88	7508	540.42	281.43	364.07	4845	1835
18.	Mizoram	125.06	146.76	37.52	189.77	1488	125.06	123.21	200.82	1075	1557
19.	Nagaland	370.70	203.94	38.54	188.77	2981	370.70	135.90	253.51	3186	3508
20.	Orissa	6068.94	5866.19		8281.82	65712	6068.94	6065.95	8073.92	52159	63904
21.	Punjab	571.05	442.81		552.73	5246	571.05	562.17	638.82	4908	5923
22.	Rajasthan	3042.47	2941.56		4051.15	35225	3042.47	2662.12	4009.83	26148	33476
23.	Sikkim	138.45	179.99	41.54	222.09	1598	138.45	138.45	247.87	1190	1466
24.	Tamil Nadu	4691.65	4676.06		7066.73	74927	4691.65	4691.65	6759.92	40322	39708

1	2	11	12	13	14	15	16	17	18	19	20
25.	Tripura	870.92	1102.28	281.28	1136.56	9301	370.92	889.92	1484.19	7485	6188
26.	Uttar Pradesh	18173.71	17283.83		27722.43	248824	18173.71	17018.11	26779.42	156193	261080
27.	Uttarakhand	955.10	954.59		1686.24	12493	955.10	943.75	2085.78	8209	17243
28.	West Bengal	6744.42	4608.31		7317.61	28280	6744.42	5465.50	7525.25	57965	16829
29.	Andaman and Nicobar Islands	25.00	25.00		5.09	373	25.00	6.25	7.07	161	1594
30.	Daman and Diu	25.00	0.00		0.06	0	25.00	0.00		161	0
31.	Dadra and Nagar Haveli	25.00	12.50		8.28	87	25.00	0.00		161	0
32.	Lakshadweep	25.00	0.00		1.16	6	25.00	0.00	2.15	161	15
33.	Puducherry	100.00	100.00		104.28	1409	100.00	100.00	89.22	645	875
Total		100000.00	90010.29	698.98	129083.18	1115928	100000.00	91026.50	133877.53	859230	1151116

State-wise Physical and Financial Progress under the SGSY During Tenth Plan (upto January, 2007)

(Rs. in lacs)

Sl.No.	States/U.T.	2006-07 (Upto December, 2006)				
		Central Allocation	Central Releases	Utilisation	Total No. of Swarozgaris Assisted	
					Target	Achievement
1	2	21	22	23	24	25
1.	Andhra Pradesh	5885.70	5658.14	5581.77	57921	565239
2.	Arunachal Pradesh	282.45	107.59	26.97	3023	72
3.	Assam	7339.07	3669.54	7047.19	78544	118483
4.	Bihar	13998.30	7517.01	11509.14	137805	78670
5.	Chhattisgarh	3109.61	2923.60	3206.04	30592	26094
6.	Goa	50.00	45.80	46.76	546	541
7.	Gujarat	2216.70	2172.37	1710.23	21803	7232
8.	Haryana	1304.92	1304.92	981.83	12827	7254
9.	Himachal Pradesh	548.73	418.64	394.00	5402	4740
10.	Jammu and Kashmir	679.13	522.36	442.53	6686	4463
11.	Jharkhand	5278.02	3902.21	4558.18	51939	53844
12.	Karnataka	4445.01	3909.77	3492.76	43739	29834

1	2	21	22	23	24	25
13.	Kerala	1995.54	1979.16	1687.06	19625	15672
14.	Madhya Pradesh	6664.05	6402.63	8298.53	65584	38803
15.	Maharashtra	8784.83	8443.92	7187.98	86461	46395
16.	Manipur	492.01	146.43	17.50	5266	360
17.	Meghalaya	551.23	105.38	254.93	5899	1112
18.	Mizoram	127.56	119.16	55.20	1365	5269
19.	Nagaland	378.12	164.46	93.03	4047	2125
20.	Orissa	6729.73	6698.16	4508.76	66250	42978
21.	Punjab	635.23	624.50	660.66	6234	6243
22.	Rajasthan	3375.71	3051.47	2943.31	33212	21791
23.	Sikkim	141.22	135.25	123.29	1511	829
24.	Tamil Nadu	5204.41	5143.89	5286.57	51215	36530
25.	Tripura	888.34	871.43	540.44	9507	1598
26.	Uttar Pradesh	20152.62	19409.70	19680.81	198389	202100
27.	Uttarakhand	1061.01	1061.01	823.25	10426	7665
28.	West Bengal	7480.75	5726.77	5837.43	73624	14884
29.	Andaman and Nicobar Islands	25.00	0.00	4.40	205	102
30.	Daman and Diu	25.00	0.00		205	0
31.	Dadra and Nagar Haveli	25.00	12.50		205	0
32.	Lakshadweep	25.00	0.00	3.45	205	30
33.	Puducherry	100.00	94.01	108.27	819	1013
Total		110000.00	92341.78	97312.26	1091081	1341965

Statement II*State-wise utilisation of funds under the SGSY during Tenth Plan (upto January, 2007)*

(Rs. in lacs)

Sl.No.	States/U.T.	Total Available Funds	Utilisation	% age
1	2	3	4	5
1.	Andhra Pradesh	34450.51	31050.79	90.13
2.	Arunachal Pradesh	1709.76	839.16	49.08

1	2	3	4	5
3.	Assam	47435.63	34263.15	72.23
4.	Bihar	95499.31	62866.79	65.83
5.	Chhattiegarh	18809.51	17296.36	91.96
6.	Goa	415.38	250.63	60.34
7.	Gujarat	13106.94	11803.51	90.06
8.	Haryana	8211.92	7219.66	87.92
9.	Himachal Pradesh	3805.33	3053.42	80.24
10.	Jammu and Kashmir	4375.13	3195.48	73.04
11.	Jharkhand	31079.66	25342.75	81.54
12.	Karnataka	27496.84	24164.53	87.88
13.	Kerala	11898.57	10669.38	89.67
14.	Madhya Pradesh	40628.64	38934.05	95.83
15.	Maharashtra	53285.59	45742.28	85.84
16.	Manipur	610.77	128.86	21.10
17.	Meghalaya	1796.31	1109.66	61.77
18.	Mizoram	821.57	667.82	81.29
19.	Nagaland	1196.70	1020.37	85.27
20.	Orissa	34702.60	33062.72	95.27
21.	Punjab	4151.01	3192.39	76.91
22.	Rajasthan	24643.45	17079.48	69.31
23.	Sikkim	1107.99	953.35	86.04
24.	Tamil Nadu	35021.05	30034.89	85.76
25.	Tripura	5667.66	5083.96	89.70
26.	Uttar Pradesh	135718.59	108669.09	80.07
27.	Uttarakhand	8691.79	7256.97	83.49
28.	West Bengal	46496.22	31333.77	67.39
29.	Andaman and Nicobar Islands	244.99	35.21	14.37
30.	Daman and Diu	383.81	1.40	0.36
31.	Dadra and Nagar Haveli	34.16	12.85	37.62
32.	Lakshadweep	234.21	9.99	4.27
33.	Puducherry	623.71	382.48	61.32
Total		694355.30	556727.21	80.18

People Judge Ratio

1685. PROF. MAHADEORAO SHIWANKAR:
SHRI KAILASH NATH SINGH YADAV:
SHRI DEVIDAS PINGLE:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has made any assessment of people-judge ratio in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) and (b) The Law Commission in its 120th Report recommended that the present strength of 10.5 judges per one million population be increased to 50 judges per million population.

The last Triennial Review of the Judge strength of the various High Courts was held in 2006. The data received from the High Courts for the triennial review of the judge strength of the High Courts has been analyzed and according to the guidelines fixed for the increase of the strength, only eight High Courts have qualified for increase in their Judge strength. With regard to subordinate judiciary, the Supreme Court, in its judgment of 21st March, 2002, in *All India Judges' Association & Ors. Vs. Union of India & Ors.*, has directed that an increase in the Judge strength from the existing 10.5 or 13 per 10 lakh people to 50 judges per 10 lakh people should be effected and implemented within a period of five years in a phased manner to be determined and directed by the Union Ministry of Law. The Central Government have filed an affidavit in the Supreme Court praying that the increase in judge strength in the Union Territories for which Central Government is administratively responsible be allowed based on workload and pendency of cases. The matter is sub-judice.

[English]

Financial and Technical Assistance to Tamil Nadu

1686. SHRI K.C. PALLANI SHAMY: Will the Minister of POWER be pleased to state:

(a) whether the Government of Tamil Nadu has requested the Union Government to provide financial and

technical expertise to Tamil Nadu for setting up new power projects and to renovate/modernize the existing power stations to meet the power shortage in the State;

(b) if so, the details thereof; and

(c) the decision taken by the Union Government thereon?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) No request for financial and technical assistance has been received from Government of Tamil Nadu for setting up and to renovate/modernize the existing Thermal/Hydro power stations to meet the power shortage in the State of Tamil Nadu.

However, work on certain Thermal/Hydro power stations, taken up under Renovation and Modernization/ Renovation, Modernization & Upgrading (RM&U)/Partnership in Excellence (PIE) Programme is in progress. Beside, some thermal/hydro electric power projects are also under execution in the State of Tamil Nadu.

Power Generation by NTPC

1687. SHRI EKNATH MAHADEO GAIKWAD:
SHRI KIRTI VARDHAN SINGH:

Will the Minister of POWER be pleased to state:

(a) whether the National Thermal Power Corporation (NTPC) has any plan to enter globally for power generation;

(b) if so, the details thereof;

(c) the estimated cost involved therein; and

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

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (d) NTPC Ltd. proposes to set up a coal based power plant in Trincomalee area in Sri Lanka, and has signed a Memorandum of Agreement (MOA) with Government of Sri Lanka and Ceylon Electricity Board (CEB) on 29.12.2006 to set up a 2x250 MW power plant through a Joint Venture (JV) Company with CEB on 50:50 basis.

Subsequent to signing of MOA a team from NTPC Ltd. visited Sri Lanka in January 2007 to identify a suitable site along with CEB for the project. After finalization of

project site further action in respect of formulation of Project Feasibility Report is envisaged to be taken after which estimated cost would be known.

Subject to establishment of feasibility and timely clearances, units are envisaged to commence operation by 2011-12.

NTPC Ltd. is also exploring the possibilities of mutual cooperation in power sector with Federal Govt. of Nigeria (FGN), which amongst others includes the proposal to set up Coal/Gas based power projects in Nigeria by NTPC Ltd.

[Translation]

Economic Growth

1688. SHRI MAHAVIR BHAGORA: Will the Minister of FINANCE be pleased to state:

(a) whether China was overtaken India in economic growth during the last 25 years;

(b) if so, the details thereof;

(c) how India compares with China in terms of various economic indicators;

(d) whether any ambitious programme has been planned/being to compete with countries like China, Japan in terms in overall economic growth;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Growth of GDP at constant prices for India and China as given in the World Economic Outlook (WEO) database of the International Monetary Fund (IMF) for the period 1980 to 2005 reveals that China's growth rate was faster than that of India in most years during this period. As a result, the estimate for a key economic indicator, namely, per capita GDP at current prices in the case of China is placed at USD 1709 as compared to USD 705 in the case of India for the year 2005 (in the WEO database). In the case of the Human Development Index (HDI), India's ranking in 2004 was 126 as compared to China's 81.

(d) to (f) In the case of China and Japan the growth rate of GDP was projected at 10.0 per cent and 2.7 per cent respectively for 2006 and at 10.0 per cent and 2.1 per cent respectively for 2007 in the World Economic Outlook, September 2006 released by the IMF. In the case of India, Central Statistical Organisation (CSO) has estimated the growth rate of GDP at factor cost at constant prices during the financial year 2005-06 to be 9.0 per cent. As regards economic growth in India during the ensuing years, the Approach Paper to the Eleventh Five Year Plan entitled "Towards Faster and More Inclusive Growth" has stated that "The 11th Plan must aim at putting the economy on a sustainable growth trajectory with a growth rate of approximately 10 per cent by the end of the plan period".

VAT on Essential Commodities

1689. SHRI HANSRAJ G. AHIR: Will the Minister of FINANCE be pleased to state:

(a) whether despite implementation of VAT System in the country, taxes with regard to essential commodities are not uniform;

(b) if so, whether any guidelines have been issued to the State Governments to apply uniform taxes on essential commodities under the VAT system in the country;

(c) if so, the details thereof;

(d) whether the Government proposes to abolish VAT on the essential commodities; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) An Empowered Committee of State Finance Ministers (EC) has been constituted to deliberate upon and make recommendations on various issues concerning State VAT. The EC has finalised the design of VAT including the structure of tax rates for various commodities, under which most of the essential commodities have either been exempted from VAT or have been put in the category of 4% VAT rate. The tax structure recommended by the EC is generally followed by the States, although there may be some instances of deviations.

(b) to (e) State VAT, being a tax on purchase or sale of goods within a State, is a State subject by virtue of Entry 54 of the State List of Seventh Schedule of the Constitution. Since VAT is a State subject, any decision regarding implementation of uniform tax rates or regarding abolition of VAT on essential commodities can only be taken by the concerned State Governments.

[English]

Additional Branches of Banks

1690. SHRI JOACHIM BAXLA: Will the Minister of FINANCE be pleased to state:

(a) the names of Nationalised Banks that have been permitted to open their additional branches during the year 2006-07;

(b) the names of the places where the permission to open these branches has been granted;

(c) the branches out of these which have been issued licenses for opening by the Reserve Bank of India along with the dates on which these licences were issued; and

(d) the action being taken to provide licenses to the remaining branches?

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

[Translation]

Weather Forecast

1691. SHRI G.M. SIDDESWARA: Will the Minister of EARTH SCIENCES be pleased to state:

(a) whether the weather forecasts being made by the Indian Meteorological Department (IMD) are proving to be fallacious;

(b) if so, whether the technology being used by Indian Meteorological Department is not up-to-date;

(c) if so, whether it is proposed to equip IMD with State-of-the-art technology to get correct weather forecasts;

(d) if so, the details thereof; and

(e) the effective steps being taken by the Government to ensure correct forecasting of weather by IMD?

THE MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF EARTH SCIENCES (SHRI KAPIL SIBAL): (a) to (e) It is not correct to say that the weather forecasts given by IMD are fallacious. Every forecast has a margin of error and the endeavour of the scientists is always to reduce this margin of error through the use of technology. Weather forecasts are made on the basis of meteorological observations and using these observations in a suitable model. The accuracy of the forecast or the margin of error depends on how dense the observational network is and how well suited the model in use is for the area for which the weather forecast is being made.

The problem which IMD is facing is that not enough investment has been made so far in the area of instrumentation over the years to make the observation network denser. Apart from this, significant R&D efforts are also lacking in the area of developing suitable model for the weather systems in this part of the world. It is a fact that in our region meso-scale systems often develop suddenly and display erratic behaviours as compared to the extra-tropical regions, which are characterized by frontal type of weather systems displaying systematic development and movement. Hence weather forecasting in our country is different and more difficult.

The major steps which has been taken to improve the situation is the creation of Ministry of Earth Sciences which has an endeavour to bring ocean and atmospheric observations together and also generate better weather forecast. The Government now has a plan not only to significantly improve the observational network but also technologically upgrade it through installation of equipments such as Doppler Weather Radars, Automatic Rain Gauges, Wind Profilers etc.

Also in collaboration with USA under Indo-USAID project, some young scientists of IMD and NCMRWF have been recently trained in USA on different aspects of numerical models. The trained officers are now working in India for validation, testing and fine tuning of the model in Indian conditions. As a result of all the above efforts IMD will be well equipped to provide improved weather forecast services in near future.

Misleading Advertisement

1692. DR. DHIRENDRA AGARWAL:
SHRI MANSUKHBHAI D. VASAVA:

Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) the number of cases of misleading advertisement registered by the Government during the last three years and current year; and

(b) the number of persons found guilty in such cases?

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) and (b) The information is being collected.

Commonwealth Games 2010

1693. SHRI AVTAR SINGH BHADANA:
SHRI J.M. AARON RASHID:
SHRI SAJJAN KUMAR:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of the projects pertaining to the Delhi Commonwealth Games 2010 and the number of the projects still pending with Government for clearance; and

(b) the time by which these projects are likely to be cleared in view of the paucity of time along with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Ministry of Youth Affairs and Sports has informed that the process of seeking clearances from various agencies for the Commonwealth Games 2010 is an on-going process and any objections/clarifications raised by local bodies are suitably addressed by the implementing agencies concerned. An Empowered Committee has also been set up under the Chairmanship of Chief Secretary, Govt. of NCT of Delhi, to expedite the clearances. All the Games related projects are expected to be completed in time for the Commonwealth Games.

[English]

Establishment of Bamboo Centre

1694. SHRI P.C. THOMAS: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether Housing and Urban Development Corporation (HUDCO) has received a project proposal to establish a Bamboo Centre of Excellence in Kerala; and

(b) if so, the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) No Sir, Housing and Urban Development Corporation (HUDCO) has not received any proposal of establishment of Bamboo Centre of Excellence from the State of Kerala.

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

Collapse of Private Banks

1695. SHRI GURUDAS DASGUPTA: Will the Minister of FINANCE be pleased to state:

(a) the number of private banks collapsed during the last five years; and

(b) the steps being taken to curb the mismanagement of private banks in the country?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No private sector bank has collapsed during the last 5 years. However, during this period, due to poor financial position, 6 private sector banks have been amalgamated with other banks under the provisions of Section 45 of the Banking Regulation Act, 1949.

(b) Reserve Bank of India (RBI) monitors the financial position of the banks on an ongoing basis by way of onsite inspection, and scrutiny of the returns submitted by them, and takes corrective action wherever required. Further, RBI has issued guidelines on Ownership and Governance in private sector banks on 28th February, 2005 with a view to ensure sound capital base, diversified ownership, proper management and transparency in management practices in these banks.

Amendment to Foreign Exchange Management Act

1696. SHRI REWATI RAMAN SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has any proposal to amend the Foreign Exchange Management Act to make way for overseas-Indians to acquire farm house and agricultural lands; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir.

(b) Does not arise.

Voters Identity Cards

1697. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether voter identity cards could not be made available to 30 percent voters despite launching a nationwide drive;

(b) If so, the reasons therefore;

(c) whether faulty voter I-Card are being issued in large number; and

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

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) and (b) The Election Commission has intimated that approximately 30% electors are yet to be issued voter identity cards. It has been the endeavour of the Commission to achieve 100% coverage under the Elector's Photo Identity Card (EPIC) scheme, as far as practicable, in a time-bound manner. Even though efforts have been constantly made to cover all the electors under the EPIC scheme, natural calamities, engagement of administrative machinery, which also attend to works other than election work, apathy of voters themselves are some of the reasons as to why the progress has been uneven. While in some States/Union territories such as Kerala, Punjab, West Bengal, Lakshadweep and Puducherry the EPIC card percentage is above 90%, the EPIC programme has not actually taken place due to various reasons in Assam and Manipur.

The Commission is also concerned about the fact that said 30% gap in issuance of EPIC is continuing despite annual EPIC campaigns being undertaken. Factors that contribute to this gap are: (1) persons who attain eligibility first time are registered every year which may be about 2 per cent; (2) non-deletion of names of deceased electors that may be about 1 per cent and (3) intercity and intra-city migration in major metropolitan towns which may be about to 7-8 per cent. The

Commission has also noted that the migrating electors in most cases do not mention their EPIC numbers, if any, issued at the places of their previous residence in the application form filed for inclusion of their names at their new places of residence. Therefore, though their names are included in the electoral rolls where the electors shift, the EPIC numbers remain unfilled and this increases the number of the electors having no EPIC.

The Election Commission has further noticed that a lot of seasonal migration of skilled and unskilled persons takes place from the backward areas of the States, like, Jharkhand, Chhattisgarh, Bihar, Uttar Pradesh, etc. to the other parts of the country but their names are not deleted from the voters' list at the place of origin as their family members residing at the original place want their names to continue for emotional and more mundane (to prevent property disputes, etc.) reasons. As such, persons are not available for photography; EPICs cannot be issued and the gap remains uncovered.

Further, in urban areas where other photograph-based identity documents (like Passports, Driving licences, Departmental or Employer-given IDs) are available, the urbanites do not show any enthusiasm for obtaining EPICs as it involves spending their time to go to a Photo location for a document which anyway has relevance for them once in 5 years only and for which they already have alternatives.

(c) and (d) Cases of issue of a large number of faulty Voter Identity Cards have not come to the notice of the Election Commission.

Though some cases do occur where particulars are mentioned wrongly, these cases are sent to the local officers for correction. The particulars of an elector printed on EPIC are taken from the electoral roll database by the software automatically for EPIC generation. The electoral rolls are published in draft at all polling station locations, area post offices, offices of the Assistant Electoral Registration Officers/Electoral Registration Officers, etc. inviting applications, among others, for corrections also. It has been seen that generally very few electors submit applications in Form 8 for correction of defects, if any, in their particulars that are printed in the draft roll. The general tendency is to point out the defects only after getting the EPIC. Opportunity is given even at the time of photography for preparation of EPIC to indicate defects in particulars of electors so that an EPIC with correct particulars can be issued.

*[Translation]***Investment by Banks/FIs in Shares**

1698. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI M. ANJAN KUMAR YADAV:

Will the Minister of FINANCE be pleased to state:

(a) whether banks/financial institutions invest in Non-Government and Government companies through shares and by providing them loans as a strategy;

(b) if so, the investment made by banks/financial institutions through loans and shares in all companies of Reliance Industries Limited Group;

(c) the present status of emergent loans taken by Reliance Industries Limited Group of Company at different intervals during the past three years;

(d) whether such loans have been repaid;

(e) if not, the details of such loans institution-wise and bank-wise; and

(f) the steps taken by the Government for repayment of loan?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (f) The information is being collected and will be laid on the Table of the House to the extent available.

*[English]***Issue of PAN Card**

1699. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of FINANCE be pleased to state:

(a) whether Government has issued any direction to UTSL and NSDL to clear pendency in issue of PAN cards;

(b) if so, the progress made in respect of pending applications, year-wise; and

(c) the further steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Government has issued direction to service providers *i.e.*, UTITSL and NSDL to issue PAN cards within 10 working days of receipt of applications.

(b) The year wise details of PAN allotted and applications pending are as under:

Year	Total Number of PAN allotment	Number of pending applications
2003-04	4460038	28948
2004-05	6373028	18873
2005-06	5898470	25473
2006-07 (till 28.02.2007)	7113105	215443

Pending applications for the financial years 2003-04, 2004-05 and 2005-06 are defective applications. Similarly, 122503 out of 215443 applications for the financial year 2006-07 are also defective in nature. Defects in such applications have not been rectified by the applicants.

(c) The PAN service providers inform applicants about the defects in their applications. The status of all applications is also displayed on the website of the service providers. A call centre has also been set up by the Income-tax Department to inform applicants about the status of their applications. The pendency of applications with UTITSL & NSDL is monitored on a regular basis and in case delays are observed, the same are communicated to service providers for expeditious issue of PAN cards.

Mega City Scheme

1700. PROF. M. RAMADASS: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the progress of the scheme of Infrastructure Development in Mega cities;

(b) whether the Government has noticed disparities in the development of infrastructure among the five cities covered by the scheme; and

(c) if so, the steps taken/proposed to rectify the imbalances?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) A Statement showing financial and physical progress of Centrally Sponsored Scheme for Infrastructure Development in Mega Cities is enclosed. The scheme has since been subsumed in the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by

the Government on 3.12.2005. The concerned State Governments/Nodal Agencies have been requested to complete all the ongoing projects under the scheme by 31.3.2007. It has also been decided to close the scheme w.e.f. 01.4.2007 and the same has been communicated to the concerned State Governments/Nodal Agencies. Launching of JNNURM will help address disparities in development of infrastructure in these five mega cities.

Statement

Centrally Sponsored Scheme for Infrastructure Development in Mega Cities (Mega City Scheme) Financial and Physical Progress

(Rs. in crore)

Name of mega city	No. of projects Approved	Total Project cost	Projects in progress	Central share released	State share released	Institutional Finance mobilised	Expendr. incurred	Revolving Fund
Mumbai	63	1785.58	20	416.42595	394.66661	297.88	1108.97205	86.92
Kolkata	130	1275.61	38	307.43040	646.57000	186.49	1140.4904	35.38
Chennai	201	2021.56	07	320.97139	300.15750	815.23	1436.35889	392.69
Hyderabad	224	2067.05	59	341.76250	374.42130	183.93	900.1138	21.00
Bangalore	60	1476.59	12	241.84976	241.75220	206.83	690.43196	339.71
Total	678	8626.39	136	1628.44000	1957.56761	1690.36	5276.36761	875.70

Dabhol Power Project

1701. SHRIMATI NIVEDITA MANE: Will the Minister of POWER be pleased to state:

(a) whether out of three units of Dabhol Power Plant, only one unit is functioning at present;

(b) if so, whether the Maharashtra Government has sought assistance from the Union Government to open the remaining units;

(c) if so, the details thereof; and

(d) the decision taken by the Union Government in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Yes, Sir. Power Block-II (740 MW) was restarted in April, 2006 and is currently under operation of Naphtha and supplying infirm power to the Maharashtra grid.

(b) to (d) The schedule for revival of the two remaining power blocks is subject to availability of gas. Based on the indications given by M/s Petronet LNG Ltd/ GAIL (India) Ltd., the revival of Power Block-III (740 MW) has been preponed and is now planned for April, 2007 and Power Block-I (670 MW) is planned for November, 2007, on best efforts basis.

12.00 hrs.

[*English*]

PAPERS LAID ON THE TABLE

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): Sir, I beg to lay on the Table a copy of the Statement (Hindi and English versions) explaining reasons for not laying the Annual Report and Audited Accounts of the Damodar Valley Corporation, for the year 2005-06, within the stipulated period of nine months after the close of the accounting year. ...(*Interruptions*)

[Placed in Library, *See* No. LT—5876/07]

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): Sir, I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:

- (i) Review by the Government of the working of the Delhi Metro Rail Corporation Limited, New Delhi, for the year 2005-2006.
- (ii) Annual Report of the Delhi Metro Rail Corporation Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

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

[Placed in Library, *See* No. LT—5877/07]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I beg to lay on the Table—

- (1) A copy each of the Notification Nos. S.O. 2108(E) to S.O. 2113(E) (Hindi and English versions) published in Gazette of India dated the 15th December, 2006 together with explanatory memoranda allowing infrastructure capital company or infrastructure capital fund or public sector company to issue 'zero-coupon bonds' issued under clause 48 of section 2 of the Income-tax Act, 1961.

[Placed in Library, *See* No. LT—5878/07]

- (2) A copy of the Notification No. S.O. 37(E) (Hindi and English versions) published in Gazette of India dated the 11th January, 2007, together with an explanatory memorandum specifying the Public Deposit Scheme of Housing and Urban Development Corporation Limited, India Habitat Centre, for an amount of Rupees one thousand crore issued under sub-clause (a) of clause (xvi) of sub-section (2) of section 80C of the Income-tax Act, 1961.

[Placed in Library, *See* No. LT—5879/07]

- (3) A copy of the Income-tax (First Amendment) rules, 2007 (Hindi and English versions) published in Notification No. S.O. 44(E) in Gazette of India dated the 15th January, 2007 together with an explanatory memorandum under section 296 of the Income-tax Act, 1961 and Corrigendum thereto published in Notification No. S.O. 82(E) dated the 25th January, 2007.

[Placed in Library, *See* No. LT—5880/07]

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): Sir, I beg to lay on the Table—

- (1)
 - (i) A copy of the Annual Report (Hindi and English versions) of the National Judicial Academy, Bhopal, for the year 2005-06, along with Audited Accounts.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Judicial Academy, Bhopal, for the year 2005-2006.

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

[Placed in Library, *See* No. LT—5881/07]

[*Translation*]

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): Mr. Speaker, Sir, I beg to lay on the Table a copy of the National Employment Guarantee Fund Rules, 2006 (Hindi and English versions) published in Notification No. G.S.R. 3(E) in Gazette of India dated the 3rd January, 2007, under sub-section (1) of section 33 of the National Rural Employment Guarantee Act, 2005.

[Placed in Library, *See* No. LT—5882/07]

[English]

THE MINISTER OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): Sir, I beg to lay on the Table a copy of the Investor Education and Protection Fund (Awareness and Protection of Investors) Amendment Rules, 2007 (Hindi and English versions) published in Notification No. G.S.R. 93(E) in Gazette of India dated the 20th February, 2007 under sub-section (3) of section 642 of the Companies Act, 1956.

[Placed in Library, *See* No. LT—5883/07]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): Sir, I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under section 296 of the Income Tax Act, 1961:

- (i) S.O. 4782 published in Gazette of India dated the 16th December, 2006, regarding exemption to the "EAN India, New Delhi" under section 10(23C) of the Income-Tax Act, 1961 for the period covered by the assessment years 2005-2006 to 2007-2008, subject to certain conditions.
- (ii) S.O. 4783 published in Gazette of India dated the 16th December, 2006, regarding exemption to the "The Mysore Resettlement and Development Agency, Bangalore" under section 10(23C) of the Income-Tax Act, 1961 for the period covered by the assessment years 2006-2007 to 2008-2009, subject to certain conditions.
- (iii) S.O. 4784 published in Gazette of India dated the 16th December, 2006, regarding exemption to the "Institute of Rail Transport, New Delhi" under section 10(23C) of the Income-Tax Act, 1961 for the period covered by the assessment years 2005-2006 to 2007-2008, subject to certain conditions.
- (iv) S.O. 4785 published in Gazette of India dated the 16th December, 2006, regarding exemption to the "National Human Rights Commission, New Delhi" under section

10(23C) of the Income-Tax Act, 1961 for the period covered by the assessment years 2003-2004 to 2005-2006, subject to certain conditions.

- (v) S.O. 4787 published in Gazette of India dated the 16th December, 2006, regarding exemption to the "National Institute of Bank management, Mumbai" under section 10(23C) of the income-Tax Act, 1961 for the period covered by the assessment years 2006-2007 to 2008-2009, subject to certain conditions.
- (vi) S.O. 4522 published in Gazette of India dated the 2nd December, 2006, regarding exemption to the "The Synodical Board of Health Services, New Delhi" under section 10(23C) of the income Tax Act, 1961 for the period covered by the assessment years 2006-2007 to 2008-2009, subject to certain conditions.

[Placed in Library, *See* No. LT—5884/07]

- (2) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:

- (i) G.S.R. 760(E) published in Gazette of India dated the 19th December, 2006 together with an explanatory memorandum making certain amendments in two Notifications mentioned therein.
- (ii) G.S.R. 772(E) published in Gazette of India dated the 28th December, 2006 together with an explanatory memorandum making certain amendments in Notification No. 81/2006-Cus. (N.T.) dated the 13th July, 2006.

[Placed in Library, *See* No. LT—5885/07]

- (3) A copy of the Notification No. 776(E) (Hindi and English versions) published in Gazette of India dated the 29th December, 2006 together with an explanatory memorandum making certain amendments in the First Schedule to the Central Excise Tariff Act, 1985 issued under section 5 of the said Act.

[Placed in Library, *See* No. LT—5886/07]

- (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. 777(E) published in Gazette of India dated the 29th December, 2006, together with an explanatory Memorandum making certain amendments in the Notifications mentioned therein.
- (ii) G.S.R. 778(E) published in Gazette of India dated the 29th December, 2006, together with an explanatory Memorandum making certain amendments in Notification No. 21/2001-CE(N.T.) dated the 30th April, 2001.

[Placed in Library, *See* No. LT—5887/07]

- (5) A copy of the Security Interest (Enforcement) Amendment Rules, 2007, (Hindi and English versions) published in Notification No. S.O. 103(E) in Gazette of India dated the 2nd February, 2007 under sub-section (3) of section 38 of the Securitisation and Reconstruction of Financial assets and Enforcement of Security Interest Act, 2002.

[Placed in Library, *See* No. LT—5888/07]

- (6) A copy of the Consolidated Report (Hindi and English versions) on the working of the Public Sector Banks as on 31st March 2006.

[Placed in Library, *See* No. LT—5889/07]

- (7) (i) a copy of the Annual Report (Hindi and English versions) of the Life Insurance Corporation of India, Mumbai, for the year 2005-2006, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Life Insurance Corporation of India, Mumbai, for the year 2005-2006.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, *See* No. LT—5890/07]

- (9) A copy each of the Notification No. S.O. 2098(E) (Hindi and English versions) published in Gazette of India dated the 14th December, 2006, appointing the 14th day of December, 2006 as the date on which all the provisions of the Credit Information Companies (Regulation) Act, 2005.

[Placed in Library, *See* No. LT—5891/07]

- (10) A copy of the Credit Information Companies Rules, 2006 (Hindi and English versions) published in Notification No. G.S.R. 753(E) in Gazette of India dated the 14th December, 2006, under sub-section (3) of section 36 of the Credit Information Companies (Regulation) Act, 2005.

[Placed in Library, *See* No. LT—5892/07]

- (11) A copy of the Credit Information Companies Regulations, 2006 (Hindi and English versions) published in Notification No. G.S.R. 754(E) in Gazette of India dated the 14th December, 2006, under sub-section (3) of section 37 of the Credit Information Companies (Regulation) Act, 2005.

[Placed in Library, *See* No. LT—5893/07]

12.03 hrs.

PUBLIC ACCOUNTS COMMITTEE

Thirty-ninth and Fortieth Reports

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Speaker, Sir, I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2006-07):—

- (1) Thirty-ninth Report on Action Taken on 16th Report of PAC (14th Lok Sabha) on "Procurement and Utilisation of Plant and Equipment in DRDO".
- (2) Fortieth Report on "Management of Projects relating to Utilisation and Conservation of Soil and Water undertaken by Institutes of ICAR".

12.03½ hrs.

STANDING COMMITTEE ON INDUSTRY**One Hundred Ninety Fourth to One Hundred Ninety Seventh Reports**

SHRI SARVEY SATYANARAYANA (Siddipet): I beg to lay a copy each of the following reports (Hindi and English versions) of the Standing Committee on Industry:

- (1) One Hundred Ninety-fourth report on Action Taken on the 189th report of the Committee on the Demands for Grants (2006-07) pertaining to Ministry of Small Scale Industry;
- (2) One Hundred Ninety-fifth report on Action Taken on the 190th report of the Committee on the Demands for Grants (2006-07) pertaining to ministry of Heavy Industries and Public Enterprises (Department of Heavy Industries);
- (3) One Hundred Ninety-sixth report on Action Taken on the 191st report of the Committee on the Demands for Grants (2006-07) pertaining to Ministry of Heavy Industries and Public Enterprises (Department of Public Enterprises); and
- (4) One Hundred Ninety-seventh report on Action Taken on the 188th report of the Committee on the Demands for Grants (2006-07) pertaining to the Ministry of Agro and Rural Industries.

...(Interruptions)

12.04 hrs.

STATEMENT BY MINISTER

Status of Implementation of the recommendations contained in the Nineteenth Report of the Standing Committee on Rural Development pertaining to the Department of Land Resources, Ministry of Rural Development

[Translation]

*THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): Mr. Speaker, Sir, I am

making this statement on the status of implementation of the recommendations contained in the Nineteenth Report of the Standing Committee on Rural Development (14th Lok Sabha) in pursuance of Director 73A of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin—Part II dated September 1, 2004.

The Nineteenth Report of the Standing Committee on Rural Development (14th Lok Sabha) was presented in the Lok Sabha on 18th May, 2006. The Report relates to the examination of Demands for Grants of the Department of Land Resources for 2006-07. The Report contained 36 recommendations. An Action Taken Report on the recommendations/observations contained in the Report of the Committee was sent to the Standing Committee on Rural Development on 31.8.2006.

These recommendations pertain mainly to realistic projections of outlays, convergence of various watershed programmes, launching of bio-fuel scheme, foreclosure of DPAP and DDP projects, implementation of the scheme for Computerisation of Land Records (CLR) and funding pattern under Strengthening of Revenue Administration and Updating of Land Records (SRA&ULR).

The present status of implementation of various recommendations made by the Committee is indicated in the Annexure to my statement which is laid on the Table of the House. I would request that this may be considered as read.

12.05 hrs.

BUSINESS OF THE HOUSE*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Sir, with your permission, I rise to announce that Government Business during the week commencing Monday, the 12th March, 2007 will consist of:

1. Consideration of any item of Government Business carried over from today's Order Paper.
2. General Discussion on General Budget, 2007-08.

3. Discussion and Voting on the following Demands and Introduction, consideration and passing of the related Appropriation Bills:

(a) Demands for Grants on Account (General) for 2007-08.

(b) Supplementary Demands for Grants (General) for 2006-07.

4. Consideration and passing of the Taxation Laws (Amendment) Bill, 2007.
5. Discussion on the Statutory Resolution seeking disapproval of the Banking Regulation (Amendment) Ordinance, 2007 and consideration and passing of the Banking Regulation (Amendment) Bill, 2007.
6. Discussion on the Statutory Resolution seeking disapproval of the National Institute of Pharmaceutical Education and Research (Amendment) Ordinance, 2007 and consideration and passing of the National Institute of Pharmaceutical Education and Research (Amendment) Bill, 2007.
7. Discussion on the Statutory Resolution seeking disapproval of the National Tax Tribunal (Amendment) Ordinance, 2007 and consideration and passing of the National Tax Tribunal (Amendment) Bill, 2007.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, the following issues shall be included in the next week's agenda.

1. The formation of South West Zone with Headquarters in Kerala be formed immediately so as to prevent further neglect of railway development in Kerala State.
2. The necessity of Central intervention in the matter of giving environmental clearance to Authirappilly Hydro Electric Project is an urgent necessity to prevent power shortage in the State.

SHRI P.S. GADHAVI (Kutch): The following items may kindly be allowed to be included in the next week's List of Business.

- (i) Extension in the time limit about tax exemption for setting up industries in Kutch (Gujarat).

- (ii) Central Government's approval to 'The Gujarat Control on Organized Crime Bill, 2003.

[Translation]

SHRI V.K. THUMMAR (Amreli): Sir, the following items may be included in the next week's agenda:

1. Introduction of Diamond Express from Mahua area of Saurashtra to Bandra via Rajula, Ahmedabad and Surat to provide commuting facilities to the workers employed in large numbers in the diamond industry of Surat and Ahmedabad.
2. Setting up of an FM radio station in my parliamentary constituency, Amreli, as there are no means of entertainment for the poor farmers of the area.

SHRI HARIKEWEAL PRASAD (Salempur): Sir, the following items may be included in the next week's agenda:

1. Providing stoppage of Garib Rath and Bihar Sampark Kranti Express at Deoria Sadar railway station of Deoria district.
2. Providing stoppage of Durg Express at the industrial area Bithara road and Salempur.

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, the following items may be included in the next week's agenda:

1. Upgradation of Malvia Engineering Institute located in a vast chunk of land measuring 370 acres in Jaipur to Indian Institute of Technology as it has all the necessary infrastructure like adequate number of rooms and other educational facilities and this building is best suited for IIT. Besides, the city of Jaipur has a broadgauge railway line, an international airport, four lane roads and a medical university. The students of the country including Rajasthan will benefit from this.
2. Setting up of child labour rehabilitation centre in Jaipur.

[English]

SHRI P.C. THOMAS (Muvattupuzha): Sir, the following items may be included in next week's agenda:

(1) The farmers and people dispossessed of their lands and houses acquired for public purposes are not being paid adequately and are not being rehabilitated by existing laws and norms. These norms and land acquisition laws are to be totally amended to give them market value on time, and to give jobs to members of their family when commercial, industrial or uses of profit making nature are intended in such acquired lands. Indian railways, public undertaking S.E.Z. (Special Economic Zones), Industrial parks, etc. when built on such lands do not consider the family members for jobs on priority. This should not be so. Such people should be given statutory right for jobs and opportunities in the establishments made on the lands which are taken from them by the force of law.

(2) The need to save people who are prone to be affected by possible breakage of old dams in India like that of Mullapperiyar dam in Kerala which was built hundred years ago, using the then available materials, which do not assure longer life for the Dam.

SHRI K. FRANCIS GEORGE (Idukki): The following items may be included in next week's agenda:

(1) The urgent need for the Central Government to extend financial Assistance to States to reopen closed Tea Estates in the country, to save the traditional plantation industry and to help thousands of plantation workers rendered jobless due to the closure of these estates.

[Translation]

SHRI RAVI PRAKASH VERMA (Kheri): Sir, the following items may be included in the next week's agenda:

1. Need to hold a discussion on the condition of children since children are the most important national resource of the country and yet they are neglected.
2. Need to hold a discussion on making agriculture in India a knowledge based industry because whereas the economic growth rate of India is crossing nine percent, the contribution of agriculture sector to it is negligible.

SHRI MANSUKHBHAI D. VASAVA (Bharuch): Sir, the following items may be included in the next week's agenda:

1. Need to give priority to the displaced families and local people for employment in big industries located in my parliamentary constituency Bharuch in Gujarat.
2. Need to accord immediate approval by the Central Government to the pending proposals for undertaking development and providing basic facilities in reserve forest area of Gujarat.

SHRI PUNNU LAL MOHALE (Bilaspur): Sir, the following items may be included in the next week's agenda:

1. Need to double the honorarium being given to Anganwadi workers and helpers all over the country in view of rising prices.
2. Need to conduct a prohibition campaign throughout the country by way of including the men or women who had addiction for gambling, alcohol, satta, opium, charas but have abstained it and doing social work under poverty alleviation programme and Nava Ajour program and providing Rs. 1 lakh to each family.

MR. SPEAKER: We now come to the legislative business, Item No. 13.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Speaker, Sir, I have given a notice. ...*(Interruptions)*

[English]

MR. SPEAKER: It has come only last night. It is under my consideration. Let it come to me.

12.15 hrs.

BANKING REGULATION (AMENDMENT) BILL*, 2007

[English]

THE MINISTER OF FINANCE, (SHRI P. CHIDAMBARAM): I beg to move for leave to introduce a Bill further to amend the Banking Regulation Act, 1949.

*Published in the Gazette of India. Extraordinary, Part II, Section-2, dated 9.3.2007.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Banking Regulation Act, 1949."

The motion was adopted.

SHRI P. CHIDAMBARAM: I introduce** the Bill.

12.15¹/₄ hrs.

[*English*]

TAXATION LAWS (AMENDMENT) BILL*, 2007

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to move for leave to introduce a Bill further to amend the Central Sales Tax Act, 1954 and the Additional Duties of Excise (Goods of Special Importance) Act, 1957.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Central Sales Tax Act, 1954 and the Additional Duties of Excise (Goods of Special Importance) Act, 1957."

The motion was adopted.

SHRI P. CHIDAMBARAM: I introduce** the Bill.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I have an objection to the introduction of this amendment Bill. Yesterday I was in the Chair till late in the night. I could not prepare the notice. It is a lack on my part.

MR. SPEAKER: I will see to it that you are called first when the discussion on the Bill starts.

SHRI VARKALA RADHAKRISHNAN: I could not give the notice.

MR. SPEAKER: Everybody is aware of your alertness. I am sorry.

...(Interruptions)

SHRI VARKALA RADHAKRISHNAN: If you will permit me, I will raise my objection.

MR. SPEAKER: I deeply appreciate the great trouble that you have taken yesterday in seeing that the House runs.

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Speaker Sir,

[*English*]

It has been reported in the newspaper "That recent raid in Pune and Mumbai properties of ...(*Interruptions*)"

MR. SPEAKER: Please give me a notice.

PROF. VIJAY KUMAR MALHOTRA: Sir, I have already given the notice.

MR. SPEAKER: Your notice has not come to me.

...(Interruptions)

MR. SPEAKER: We are not taking any other matter today. Otherwise, I will have to allow everybody.

...(Interruptions)

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA: Sir there are names not only of the politicians but of the bureaucrats and builders also.

[*English*]

The Ministry of Finance has issued the statement.

MR. SPEAKER: Prof. Malhotra, you know that today we are not taking any other item. We have already agreed to it.

...(Interruptions)

* Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 9.3.2007.

** Introduced with the Recommendation of the President.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: 10 foreign banks have been detected. The foreign accounts have been detected. A scam involving Rs. 35 crores have been detected. The Ministry of Defence has issued a statement.

[English]

He should make a statement here also.

[Translation]

A statement should be made here also. Politicians, builders, people of the underworld are involved in it. The names of the terrorists are also in it.

[English]

MR. SPEAKER: You are a responsible Member. You have said that. Let us take up important matters.

PROF. VIJAY KUMAR MALHOTRA: Sir, the Finance Minister has issued a statement publicly. He should make a statement in the House also. *...(Interruptions)*

MR. SPEAKER: You associate with him. Please cooperate.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: He should make a statement in the House.

MR. SPEAKER: He is not compelled to make a statement now. Let us not create a new precedent. You have mentioned it. It is on record.

PROF. VIJAY KUMAR MALHOTRA: Sir, the Finance Minister is in the House.

MR. SPEAKER: I am sure the Minister is here and he has taken note of it.

...(Interruptions)

[Translation]

MR. SPEAKER: What is this going on.

[English]

You just wait. How can you think that your matter will not be raised here? I have called your name. It will be raised. Let me control the House.

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker Sir, the names of the politicians, builders and also the terrorists are there in it.

[English]

MR. SPEAKER: Prof. Malhotra, you have made your point. Nothing more will be allowed.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: Sir, it is a very very serious matter. *...(Interruptions)*

MR. SPEAKER: By merely going on repeating, it will not become more serious.

...(Interruptions)

[Translation]

MR. SPEAKER: Please sit down.

[English]

I will adjourn the House and go away if you behave like this.

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Sir, we are apprehensive that this matter will also be suppressed just like Telgi issue. *...(Interruptions)*

[English]

MR. SPEAKER: Nothing more is being recorded. Nothing will go on record.

*...(Interruptions)**

MR. SPEAKER: This is not allowed. You cannot just get up any time you like.

...(Interruptions)

[Translation]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, yesterday, the poor and the Dalits people from all over Gujarat went to Gandhinagar the capital of Gujarat with their demands. Their demand was that the posts vacant and reserved for them in the Government offices should be filled. Funds should be provided for the schemes which are run for the Dalits and the poor people but instead of listening to them, Gujarat police committed atrocities on them and they were thrashed. ...(Interruptions)

[English]

MR. SPEAKER: This is very unfair.

...(Interruptions)

[Translation]

MR. SPEAKER: You are a very senior member. Please sit down.

[English]

You are also a very-very senior Member. We have decided that this week only financial business will be taken up. Prof. Malhotra has given, what we call "Zero Hour" notice and he insisted on raising the matter. He did not listen to me. What can I do? I made a request that it can come up on Monday.

Therefore, once it has been broken today what we had decided, I have to allow other hon. Members also who have given notices on important matters.

Now so far as he is concerned, he is referring to some *dalit* issue which you know we can always listen to it. Therefore, there is no law and order question. You only refer to the *dalit* issue.

...(Interruptions)

SHRI MADHUSUDAN MISTRY: Sir, that is what I am referring to ...(Interruptions)

[Translation]

The police have brutally beaten the Dalits. The Dalits and the women who had come to attend the rally were chased for as far as one kilometer and beaten, they were taken to jail. Yesterday, the severest atrocities were committed on Dalits. The Bhartiya Janata Party Government who has always been saying that they are with the Dalits, have treated them most tyrannically. Not only that a dalit M.L.A. was threatened. ...(Interruptions)

MR. SPEAKER: Your time is over. Shri Rewati Raman Singh.

...(Interruptions)

[English]

MR. SPEAKER: Your matter has come here.

...(Interruptions)

MR. SPEAKER: I am repeatedly requesting you. If a matter is relevant, you will only say and you will not allow others to say. I have said that only *dalit* issue can be raised here.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, that was a Congress rally. ...(Interruptions)

MR. SPEAKER: Congress must have known that but I have not asked to speak about Congress. I have asked you to speak on the issue of Dalits. You have spoken, please sit down.

...(Interruptions)

SHRI MADHUSUDAN MISTRY: Mr. Speaker, Sir, I am also talking about Dalits. ...(Interruptions)

[English]

MR. SPEAKER: I have called Shri Rewati Raman Singh. Please cooperate.

...(Interruptions)

MR. SPEAKER: Everything has come here. Please take your seat now.

...(Interruptions)

MR. SPEAKER: Only Shri Rewati Raman Singh.

...(Interruptions)

[Translation]

SHRI REWATI RAMAN SINGH (Allahabad): Mr. Speaker, Sir, the notice I have given. ...(Interruptions)

[English]

MR. SPEAKER: Please have some sympathy for one person sitting here. I have only two ears. I do not have many ears.

[Translation]

SHRI REWATI RAMAN SINGH: This issue is of public importance and is of urgent nature. There were heavy rains and hailstorm in many areas particularly in Bundelkhand, Allahabad, Mirzapur and Pratapgarh districts of Uttar Pradesh. The wheat and Rabi crops have been destroyed due to hailstorm. Through you, Sir, I wish to draw the attention of the Government to Allahabad where the crops have been completely ruined in the four Tehsils namely Mejha, Karchhana, Bara, Kauravn. Our laws and rules in this regard are so complicated that the farmers do not get any relief. That's why they commit suicide.

Through you, Sir, I want to demand from the Government that the rules in this regard should be amended and a team should be sent to affected areas to conduct the survey and relief should be provided to the farmers.

[English]

MR. SPEAKER: Mr. Varkala Radhakrishnan, do you want to raise the matter regarding import duty on palm? I am asking this because of your performance yesterday.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, normally I would not get an opportunity during 'Zero Hour'

because I would be in the Chair at that time. This is the first time I have got a chance to speak during 'Zero Hour'.

MR. SPEAKER: Therefore, please say good words about me.

...(Interruptions)

MR. SPEAKER: I think you are not ready. You can raise it on Monday. Thank you for your cooperation.

Now Shri Shailendra Kumar to speak.

[Translation]

SHRI SHAILENDRA KUMAR (Chall): Mr. Speaker Sir, thank you very much. ...(Interruptions)

MR. SPEAKER: I don't need your thanks. I just expect you to work in the House.

...(Interruptions)

SHRI SHAILENDRA KUMAR: Mr. Speaker Sir, we are here to work only. ...(Interruptions)

MR. SPEAKER: You speak.

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, there is interruption in the house. ...(Interruptions)

[English]

SHRI VARKALA RADHAKRISHNAN: Sir, I would like to inform the House about the plight of the coconut farmers. ...(Interruptions)

MR. SPEAKER: I think Mr. Radhakrishnan has remembered his subject now. So, Shri Shailendra Kumarji, please protect me and allow Mr. Radhakrishnan to speak.

SHRI VARKALA RADHAKRISHNAN: Sir, I would like to raise the issue of the plight of the coconut growers not only in Kerala, but of the entire southern States. The difficulty is that the Central Government has come out with a proposal to reduce the import duty on palm oil and other edible oils. It has resulted in an unsteady market and consequently the coconut growers are not

getting remunerative prices for their produce. This has adversely affected the economy of the State.

I would like to request the Central Government to consider raising the duty of palm oil without delay so that we could prevent any further suicide by farmers in the State. Suicide by poor farmers would become the order of the day if things continue like this. Until the unless the Government takes effective measures, the conditions of the farmers of the State would continue to deplorable and we would continue experience incidents of suicide by farmers through the country.

Sir, therefore, I would like to request the Government to take immediate steps for providing relief to the poor coconut growers who are facing a crisis for a very long time now.

[Translation]

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, with your permission I would like to raise a very important issue in the zero hour which is a matter of concern.

[English]

MR. SPEAKER: You are raising the same issue.

[Translation]

SHRI SHAILENDRA KUMAR: Even today we, the hon. Members whether we are in power or sitting in opposition, whenever go to our constituencies the poor, tyrannized and exploited people stand up and request that he or she has not got his or her BPL card. It is a major problem and they complain that whenever the Pradhans or the Panchayat heads of the region are asked as to the cards they say that they have got only 50 cards and as 150-200 people are there demanding it, so how can they distribute them?

Through you Sir, I would like to draw the attention of the House and would demand from the Government of India that maximum number of people living below poverty line should get these cards as they are not able to get the benefits of the Government schemes and the programmes that are being run. They are being exploited. The poverty rules the roost in the country and every

Government when it comes to power promises to alleviate it. The UPA Government too has said so but poverty is still there in the country. Therefore, through you, Sir I would like to demand from the Government that all the people living below poverty line should be issued BPL cards so that they could get the benefits of the government schemes. Only then the country can progress.

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Speaker, Sir, I wish to draw your attention to the Bundelkhand area of UP where all the peasants were ruined, first, by unseasonal rains and thereafter by hailstorm. Bundelkhand area was under the grip of draught recently. After that the few crops somehow sown by the peasants were completely destroyed.

I demand from the Union Government that the affected peasants should be given compensation. We demand from the Central Government that the special package that had been demanded for being under the grip of draught, should be given to Bundelkhand so that the local farmers who are on the verge of starvation and at the point of suicide, can be saved.

[English]

DR. K.S. MANOJ (Alleppey): Sir, the Government has decided to extend the National Rural Employment Guarantee Scheme to another 130 new districts in the country. So, the total number districts covered under this Scheme today are 330 districts in all. The Government also has allocated a sum of Rs. 12,000 crore for the proper implementation of this scheme.

Sir, on the other day the hon. Minister for Rural Development has announced the names of the districts to be included under this scheme during the current year. Alappuzha district in Kerala is one of the backward districts in the State.

Sir, the district falls in the coastal region of Kerala State and the density of the population there is also very high. Alappuzha district is one of the districts where severe agrarian crisis is there. The declining per capita income of the workers and marginal self-employment in agriculture, coir and fisheries have resulted in poverty. Unfortunately, Alappuzha is not included in the current list.

Resolution Re: Approval of Recommendations
in Fifth Report of Railway Convention Committee
[Translation]

I would urge upon the Minister for Rural Development who is present here to consider Alappuzha also to be included under NREG.

[Translation]

SHRI RAVI PRAKASH VERMA (Kheri): Sir, it is reported from the entire Hindustan that Hindustan has become a very important hub of illegal trafficking of women and children. Unfortunately, the Parliament of India has not brought any suitable legislation to check illegal human trafficking till now. Therefore, a very large number of women and children are being subjected to harassment and exploitation. I, through you, Sir would like to say to the House and the Government that a suitable law should be enacted to check human trafficking so that we could root out this evil from Hindustan and march one step forward in rooting it out from the entire world.

[English]

MR. SPEAKER: I am sure the House will join you on this issue.

The remaining matters can be raised after the discussion on Railway Budget will be over today.

12.33 hrs.

RAILWAY BUDGET (2007-08) GENERAL DISCUSSION
DEMANDS FOR GRANTS ON ACCOUNT—

RAILWAYS, 2007-08

DEMANDS FOR SUPPLEMENTARY GRANTS—

RAILWAYS, 2006-07

AND

RESOLUTION RE: APPROVAL OF
RECOMMENDATIONS IN FIFTH REPORT OF
RAILWAY CONVENTION COMMITTEE

[English]

MR. SPEAKER: Let us now take up item Nos. 15, 16, 17 and 18 together on the Railway Budget. The time left is four hours and thirty-four minutes including the reply of the hon. Minister. Now, Shri Kailash Baitha may speak.

SHRI KAILASH BAITHA (Bagaha): Mr. Speaker, Sir, I thank you for giving me an opportunity to express my views. Yesterday, I was not present in the House. The Hon. Railway Minister has reportedly presented a good budget. In the rail budget, he has talked of introducing 'Garib Rath' trains. I would like to submit a few things regarding my Parliamentary constituency. The people of Champaran have attachment with Banaras from religious point of view and education. The hon. Minister has announced to introduce a tri-weekly train. I urge that this train should be run daily for the convenience of the passengers there.

Narkatiaganj is the largest junction of our area. The hon. Minister announced that a washing pit would be set up there and the trains would be cleaned. Trains from all sides come here but there is no provision in the budget for the same. The hon. Minister has announced construction of road overbridges in Bagaha, Ramnagar and Narkatiaganj. I thank him for the same.

Sir, Bagaha is the farthest end of Bihar. There is not even a single train from Bagaha to the state capital Patna. There is a Link Intercity from Narkatiaganj. I urge that it should be run from Bagaha so that there could be convenience for the passengers travelling upto the Capital.

The hon. Minister has said that the railways are earning huge profits. He has talked very high of other things too. Whenever Railway Officers come, the railway stations are cleaned. On the one hand we talk of the poor but on the other hand petty shopkeepers are displaced on the arrival of officers. I urge that the vacant land of the railways should be made available to the petty shopkeepers. The poor should not be displaced. There is Kallashnagar village in Bagaha. Gauge conversion work to its north has already been completed. Three thousand families have been living on the land falling by the side of the Gandak river for forty years. They should be given their due. Muzaffarpur-Bagaha rail section should be included in Samastipur division and made tokenless so that timely operation of trains could take place. There is a train from Narkatiaganj in which the passengers are charged the fare of express train but it is run as a passenger train. I demand that in that train (5215-5216) either the passengers should be charged passenger train fare or it should be made an express train. There was a sleeper bogie in the train running

between Gorakhpur and Muzaffarpur. This train departs from Gorakhpur at night and reaches Muzaffarpur in the morning. But, one year back, that bogie was withdrawn. Good quality food was served one year back in Saptkranti Express running between Muzaffarpur and Delhi, but now sub standard food is being served in it. Besides, the bed roll provided in the A.C. bogies are also not good. That train is over-crowded. I urge the Railway Minister to increase the number of A.C. bogies and sleeper bogies in that train. The gauge conversion work between Kaptanganj to Tamkuhi Road should also be completed. Whole country is aware that trains are not cleaned. Last Friday, I was travelling in the train. When I wake up in the night I saw that there was no room to keep even a foot. Improvement should be made in this regard and trains should be cleaned regularly and their maintenance should be good and upto the mark.

I urge the hon. Minister that the Benaras bound train which runs thrice a week should be run daily. The hon. Minister announced providing a halt at Madanpur Devi near Bagaha. The people of Uttar Pradesh and Bihar have emotional attachment with that place. Passenger trains should be provided stoppage at Madanpur Devi. A halt should be provided at Purushottampur on Narkatiaganj Sikata route. I halt should also be provided at Mahayogin falling between Narkatiaganj and Gaunaha-Bhikhnadhori. With these words I once again urge the hon. Minister that a washing pit should be set up at Narkatiaganj. The public do not have any convenience due to the old bridge.
...(Interruptions)

MR. SPEAKER: Do not repeat whatever you have already said.

...(Interruptions)

SHRI KAILASH BAITHA: Direction should be issued to remove that bridge.

*SHRI V.K. THUMMAR (Amrell): Sir, I rise to support the fourth consecutive Railway Budget presented by the Hon. Railway Minister Shri Lalu Prasad ji. This budget shows a record profit of Rs. 20,000 crore. Once upon a time the railway could not have money for payment of dividend. Financial health of the railways was very grim. After three years the same railways have become a profit making body and the credit goes to the hon. Railway Minister, both the Ministers of State and the 14 lakh

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 railway employees. In this budget, rail fares have been reduced and simultaneously facilities have been increased.

In this budget, passenger amenities have been increased. Effort has been made to provide cushioned seats to the common man in the unreserved coaches. Freight charges have also not been increased and even the railways income has also not been allowed to come down. This budget is a slap on price-rise. No doubt, this budget will help in reducing the transportation cost of goods like petroleum products, steel, fertilizers etc. which in turn will help in checking price-rise. The mobile companies are earning profit by reducing the call rates from Rs. 16 per minute to Rs. 1 per minute in the same way by reducing the rail fares the railways are also in a position to earn profit. Profit would be earned by increasing the number of passengers and enhancing the volume of goods traffic. By doing so, on the one hand the railways will earn profit and on the other hand rail journey and goods carriage will become cheaper.

The total outlay of this Budget is around Rs. 31,000 crore which is higher than the earlier budgets. This will help the railways to grow at a faster rate. The demand of rail journey and transportation of goods through the railways is gaining momentum. The efforts made by the railways to cater to the above demand are commendable. 12 additional passengers can travel in the new rail coach. The decision of the railways to provide cushioned seats in the general coaches is in the interest of the poor. The railways' decisions of providing special coaches for the physically handicapped providing lower berths to the senior citizens and women who are 45 years of age, vendors' coach for milkmen and vegetable sellers are commendable which are being praised everywhere.

Rail journey is easy and convenient and majority of the people perform long journeys by train. The decisions to start 32 pairs of new trains, to add 800 coaches, to provide 50 per cent discount in fares to students appearing in examinations, 5 per cent discount in freight on diesel, petrol and steel in this Budget will undoubtedly control price rise.

There is an increase of 14 per cent in income from passengers and 48 per cent increase in other coaching income in the country. The hon. Minister of Railways and 14 lakh employees of Railways deserve congratulations for the way the Railway has utilized its internal resources and its assets, in the 150 years of its history. Due to this, fund balance has increased to Rs. 16000 crore and

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[Shri V.K. Thummar]

the percentage of return on Railways assets has also increased. In my constituency from Pipasa to Jaipur double stake container rail service is being operated. It should be converted triple stake container rail service so that goods can be transported timely and it will take less labour. Earlier it has been seen that trains were stopped on tracks without any planning and runs empty. This is the well calculated move of this Government to use it properly. Recently, I have read in a News paper that former Minister of Railways has termed this Budget a rubbish whereas budget of this tenure was totally rubbish. As a result of this, people did not elect him this time. Now he is elected to other House by gaining favours of his leaders.

It is seen that railway employees are not available at the platform to provide information about trains to the poor people and labourers. Efforts should be made to solve the problems faced by such person at the platform itself. The credit of good performance and good railway budget goes to the Railway employees. But some inefficient employees are also there. The Government should identify them and take them to task. There should be a computerized grievance cell at all the important railway stations and monitoring of that cell should be done. Strict action should be taken against the person found guilty by the said cell.

Food Plazas and ATM centres have been opened at the railway stations. The prices of eatables are very high there. I request the Government to make proper arrangements for providing food and snacks at an affordable rate through Railway canteen so that poor people can enjoy the travel as much as the rich people are enjoying. Periodical checking of food items being provided at the platforms and the railway stations should also be done.

We should not forget that through Railways we can develop those regions where rays of economic development and industrialisation could not reach yet. There is an urgent need for balanced development in the country and the Railway can play a vital role in it. There is no modern rail service anywhere in my constituency. I am grateful to the Hon. Minister of railways that in gauge conversion work from Dhasa to Jetalsar has been approved after so many years. It will connect my constituency Amreli to the other States through a direct rail service. Earlier people had to change a number of trains and in the process a lot of time was wasted.

I also urge the Government that necessary directions should be issued to hold the regular meetings of Zonal and Divisional Railways consultative committees. In my home State Gujarat only two such meetings were held in an year, for which I have to complain. Land of a number of farmers is located on either sides of the railway line due to which they have to face many problems in making arrangements for irrigating their land. Government should accord sanction for this without any fuss and the rent being charged in this regard should be reduced.

I urge the Government to extend the gauge conversion work initiated between Surendra Nagar Pipavav upto Jafrabad. By doing this railway network can be established from one corner to another. I have been continuously requesting to start passenger Rail service from Mahua to Dhaula and Dhaula to Ahmedabad in my constituency since when the Hon. Minister of Railways is presenting Rail Budget. It has not been covered in this Budget also. It should be considered seriously. A new long distance train "Diamond" should be introduced from my Parliamentary constituency Amreli to Mumbai via Mahua Rajula. At present there is no direct rail service even for Ahmedabad what to say of Mumbai. There was a railway bridge near Dhasa in my Parliamentary Constituency which has been dismantled to give way to double deck container. Earlier people used to travel through bridge but now Railways has constructed a by pass, which is in bad shape due to rains. That is why people and the vehicles have to go through farm lands. Therefore, a bridge must be constructed there. The demand of a rail service between Kodinar to Junagarh in Saurashtra region should be met.

PRS time of Amreli has been reduced. Its earlier time of 9 o'clock should be restored and Sawarkudla and Rajula each should be provided a PRS. I demand this from hon. Minister of Railways.

*SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, a new train should be introduced from Jaipur to Chandigarh. This demand has been raised many a times, because people have to face problems in going Chandigarh directly from Jaipur. Delhi-Ahmedabad train has been extended upto Haridwar, it is essential to add one extra coach in it for the passengers of Jaipur. There should be stoppage at Vapi Station. Stoppage of Jaipur Mumbai Express train No. 2955, 2956 should be provided at Vapi Station. Jaipur Bandra Express train No. 2980, 2979 should be run daily and its stoppage should be provided at Vapi Station

because tourist spots Daman and Div are near to Vapi Station. Passenger have to travel back for Vapi Station by getting down at Surat or Valsad because there is no stoppage of these train at Vapi Station. A new Jan Shatabdi should be introduced between Delhi and Jaipur for convenience of the passengers. Udaipur Delhi train should be run via Jaipur. Due importance should be given for doubling of Jaipur-Ahmedabad line. Jaipur, Ajmer and Jodhpur city should be converted as sub-urban stations and Budget Hotel should also be constructed in Jaipur, Ajmer, Jodhpur and Bikaner. Metro train should be introduced in Jaipur. Jaipur-Arunachalam-Mysore Express should be extended upto Thiruvananthapuram and it should be three days in a week and a pantry car be added in it. Jaipur-Saldah Express should run daily. Ajmer-Bangalore Express should be extended upto Jaipur so that Jaipur-Pune can be connected by rail service. Jaipur-Amritsar Express should be converted into link Express, which can ply from Bhivani to Chandigarh. Jaipur Chennai Express should run daily. Kathgodam-Delhi Kuchaman Express should be extended upto Jaipur so that Jaipur can be connected with Nainital. Weekly train Jodhpur-Trivendram should be extended upto Jaipur so that Thiruvananthapuram can be connected with Jaipur by rail service. Porbander-Delhi-Sarai Rohilla Express should run Daily and extended upto Haridwar. Pantry car should be added in Maru-sagar Express train No. 20978. Train No. 1254 and Jhansi-Bandra train No. 1523 should be extended upto Gwalior. Meter gauge line is being converted into broad gauge line. Therefore, the train running between Jaipur and Indore should run daily instead biweekly. Stoppage of Intercity train should be provided at Harsauli station.

Hon. Minister, has mentioned about the contribution of the State Governments in various schemes of Railways in his Budget Speech, it will never be there because State Governments have not sufficient funds to complete the said schemes. Therefore, the Union Government should contribute the whole amount for the completion of these schemes.

[English]

*SHRI ABDULLAKUTTY (Cannanore): Respected Sir, first of all let me give a brief note of Kannur Railway Station, and the present situation prevailing in and around for your kind information.

It is a very important and one of the rare stations positioned in the centre of the city under Southern Railway

*The speech was laid on the Table.

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having an area of around 55 Acres. Because of the lack of proper maintenance, the nearby areas of the said property are filled with bushes, garbage etc., and this ambience paving the way to the hooligans, criminals and other anti-socials to build their shelters to set about their anti-social activities. It may also be noted that about one dozen unauthorized passageways are accessible here, and this gives enough protection to these fellows. These environs of the Railway Station permits free entry to these trespassers to engage in their activities and hence become a threat to the residents, general public and passengers who are on their way to Railway Station as well. so many cases including suicides, robberies, etc. were also reported in this region. All these are happening because of the pathetic maintenance of the Railway Land. It is clear from its very inspection that so many encroachments has taken place in various part of the Railway land there. The "Railway Muthappan Temple" has been built recently, which occupies about 1 acre of land. This also increases the trespassing, and eases unauthorised entry. I think mere fencing would not be the apt remedy to overcome these threats.

The Railway establishments and quarters are scattered here and there, and this is occupying a large area of Railway land. Modification should be made with a master plan for restructuring the Railway establishments, and Railway quarters. Thereby, the expenses for the maintenance of Railway establishments can be minimized by the optimum utilization. New flats should be built instead of old quarters, and an administrative block could be opened. As the station is positioned in the heart of the city, there is every possibility to build a commercial complex.

As a public sector institution, the Railway should be very keen to utilize all these vacant land to increase its revenues.

I have had discussions with the Assistant Divisional Engineer, Southern Railway, Kannur in this regard. With the help of a Private architect we prepared a rough project, which clearly states the viability and scope of the new modernization project. This would need 13 acres of land with an investment of Rs. 66 crore. The facilities include office complex, shopping mall, children's park, parking facilities for about 2,000 cars, apartment complex for office staff and recreation area. The approximate income fetched by leasing these would be about Rs. 181.47 crore. This is only by using 1st phase of the area, and 2nd phase could also be possibly similar to

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[Shri Abdullakutty]

this. Enclosed, please find herewith the project report, which I have made with the help of a private architect in consultation with the ADEN, Kannur Railway Station for your kind reference.

Taking into consideration of the overall development going to take place in the west coast area, it is obvious that this project has vital importance and, therefore, I would like to request your good-self to look into this matter personally and recommend the project be sanctioned.

12.41 hrs.

(SHRI DEVENDRA PRASAD YADAV *in the Chair*)

*SHRI M. SHIVANNA (Chamrajanagar): Sir, thank you for giving me an opportunity to speak on Railway Budget 2007-08. I rise to support the Railway Budget 2007-08 presented by Hon'ble Railway Minister. It is the third time the Hon'ble Railway Minister has presented a people friendly budget. For that I heartily congratulate him on behalf of the people of the entire nation. Shri Lalu Prasad Yadav ji who is also known as a management guru. I have never seen so far such a dynamic minister in the history of Indian Railways. In his term of office he has taken the railways to a new height for which he deserves appreciation. His budget has not burdened the common people. The Railways have earned a profit of Rs. 20,000 crores this year. It is really a commendable achievement. In his Budget, the Hon'ble Railway Minister has addressed to the needs of the people of all the sections of the society including vegetable sellers, shopkeepers, potters, coolies. Though it is widely a remarkable Budget it has done injustice to the people of Karnataka.

MR. CHAIRMAN: Shri Shivanna, you can lay the rest of your speech on the Table of the House. I am allowing it.

SHRI M. SHIVANNA: Sir, I am laying the rest of my speech on the Table of the House. ...*(Interruptions)*

**The Government of Karnataka has submitted its proposals for many Railway projects. But the Railway has hardly considered the demands of Karnataka. I would like to bring to the notice of the Hon'ble Railway Minister about the injustice done by his Ministry to Karnataka. Those are:

1. The Government of Karnataka has demanded 10 new railway lines but only two have been announced in the present Budget.

2. Bangalore-Kanakapura-Kollegal-Chamarajnagar Railway line has not been announced.

Hon. Minister Lalu Prasad Yadav ji please listen to me. My constituency Chamarajnagar is one of the most backward districts in the country. Sir I demanded many a times for a new rail line from Mettupalayam to Chamarajnagar but last year only one crore rupees was sanctioned for it. Even then no survey has been conducted. So the dream of our people has not been fulfilled, Sir.

3. Gulbarga-Bagalkot-Shahabad-Koodige Railway line has not been announced.

4. Mettupalayam—Chamarajnagar Railway line has not been considered.

5. Bangalore Shimoga and Bangalore Gulbarga has not been announced.

6. Kushal Nagar—Hole Narsipur-Kodagu railway line has been ignored.

7. South India has not been included in Special Freight Corridor.

8. Mysore-Talachery-Nanjangud-Neelambur Railway line is approved only for survey but funds not allotted.

9. The Government of Karnataka demanded for construction of 30 over bridges and under bridges, but not a single one has been sanctioned.

10. 5 crores has been allotted for Munirabab Mehboob Nagar new Railway line. But this is not sufficient for taking up the project.

Apart from these some demands have been considered and announced in the present budget but they are not so useful and sufficient.

1. Patna-Bangalore train has been announced to run thrice a week but it should be made a daily train.

2. Bangalore-Kootuvalli Railway line has been announced.

*English translation of the speech originally delivered in Kannada.

**This part of the speech was laid on the Table.

3. Tala-guppa-Honnar broad gauge conversion has been announced.
4. Tiruvananthapuram-Mangalore Railway line has been included in the budget. But these projects are not so beneficial to Karnataka.

I would like to congratulate the Hon'ble Railway Minister and his Ministry for allocation Rs. 45 crores for gauge conversion work between Chamarajnagar and Mysore. And Rs. 64 crore for the gauge conversion work between Kolar and Chikkaballapur. Doubling of Bangalore-Mysore Railway has been announced in this Budget.

I would like to draw the attention of this august House that Karnataka has been contributing more income to the Railway Ministry as compared to Bihar and other states. but while allocating the funds to states, only Rs. 467.81 crores have been earmarked to Karnataka. Whereas Rs. 1251 crores have been allocated to Bihar. Due to ticketless passengers the Railways suffer losses in Bihar. Such discrimination should not be there while allocating the funds to the states. Because all states are contributing to the nation in their own way. That's why I condemn this step motherly attitude of the Railway Ministry towards Karnataka.

I would like to say that the Railway Ministry while sanctioning projects it has been asking for 2/3 share from the states. But our state is contributing more income to the Ministry and also the Minister has announced that the Railway is making huge profit. Therefore his ministry should consider 50:50 sharing norm for Karnataka.

Therefore, I urge upon the Railway minister to consider all the demands of the people of Karnataka and do justice in getting a better deal as railway projects. With these I conclude my speech."

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)

[Translation]

MR. CHAIRMAN: Shrimati Paramjit Kaur Gulshan—
not present.

[English]

Shri Bhanu Pratap Singh Verma to speak now.

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[Translation]

"SHRI K.C. SINGH 'BABA' (Nainital): Sir, first of all I would like to congratulate hon. Minister of Railways for presenting most popular Railway Budget for the fourth consecutive year. Hon. Minister's tireless efforts have brought historical changes in the financial status of Indian railway. Today, Indian railway is moving towards providing world class railway service. I welcome the rail budget 2007-08 and support this historic budget. This budget is a progressive budget, and I am hopeful that very soon Indian railway would be counted amongst the world's best railway services.

Sir, I would like to draw the attention of the House towards certain important points of rail-budget. Besides reducing rail fare many concrete steps have been taken for providing modern and better facilities to all classes of passengers in the rail budget. Additional boggies for general class reserving lower berth for senior citizens and women, concession in rail fare to students, special coaches for handicapped passengers, vendor's coach for vegetable sellers, and special vendor coaches in passenger trains for milkmen and other wholesale traders are some of the facilities announced in this Budget. The capacity of passenger boggies have been increased and high speed passenger corridors have been built. Today, India is seen as an upcoming power in the world. In view of the rapid development taking place in the economy and industrialisation as well as urbanization and the unprecedented growth in passenger transport between two cities, the innumerable possibilities of high speed passenger corridor have been mentioned.

Sir, I have been an international sports person therefore, I am extremely happy that sports persons working in railways have made important achievements in national and international sports. They have won 2 gold and 6 silver medals in Commonwealth games in Melbourne and 2 gold, 2 silver and 3 bronze medals at Doha Asian games, which is really admirable. A provision of large scale recruitment of persons belonging to Scheduled Castes and Scheduled Tribes have been made in budget.

Sir, in the Railway Budget for the year 2007-08 hon. Minister has made a provision of new trains for nearly 32 regions of the country, Garib Rath for 8 destinations, extension of trains for 23 destinations, increased frequency of 14 trains, laying of new railway line for 500 kms, gauge conversion of number of railway line, doubling of rail line and rail flyovers.

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[Shri K.C. Singh 'Baba']

Sir, through you, I would like to draw the attention of hon. Minister of Railways towards extension of railway services in Uttarakhand. Shri Laluji has been presenting rail budget for the last four years. Uttarakhand is an important state from the point of tourism and therefore, there is a need to seriously think about extension of railway services there. So far no action has been taken with regard to the continuous demands made by myself as well as the State Government.

Sir, through you, I would again like to demand from hon. Minister of Railways that since Uttarakhand is important from the point of Tourism, it is essential to provide complete Rail transport facilities there. We all know that there are many tourist places in Uttarakhand. Jim Corbett National Park is located near Ramnagar which is visited by lakhs of animal loving people from the country as well as from abroad but it is unfortunate that there is only one train Ranikhet Express operating from Delhi, which earlier had the facility of AC second class but since last few months that facility has also been withdrawn. I had requested hon. Minister to kindly provide the facility of AC 1st, 2nd and 3rd all three classes upto Ramnagar in Ranikhet Express. Due to the lack of sufficient rail service the tourists from the country as well as from abroad and the local people have to face a lot of difficulties.

Sir, both myself and the State Government have been submitting proposals from time to time for expansion of rail services in Uttarakhand. In the Rail Budget 2007-08, Garib Rath from Delhi to Dehradun for Uttarakhand State has been proposed but a number of proposal submitted by the State Government have not been included. I would like to make a request to hon. Minister regarding the brief statement of various proposals presented by the State Government for the extension of rail services for the positive consideration of hon. Minister. Through you, I would like to make a request to hon. Minister that there is an urgent need for the construction of rail-line in Kashipur-Jashpur-Dhampur which can connect one corner of Bhavar Tarai belt with the other parts of the State.

Sir, there is a need to connect Delhi-Dehradun route directly from Muzaffarnagar to Laksar, doubling of Laksar to Dehradun via Haridwar railway line, to run a direct super fast non-stop train from New Delhi to Dehradun, a direct railway line is required be constructed to connect Tanakpur to Dehradun i.e., to connect one plain area of Uttarakhand with another, after the laying of Kitcha-Sitaraganj Khateema railway line in future the construction

of new railway line from Kashipur to Najibabad would provide facilities to the localities also besides the tourists. There is a need to run a daily train from Dehradun to Kathgodam. There is a need to attach three boggies at Lalkuan in the present Sampark Kranti Express being run from Kathgodam to Delhi. There is also a need to provide 1st AC in Ranikhet Express for both Kathgodam and Ramnagar respectively. There is a need to run a direct train for Amritsar and Jammu Tawi from Dehradun, stoppage of all train at Mahuakheda Ganj should be provided. Uttarakhand Sampark Kranti Express does not halt at Haldi Station before reaching Haldwani which is actually the stoppage of famous Govind Ballabh Pant Agriculture University and also a newly built huge industrial site, there is a need to provide stoppage for all the trains at this place. There is a need to lay a railway track from Rishikesh to Dehradun and from Rishikesh to Devprayag/Badrinath and from Ramnagar to Chokhutia and to convert Bareilly-Tanakpur meter gauge line into broad gauge line. There is also a need to lay a new railway line from Tanakpur to Puranagiri, from Saharanpur to Dehradun. there is a need for rail service between Thiruvananthapuram (Kerala) and Dehradun and for computerization and upgradation of Bajpur railway station, as well as to construct an over bridge at railway crossings falling on national highway 58 and 72 and another one at highway 39A on the Kashipur railway goods godown. There is a need to lay a new railway line from Ramnagar-Bajpur-Gadarpur-Rudrapur-Kitcha-Sitaraganj-Khateema to Tanakpur. There is a need to construct a drain between Bajpur road railway crossing to Sugar factory under the Kashipur railway station area.

Sir, it is true that hon. Minister has to face immense pressure and problems in order to connect far-flung areas of the country with rail network, but, through you, I would like to bring to the notice of the House that the number of tourists, pilgrims, nature lovers, Himalaya lovers, wild life lovers, film makers visiting Uttarakhand is more than the population there. 65 per cent of Uttarakhand is covered by forests and mountain area where it would not be possible to lay a railway track at present keeping all these points and specialities in view I would like to request the hon. Minister in view of the interest of the State the proposals submitted by me and by the State Government earlier should be included in the rail budget 2007-08.

Sir, in the end, while supporting the rail budget I would like to thank you as well as hon. Minister of Railways.

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Sir, thank you for giving me an opportunity to speak on the Railway Budget, 2007-2008.

Sir, the rail line between Jhansi and Kanpur in Uttar Pradesh, which is under North Central Railway, is a single line and the trains that originate from Lucknow for Mumbai, Madras in the South get late for 5-6 hours on this small stretch of only 200 kilometer. The hon. Minister is sitting here. I urge him that the line between Jhansi and Kanpur should be not only doubled but electrified also. Until it is doubled and electrified, engines will have to be charged and it is a time consuming process, therefore this line should be doubled and electrified. The platform at Urai Station in Jhansi Division of North Central Railway is quite low which is the cause of several accidents when passengers get down from the trains. Therefore, the level of this platform should be raised.

12.50 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Summers season is arriving therefore a water cooler should be provided at that platform. One fourth population of the city lives to the right of Urai Station. There is no road on this side for the people who want to come towards this side. So, it is my demand that an ROB should be constructed there so that people could approach the Station Road from east direction, and those who want to commute by train could do so in time. The next station from Urai is Rajkot. This road remains jammed for hours as thousands of vehicles get stuck there. Therefore an ROB should be constructed there. Kalpi station is there in my area. Kalpi is the birthplace of Ved Vyas ji. The railways constructed a C.C. road at Kalpi station a few days back as a result of which the road's level has risen by two and a half feet. This has resulted in lowering the height of the bridge causing difficulties in going to the SDM court, office of Tehsildar and towards 100 villages. Vehicles cannot pass under that bridge now. Therefore, I urge that the earlier level of that road should be restored so that the vehicles can easily move and go towards the 100 villages and the SDM court.

I urge that the passenger trains should have one minute halt at Ausara village station between Kalpi and Atta stations as it was earlier. Private contractors used to give tickets which should be started again so that people could travel by passenger trains.

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There should be VIP retiring rooms at Urai, Eait and Koanch stations where we also catch trains. Koanch is the land of Ved Vyas, that is why people may visit there. If there is a retiring room then it will be convenient for them and they can also stay there.

Eait and Koanch are junctions, at least Pushpak and Cochin Express trains should have stoppage there. There is a train between the industrial city Kanpur and Mumbai which is in the name of industrial town, but it does not have a halt at Urai which is also an industrial town. If it is provided a stoppage there the industrialists and Mumbai bound passengers would be benefited.

Koanch station should be computerized. We are told again and again that the revenue earned by the shuttle originating from Koanch is very low. I urge that Koanch should be brought on the main line. If this provision is made from Parauna to Koanch and Koanch to Eait, it will solve the problem of the area. The shuttle originating from Koanch should be extended upto Anandnagar Sakol and Urai. It will surely benefit the people of that area and the Railways will also earn income.

A survey was conducted in 1970 with regard to Koanch-Jalaun and Urai-Divya line and earthwork was also done. I urge the Minister of Railways to take up the lines in regard to which survey and earthwork has already been completed in the next budget and work should be completed.

Recently a survey was conducted from Bhind to Urai and Urai to Mahoba. Mr. Deputy Speaker, Sir, I want the Minister to include this in his next budget. I met the hon. Minister and urged him that the two trains which run from Delhi to Howrah, Kolkata should run from Delhi to Jhansi, Jhansi to Kanpur and Kanpur to Howrah and return from the same route. Puja Express runs as intercity from my place. This is a very good train, it starts from Jhansi and arrives at Kanpur at 10 o'clock and terminates there. It should be extended upto Allahabad. The Railways will certainly be benefited by this.

SHRI JAI PRAKASH (Hissar): Mr. Deputy Speaker, Sir, thank you for giving me an opportunity to speak at the right moment. Last month, on 26th February, the hon. Railway Minister presented the Railway Budget before the country through this House. One of the promises made by the UPA Government to the countrymen was that 'Congress Ka Haath, Garib ke Saath'. Today, train is the only mode of transport by

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[Shri Jai Prakash]

which the poor people travel. Today, well off persons travel by air or by private vehicles but poor people of this country, farmers of this country travel by train. It is a commendable step of the U.P.A. Government, the Hon. Railway Minister and his colleagues that there is no hike in the rail fares in the Railway Budget. The whole country was of the view that there would surely be a hike in the rail fares, but there was no hike. This is the fourth Railway Budget of the UPA Government. The Railway minister has done a great job by not making any hike in the rail fares. I would like to urge my friends in the opposition that by playing a constructive role of opposition they must commend the Ministry of Railways for fulfilling the promise made to the poor people of the country by the UPA Government. Introduction of Garib Rath trains have given the poor people of the country a chance to travel in AC Coaches. The poor could not even touch the window panes of the air-conditioned trains, but today the poor farmers and labourers can travel in that. But I would like to submit to the hon. Railway Minister that laying many new railway lines were under consideration. This Government has announced the creation of two corridors. Some of my friends were saying that all this has been done by previous Governments but I would like to say that if those Governments had done all this then they would not have faced such results. The poor of this country have dethroned them. Therefore, I congratulate the hon. Railway Minister for presenting a very good budget. Maintenance, recruitment and laying of new rail lines have been properly attended to in the Budget. But I would like to submit to the Minister of Railways through you, that there are two such rail lines in Haryana namely Jhajjar-Rohtak and Sonapat-Jind which have already been sanctioned.

13.00 hrs.

Given so much of budgetary provision for maintenance and laying new rail lines, there is no allocation of funds in this budget for Sonapat-Jind rail line which has disappointed the people of Haryana. If funds are allocated for this line then the farmers and labourers will be benefited who travels via Delhi.

I request the hon'ble Minister of railways to make provision for this railway line in his budget and allocate funds for it.

Secondly, I would like to state that the construction of the building meant for the railway station has been completed in Haryana and the DM has already inspected

it but that railway station has not become operational so far. I would like to submit that the hard earned money of the local people to the tune of approximately. Rs. 10 lakh has been spent on construction of the halt at this railway station. Neither the Central Government nor the Department of Railways has spent a penny on it. Therefore, that halt should be put to use. Village "Baroda" is situated at Delhi-Bhatinda Section. One of my colleagues from NDA said that they had taken many steps for the development of railway there. The then Member of Parliament representing that area had also raised this issue. At that time, the then Minister of Railways in the NDA Government had stated that a halt would be made if the villagers and farmers of the area carry out the earth work. People of Baroda village levelled the land there with their tractors and other resources. However, the railway station has not been constructed there till date. Therefore, I request the hon'ble Railway Minister and both the Ministers of State in the Ministry of Railways to make a halt at village Baroda as it is a religious place for Jain seers and people of the 'Jat' community of the village also believe in Jainism.

A railway level crossing should be constructed at village Bhivana between Dansu and Barva Stations on Hisar railway line. This station was existing earlier also but was demolished 8 years ago during the regime of NDA Government. We have developed trade and even family relations with Hisar upto Dhuri and Ludhiana. Dhuri is at a distance of 180 kms. from Hisar. There is no checking headquarters in between. Therefore, a checking headquarters should be set up at Raipur in Hisar, Haryana. The work of doubling of railway line at railway gate no. 127 has been started. Since farmers have to move from one village to another a number of accidents take place there because the railway level crossing on this line is unmanned. Therefore, this unmanned railway level crossing should be converted into a manned one in order to avoid accidents. There are many villages on both sides of this railway line. Small children while trying to cross the unmanned crossing get killed in accidents. Chandigarh is the capital of Haryana and Jind covers a large area of this state. Therefore, I would request him to introduce a train between Jind to Kurukshetra via Nirvana by connecting it with some other railway line.

Sir, I would like to make one more point. Haridwar is a religious place. People visit Haridwar both on auspicious and ominous occasions but the poor people of Hisar face a lot of difficulties in travelling to Haridwar. Therefore, I would request him to introduce a train from

Hisar to Haridwar and extend the IRH train running between Hisar to Bandikui *via* Rewari upto Jaipur. Village 'Ragni' is situated in close vicinity to the Hisar junction but there is no approach to 3-4 nearby villages from there. People of Ragni village have to use tractors for upto 20 kms. to reach their fields and leave their tractors or trollies on the other side of the railway line. I request that the crossing at 58/15 should be shifted to 59/1. Likewise a proper railway level crossing should be constructed at Gangua near Dabra station. The work of doubling on Delhi-Jind railway line is almost complete and now it should be electrified. Jind is my parliamentary constituency and, through you sir, I request both the Railway Ministers to start an EMU train as there is heavy rush of passengers from Delhi. Distance between Delhi and Jind is 125 Km and a large number of people are working in NCR. An EMU train should be started between these stations so that the poor people and lower grade employees coming to Delhi for livelihood can return home after the days work. I request the hon'ble Railway Minister to include all these points in his reply. In this budget no allocation has been made for the Haryana State. It should be done so that people of this State could say that due respect has been given to them by the Ministry of Railways.

I thank you for giving me an opportunity to speak.

*SHRI S. MALLIKARJUNIAH (Tumkur): Sir, I would like to congratulate the Hon. Railway Minister through your kind self for presenting the Railway Budget 2007-08.

As far as Karnataka State is concerned, lot of discrimination is taking place while allocating fund and announcing proposals. Proposals submitted by Karnataka have not been considered in this Budget.

I would request the Hon. Railway Minister to consider the following railway projects, which are very-very essential to meet the demands of increasing population of the State as well as my Constituency, Tumkur district.

As far as Yaswantpur-Tumkur railway line is concerned, the work has been going on a snail's pace and it leads to lots of inconvenience to the people traveling in this route. So this work should be speeded

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up and it should be completed by 2007. Sir, Tumkur is only 70 kms. away from Bangalore, the capital city of Karnataka which is also known as IT city. Number of travellers including office goers, school and college students and business people in this route has been increasing gradually. It is very much necessary to introduce more trains in this route. Adequate arrangements should be made for the railway crossing near Tumkur on the vicinity of the residence of Shri Revanna. Due to lack of proper railway crossing arrangements people are facing inconvenience. Steps should be taken to set up railway restaurants in railway stations in Tumkur district. This work should be taken up very urgently.

The railway stations of Hirehalli, Kyatsandra, Gollahalli, Doddabele, Mallasandra should be modernized with new technology and sufficient equipments. Proper directions should be given to railway officials to monitor and maintain the available basic amenities like drinking water, rest room, seating arrangements, computer ticketing, cleanliness of the railway stations, indication boards etc. And adequate gates should be constructed at all the railway crossings.

In Tumkur district,, Gubbi, Mallasandra, Nittoru, Chikka Nayakana Halli, Bana Sandra are famous commercial centers. number of passengers travelling in this zone is increasing, especially between Tumkur-Gubbi, Nittor-Tumkur, Tumkur-Chikka Nayakana Halli-Banasandra and that is why it is very much necessary to run more trains in these routes. A modernized railway station should be established at Mallasandra and another in between Nittoru-Sampige. At the same time, doubling of Mallasandra-Tumkur railway line should be taken up. In Karadi station all the fast moving trains should have a stoppage for at least 2 minutes. It will certainly help the college and school going students. And the Karadi station should be modernized.

The passenger trains between Tumkur-Chikka Nayakana Halli-Banasandra should be given stoppage at Kibbanahalli. One more thing I would like to urge upon the Railway Minister is that the railway tickets which are issued in all the railway stations in Karnataka should be printed in Kannada language as Tamil language is printed in Tamil Nadu and Marathi language in Maharashtra.

Therefore, I request the Hon. Railway Minister to consider all the suggestions and proposals which are cited above and work should be taken up immediately.

[Translation]

*SHRI CHANDRABHAN SINGH (Damoh): Sir, through you, I would like to submit to the hon'ble Minister of Railways that:

1. The annual amount given for the sanctioned railway line of Lalitpur-Singrauli is like a drop in the ocean. This project was launched in 1997 with an amount of Rs. 990 crores. This project cannot be completed even in 25 years if Rs. 40 crores are given annually to it and the cost of this project would escalate to Rs. 2000 crores. Then it would not be completed even in 50 years.

Sir, I would like to submit that a timeframe should be fixed for the completion of this project and adequate funds should be allocated for it every year.

2. Sir, survey work for Jabalpur, Damoh and Panna line has been completed but owing to politics of the Railway Ministry, no provision of allocation has been made for this project in this year's budget. The revised project will reduce the distance between Jabalpur and Damoh from 200 kms to 100 kms and the 300 km distance from Damoh to Panna via Katni, Satna will be reduced to less than 150 kms. Kindly make a provision for allocation in the revised budget in public interest.
3. Under the new scheme a provision has been made asking State Government and Central Government to make 50% contribution each for Damoh-Kundalpur railway link. I request you that the centre should contribute cent percent to this project.
4. Allocation should be made as per the revised estimate for Damoh-Kundalpur new railway line in the current budget session itself.
5. The construction of model station approved at Damoh station should be started as early as possible.
6. Madhya Pradesh Sampark Kranti should be provided a stoppage at Patharia.
7. A VIP waiting room should be constructed soon at Damoh railway station.

8. Chhattisgarh Sampark Kranti should be provided a stoppage at Damoh and Sagar.

9. Damoh railway station should be provided with ATM facility.

10. The frequency of Jabalpur Jammu Tawi Express should be increased from one day to four days and the said train should be extended upto Udhampur so as to facilitate the defence personnel of Jabalpur and Sagar Cantt. to travel to Udhampur.

11. AC First Class full rake should be attached in Godawana Express 2412, 2411.

12. The present reservation quota for the Damoh Railway Station should be doubled.

13. The passenger train running between Damoh and Beenna should be extended upto Bhopal.

14. Rewanchal and overnight trains should be extended from Bhopal to Indore.

15. Shipra Express should be run seven days a week instead of three days a week.

16. Rajkot Express should be run thrice a week instead of twice a week.

17. Vindhychal Express should be provided stoppage at Ghatara and Sagauni, as earlier.

18. Vilaspur Rajdhani should be run upto Raipur via Sagar, Damoh, Katani. The said train should be given stoppage at Anuppur Vilaspur and should be rechristened as Raipur Rajdhani.

19. The Director of the Panna, Gangau National Park has stopped the work of Lalitpur-Singrauli railway line, the survey work of this railway line via Ajaygarh should be conducted, and this work should be restarted at the earliest, otherwise sanction in regard to laying this railway line through the Gangau Sanctuary National Park should be given.

20. Full Rake Point in place of half rake point should be extended at Damoh railway goods platform so that arrangement for unloading and loading of food, green and lime stone at full rail wagon may be made.

21. Overbridge at Patharia crossing in Damoh has been constructed, foot over bridge should also be constructed at Patharia crossing.
22. Amarkantak Express should be run via Sagar-Beena, so that an additional rail service be made available to Bhopal passengers of Damoh-Sagar. Therefore, Amarkantak Express should ply three days in a week via Damoh-Sagar-Beena.
23. Bhopal Bilaspur Express reaches Bilaspur at 5 am and then remains in the yard for the whole day, it should be extended upto Durg to provide facility to the common man and a result thereof the Ministry of Railways will not have to run additional train.

Therefore, I urge the Government to sanction all the above keeping in view the interest of the people.

[*Translation*]

SHRI AMITAVA NANDY (Dumdum): Sir, I appreciate the railway Budget for the year 2007-08 which has been presented by the hon. Railway Minister, Shri Lalu ji.

While presenting the Budget, Shri Lalu ji announced that this time also there would be no increase in the railway fare. Sir, it is a matter of surprise that from the very inception of the UPA Government, Shri Lalu ji, being the Railway Minister, has shown a precedent to the whole country that the Budget may be presented without increasing the railway passenger fare.

Sir, since the Independence of our country, all of us witnessed that whenever the Railway Budget had been presented, there had been an increase in the railway fare. But it is really an amazing ability of Shri Lalu ji that he has presented this Budget without increasing any fare this time also. Sir, this Government certainly deserve a massive praise for the path-breaking performance of this Ministry. But, Sir, definitely I will ask Shri Lalu ji to inform this House about the cash surplus of Rs. 20,000 crore. Let the House know the break-up of this cash surplus. What are the components of this cash surplus? From where has this cash surplus arisen? This has to be announced in the House. I will request him to do that.

Sir, as the time is very short, without going to the national issues, I will concentrate on my State issues and raise some points regarding the development of the railway. Sir, I regret to inform this House that this time

also—though it is a very amazing Budget—it has left West Bengal deprived and depressed. There are many projects which are either pending or left unattended. We are praising this Budget and Shri Lalu ji too. overall, this Budget is acceptable to the people of the country. My colleagues spoke yesterday also, and while scrutinizing the Budget in the context of their own States, everyone has opined that there are some unattended issues in their States. In our State also, some issues have not been attended to.

Sir, there are certain demands, which I would like to put-forth before the House for the consideration of the hon. Railway Minister.

Dum Dum Station is to be developed as a partial terminus. It is a junction and a very big station. It is actually the Gateway of Kolkata. Therefore, I would request the hon. Lalu ji that this station should be developed as a partial terminus.

Sir, as you know, Kolkata has a Circular Rail, but that Circular Rail has not completed its circle itself. That is why I would put-forth this demand to complete the whole circle along with doubling.

Sir, I would also request for strengthening of railway track between Sealdah and Malda Division for the purpose of decreasing the running time. Gradually, running time is increasing on the ground of the safety of the railways and railway track. Therefore, I would request the hon. Minister to strengthen this railway track and decrease the running time.

Barrackpore Station be declared as a Heritage Station. I would request that it may be declared as a heritage Station, with a Museum on Freedom Struggle as a mark of participation and commemorating the 1st Phase of 150 years of Struggle for Independence.

MR. DEPUTY SPEAKER: Hon. Member, you may lay the remaining part of our speech on the Table of the House.

SHRI AMITAVA NANDY: Sir, a coach building factory at the existing Kanchrapara Rail Factory in West Bengal, where 100 acres of land is available, is required to be considered. It should be built in Kanchrapara.

Similarly, frequency of suburban trains is to be increased.

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Then, Metro is to be extended from Dum Dum to Baranagar. I would humbly request hon. Lalu ji that while he replies on introduction of Metro, he should include it in this year's Budget with the intent to link it with B.T. Road. The detailed project report has already been placed before the hon. Minister of Railways for which the Government of West Bengal responded in a positive manner. The earlier proposal for extension of Metro was up to Barrackpore. Now, I would request the hon. Minister of Railways to extend it up to Baranagar.

MR. DEPUTY SPEAKER: Mr. Nandy, seven speakers from your party are yet to speak. Please conclude now.

SHRI AMITAVA NANDY: Sir, I would give a focus on the passengers' movement from North of Barrackpore alongwith Howrah and Hooghly through the Metro Rail. It is to be extended up to Baranagar. The extension project up to Baranagar has been estimated to have a potential to cover a population of 21,52,468 people from nine different municipal areas each day, and it would immensely help these commuters to avail the facility of Metro Railways.

MR. DEPUTY SPEAKER: Mr. Nandy, please take your seat. You may lay the remaining portion of your speech on the Table of the House.

...(Interruptions)

MR. DEPUTY SPEAKER: Now, Shri Ilyas Azmi.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record except the speech of Shri Ilyas Azmi.

...(Interruptions)*

MR. DEPUTY SPEAKER: Mr. Nandy, nothing of what you are speaking now is going on record. I have given the floor to Mr. Azmi.

...(Interruptions)*

SHRI AMITAVA NANDY: Sir, due to paucity of time, I could not elaborate all the features. I therefore may be permitted to lay the speech on the Table of the House for record.

MR. DEPUTY SPEAKER: Yes, you may give your proposals, in writing.

**SHRI AMITAVA NANDY: Sir, I would like to lay the remaining portion on the Table. Sir, apparently yes, there has been no increase in the passenger fares; but then, there has been indirect increase in rail fares. For instance—ticket booking through networking system will increase the charge for booking and is to be borne by the passengers. In order to recover the additional expenditure involved in maintenance of the networking system, the reservation fees for tickets booked for journeys originating from other than the ticket-booking station have been increased by Rs. 10 in second class and sleeper class and Rs. 15 in other classes of passenger, mail and express trains and Rs. 20 in Rajdhani and Shatabdi Express trains and Rs. 15 in second class and Rs. 20 in AC Chair car of Jan Shatabdi Express trains.

Through cancellation charge—one month to three months—in order to recover the increased cost in cancellation of tickets, the cancellation charges on reserved tickets have been raised by Rs. 10 in second, Rs. 20 in sleeper and AC First/Executive and Rs. 30 in other classes.

A reduction of one rupee from all the classes is fine, but will the hon. Minister state why not for the suburban passengers who have the daily relation with the Railways and are moving to and fro everyday regularly and have it effected on their season tickets?

In this year, it appears that the main focal point of the Railway Budget was 'outsourcing' which normally leads towards 'privatisation'. Sir, I would like to remind this august House that while addressing a two-day conference of General managers of Zonal Railways, production units and Kolkata Metro on 10th September, 2004 the hon. Minister justified is quote 'I would rather quit than allow privatisation' by saying that the private sector would not meet the aspirations of people if Railways were privatized, the reason being the cost of operations and services would increase manifold. Today the whole nation is witnessing to something that is totally contrary to what he stated on 10th September, 2004. Privatisation of Indian Railways has never been so rampant.

There are 4 certain glaring examples which would support my statement. On E-Tickets, already 682 ATMs have been setup by the State Bank of India and over and above another 711 ATMs will be set up at various

*Not recorded.

**This part of the speech was laid on the Table.

railway stations across the country. Out of these 711, 473 ATMs will have E-ticketing facilities. Though the hon. Minister has attempted to inspire the masses by informing that reduction of E-Ticket charge would be reduced henceforth, but unfortunately, enough what the hon. Minister has missed out informing us is regarding the hidden charges while purchasing of tickets. Certainly it is a matter of concern because a person may not always find an ATM of the bank for which he is holding the card in a railway station and the usage of the ATM of some other bank in such case will attract transaction charge for each usage. Now, even an agreement has been signed with Bharat Petroleum Corporation Limited for opening E-Ticket facilities from the petrol pumps. This move also points out at an alarming feature of thousands of employees being rendered jobless.

In catering, the Indian Railways have awarded contracts for on-board catering services, contracts for automated vending machines for sale of beverages and air-conditioned food plazas for hygienic foods at various railway stations. Out of 15 million passengers commuting daily by Indian Railways, the major portion is constituted of people who can be termed as 'Aam Aadmi' perhaps purchasing a cup of coffee would be a lavish spend; let alone purchasing of hygienic meals. The irony is that these cult of 'Aam Aadmi' are the ones who generate maximum business for the Indian Railways by the purchase of tickets yet deprived of such so-called hygienic modern foods.

However, if we were to believe a Press report of 8th February, 2007, the inefficiency and the unhygienic condition of the catering department of the Indian Railways is so deep-seated that the only resort, perhaps, remained was privatization of the department. We should not be surprised to find companies like McDonalds and Nirulas reaching out to delight us with their fare in the near future.

A humble suggestion was, why not IRCTC—the division of Indian Railways—be revamped and measures be taken to reinforce the quality of its services and maintain it.

Indian Railways has given its biggest cleaning contract to Bharat Vikas Group India Limited (BVG) for the mechanical cleaning of coaches in Bhubaneshwar station in January, 2005. The contract is worth Rs. seven crore for over five years. May I ask the hon. Minister, to what extent the job security of the personnel is maintained

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who are already in the process of downsizing while such rampant privatization and outsourcing is on?

The container services run by the Railways after being converted into a Corporation—CONCOR—is also being pushed to public private partnership system. I wonder where are we heading for licensing of even passenger trains in the near future?

I now come to some other points on national issue. Sir, you would certainly appreciate Indian Railways being the world's largest Government Railways, the safety, security and the comfort of the passengers becomes a matter of prime concern. Sir, there are approximately 1,27,000 railway bridges on Indian Railways out of which more than 51,000 are hundred years old. The state of the physical condition of these bridges can well be imagined, increasing the number of trains running through them definitely would add to the pressure on these bridges. I certainly hope the hon. Minister has special plans for these bridges.

Though it has been declared in this Budget that in every newly introduced train in place of four, six unreserved second class coaches will be introduced, I hope the present length of the platforms will be enough to accommodate the extra length of the train and will not add to the misery of the passengers.

I feel this august House will agree on the point that when the toilets in the reserved coaches gradually take a miserable shape during the journey, what must be happening in the general compartments? Are we, therefore, really ready to accommodate extra number of passengers if the capacity of various coaches is increased maintaining the same infrastructure?

Through this Budget introduction of many super fast trains have been commissioned from which some extra revenue will be generated through the super fast surcharge; whether the running time of these trains would really be that of the super fast category? Though hon. Lalu Prasadji focused all over profit of the Railways, this august House must appreciate that in this process of earning profit the employees of the Railways have a lion's share but they are being denied to get a drop of the share of the profit for their welfare.

The Railway quarters throughout the country are very old and are in dilapidated condition, which needs overall renovation more so the railway employees should be

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provided with better education, sports, cultural and healthcare facilities.

Sir, I would request the hon. Minister of Railways Shri Lalu Prasad to introduce a new railway line from Barasat (SLD-Bongaon division) to Jhamakhali of Sundarban. To conclude, once again, while I support the Budget overall, I would certainly mention that one plus one can never be eleven; but always two and the more we double ourselves the more stronger we are.

[Translation]

SHRI ILYAS AZMI (Shahabad): Mr. Deputy Speaker, Sir, first of all I would like to thank you, I will not take much time. I would like to congratulate the hon'ble Minister of Railways, Shri Lalu Prasad, both Ministers of State in the Ministry of Railways, Rathwa ji, Velu Saheb for turning the railways from a loss making industry—into a profit-earning industry and thus the Railways which was being a burden on the Government, has started earning profit for the country. Therefore, I congratulate them. But I would like to submit that I have not committed any mistake that one of my minor works is not being carried out. I would like to tell Rathwa Sahib and Velu Sahib to take note of my request because only this task is not being undertaken, all other works of the railway are being carried out. Construction work in respect of a stretch of 66 kilometres from Gola Gokarnath to Shahjahanpur via Mohamadi in my constituency is still to be undertaken which will cost only Rs. 172 crore. The people there have not seen railway line and after laying of the said railway line at a stretch of 66 kilometres, link among the three railway links will improve. It will reduce the load on the main railway lines. However, whenever I raise a question in this regard, it is replied that survey has been completed. It has been termed as unprofitable, though it is not so. The figure is 14.9, and above 14% is considered as profitable and it is above 14%. So a wrong reply is being given. Therefore, I would like to say that it must be included in the supplementary budget. I am thankful that you have covered the gauge conversion from Lucknow to Bareilly via Lakhimpur Khiri-Gola Gokarnath in the railway budget. Lakhimpur Khiri district lies in my constituency and the people of that area are thankful to you for covering this work in the budget. Now, alongwith this, construction of an overbridge at Lakhimpur will also become essential, because the road is very near to the present platform and its extension will be needed to carry out gauge conversion. A route of broad gauge would thereby evolve.

Besides, I have been requesting you since long for a small work. One PRS should be installed at Ajhi Shahabad Railway Station. Many trains have been provided stoppage over there, but not many tickets are being sold because people go to HarDOI and Shahjahanpur to buy tickets. If tickets sold at that station during 6 months are taken into account, it will appear that a very few tickets were sold. Therefore, PRS should be installed at the earliest. I assure that more tickets than the minimum required would be sold.

Secondly, the biggest problem is that Aajhishahbad railway station is located at a distance of 2.5-3.0 kilometers from Shahabad township which is having a population of one lakh. No telephone enquiry is attended at this station. If train is late by two hours, nobody wants to wait for it at the station. Therefore, railway service is not being used much. I request to post one more employee at this Railway Station for attending the calls. Now the problem is such that the station master on duty has to change points, pass the trains and sell the tickets also. Therefore, he is not left with any time to attend the telephone calls. Therefore, I would request to post one more employee at the Aajhishahabad railway station for this purpose. While thanking the hon'ble Minister for the rest of the budget, I conclude my speech.

MR. DEPUTY SPEAKER: Ilyas Azamji, today you have done a tremendous job.

SHRI KIREN RIJJU (Arunachal West): Mr. Deputy Speaker, Sir, I would like to thank Shri Lalu Prasadji, Veluji and Rathwaji for presenting a good railway budget for the entire country, but so far no rail connectivity has been provided to Arunachal Pradesh. I would like to see as to when Arunachal Pradesh will figure on railway map of India. I hope that this time my State would definitely be taken care of. But there was a confusion. The hon'ble Minister of Railways has mentioned in his speech that Rangia-Murkangselek would be treated as national project, but hon'ble Minister of Finance has made a mention of only Bogibeel Bridge, but not Rangia-Murkangselek in his budget. Therefore, I would like to make clarification in this regard and press for this demand to the Government that Rangia-Murkangselek project be treated as national project.

Secondly, all district headquarters of Arunachal Pradesh should be equipped with Computer Reservation Facilities. Our Arunachal Pradesh is a far-flung area, but Lalaji should not presume that rail connectivity is not

required there. Thousands of people from Bihar, Bengal and even from South India live in my State, for the sake of employment and livelihood. People engaged in various business activities have to face a lot of difficulties in absence of rail connectivity. If these people get rail facility they will shower blessings to the Minister of Railways.

Mr. Deputy Speaker, Sir, all the trains starting from North-East like Rajdhani Express, North-East Express, Brahmaputra Mail, Assam-Awadh Express take 36 to 40 hours to reach their destinations. Dadar Express for Mumbai also takes a lot of time. You should reduce their journey time by increasing speed. I am not asking for rail line similar to Lhasa constructed by China.

[English]

I am not asking for building of railway track at the height of 16,000 feet. But at least, all district headquarters like Bomdila, Setpa, Itanagar, Zero, Along—these kinds of places can be easily connected. The Britishers have connected railway line up to Shimla and Darjeeling. But in the Independent India why is the railway not being extended to hill stations? What had been done by the Britishers still remains standstill. It remains there. There should be extension.

[Translation]

I would like to request that all hilly areas should also be connected with railway facilities. Today, everybody is praising the Minister of Railways, but people of Arunachal Pradesh are distressed. Therefore, my state should also be brought on the railway map of the country.

PROF. CHANDER KUMAR (Kangra): Mr. Deputy Speaker, Sir, I would like to congratulate the Minister of Railways, Shri Lalu ji, both Ministers of State for including several good social programmes in the rail budget presented in this House. The senior citizens, handicapped and educated youths have been provided concessions in rail travelling, in particular, 50 percent concession in second-class fare has been provided to unemployed youth appearing for UPSC interviews. Earlier, the railway was running in losses but with the contribution of hon. Minister of Railways it has been converted into a profit earning entity. It has earned a profit worth Rs. 20,000 crore. I congratulate him for evolving a good system.

Mr. Deputy Speaker, I had met hon'ble Prime Minister and hon'ble Lalaji along with other MPs from Himachal

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Pradesh. After that I met Shrimati Sonia Gandhi also. My state has been grossly neglected. I would like to congratulate Britishers for laying Kalka-Shimla Rail line and making Shimla as the State Capital. The first railway office was set up in Shimla. The magnificent buildings constructed during that era refresh memories. During British era, the Pathankot-Joginder Nagar Railway line project was formulated, and the said railway line was set to be extended up to Lahore, but it is a matter of concern that today China has constructed a rail line from Beijing to Lhasa and has covered entire range of Himalayas, hon'ble Members from Arunachal and Uttarakhand have also said that China has extended railway line up to 1000 kilometres in the Himalayan range. It is a matter of great concern that last time a survey for Pathankot-Joginder Nagar rail line was conducted but its cost benefit ratio has been shown to be in negative. Veluji has made the statement that there is no provision to convert this rail line into broad gauge as of now. I am sorry to say that during 11th five Year Plan, gauge conversion of narrow gauge rail lines is being undertaken, but nothing is being done for Pathankot-Joginder Nagar rail line, which is a very strategic rail line from tourism point of view. Several hydel projects are being proposed to be constructed in the basin of river Beas. The Government have said that more hydel power would be generated in the areas having more mineral wealth, and railway facility would be extended to those areas. I would like to request that these projects should be included in national railway projects to be undertaken in 11th Five Year Plan so that gauge conversion may take place. There is no shortage of land over there. A lot of land is available in my state. Only narrow gauge has to be converted into broad gauge. Most people travel to Jwalaji, Chintpoomi and Brijeshwari temple of Kangra by this track. I would like to submit to Shri Lalaji that Jawalaji is a goddess of his clan. If he went to developed these areas from tourism point of view, the gauge conversion should be carried out. Similarly, many projects of NHPC and NTPC, are proposed to be set up in the basin of Satluj river, including that of Kol Dam. Hon'ble Chief Minister, Raja Veerbhadra Singh ji has said that railway line should be extended from Bilaspur to Bhanupalli and Rampur. This rail line can be extended up to Lohol Spiti-Mandi-Leh-Laddakh. Whenever disturbance occurs in Jammu and Kashmir, the military is not left with any other route. All movement from Pathankot to Leh Laddakh takes place via Mandi and Manali. Therefore, this railway line should be undertaken in 11th Five Year Plan. Similarly, a railway line is being laid between Nangal to Talwada. A provision of only Rs. 24

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[Prof. Chander Kumar]

lakh has been made for that railway line. I would like to ask as to in how many years the work of laying railway line for the stretch of 85 kilometres would be completed and the time since when this project had been initiated. 15-20 years have lapsed, but the work of this project has been moving at such a slow pace, because allocation is being made in lakhs only.

Sir, I lay rest of my speech on the table.

*I praise whatever the Ministry of Railways has done till date. The Himachal Pradesh has been neglected in this budget. I would like to request hon'ble Lalu Prasad ji that keeping in view of interest of Kangra and other areas of Himachal Pradesh, Joginder Nagar-Pathankot Railway line, Bilaspur, Bhanupalli and Rampur railway line should be included in 11th Five Year Plan, and people of hilly areas should also be provided rail connectivity, so as to ensure the development of the region—whether it be from the viewpoint of developing tourism, industrial sector, extraction of mineral wealth and hydel power generation.

With these words, I express my thanks towards you for giving me a time to speak. I lay my written speech and a letter to Shri Lalaji*.

MR. DEPUTY SPEAKER: I will not allow letter. You can give written matter. I will ask Shri Lalu ji to consider rail line from Kalka to Shimla, which is very old.

[English]

*SHRI NARHARI MAHATO (Purulia): Sir, Thank you very much for giving me this opportunity to speak on the discussion on Railway Budget 2007-08.

India is today seen as a rising power in the world. The rapid growth of the economy, rising industrialization and urbanization and unprecedented growth in travel has opened infinite possibilities for developing high speed passenger corridors.

Sir, Indian Railways have signed a Memorandum of Understanding with Italy, Germany, Russia and South Africa to promote bilateral cooperation. The Railways are playing an important role in promoting the policy of the Government. The programme for training of railway personnel launched by Indian Railways has been widely acclaimed. Taking this initiative further the Railways have

extended this facility of free training to the Railway personnel of African countries in the current financial year. Chairman, Railway Board has been elected first Chairman of Asian railway Association. Indian Railways is playing an important role in the functioning of the International Railways Union. The Chairman, Railway Board has already been elected as the first non-European president of International Railway Union.

Sir, during the Eleventh Five Year Plan, we will invest many times more as compared to earlier plans. There is no readymade investment policy for a vast network like the Indian Railways. The growing demand for transportation can only be met through a harmonious blend of short terms and long term policies. Along side a twin mid-term and long term investment strategy will be adopted to enhance productivity through modernization and technological upgradation.

Suburban services are the lifeline of our nation's commercial capital Kolkata. To mitigate the overcrowding of Kolkata's trains, the ongoing works on suburban services in Kolkata should also be completed on priority basis. During the Eleventh Five Year Plan efforts will be made to introduce air-conditioned class services in suburban trains in Kolkata, Mumbai, Chennai and escalators at major stations.

Sir, in view of the demands of growing traffic, along with expansion of network, availability of rolling stock will be increased through effective utilization of available rolling stock, technological upgradation and modernization and by setting up new production units. During the Eleventh Five Year Plan, production of rolling stock should be doubled as compared with the previous plan. The locomotives, electric locomotives and wheels should be equipped with state of the art technology and it should be capable of handling longer, heavier high axle load trains.

Sir, in the Eleventh Five Year Plan, investment in IT projects will be increased to several thousand crore rupees to harness the immense possibilities offered by IT in the interest of Indian Railways. IT applications will be deployed to increase passenger and freight earnings to improve the image of the Railways in the eyes of the customers.

In view of the serious bomb blasts which occurred on 18th February, 2007 in Train number 4001, Delhi-Attari Link Express near Panipat, we have taken several steps to strengthen and modernize the security arrangements. In order to provide necessary equipments

*...*This part of the speech was laid on the Table.
*The speech was laid on the Table.

and other resources for Railways security works, adequate funds should be made from Passenger Amenity and Machinery and Plant plan heads.

Railway Protection Force is escorting 1,450 trains every day. Sir, 8000 vacant posts in Railway Protection Special Force should be filled up immediately on an all-India basis. Intensive training must be imparted to Railway Protection Force.

Sir, Senior citizens and ladies face a lot of inconvenience when they are allotted upper or middle berths. So an adequate lower berth must be provided in AC and sleeper classes for senior citizens and ladies travelling alone.

There should be concessions for unemployed youth. Sir, 50 per cent concession must be given to those who are appearing for interviews for jobs in Central Government and State Governments Examination, and to the students appearing in the main written examination conducted by Union Public Service commission and central Staff Selection Commission.

The common people have to travel in suffocating crowds due to paucity of unreserved second class coaches. Therefore, in newly introduced train, in place of four, six unreserved second class coaches must be introduced.

The new sleeper class AC chair car and AC-III tier coaches must be designed in new shape. The fares for the newly designed AC-III tier and AC chair car coaches must be reduced. In popular trains, these reductions must be uniformly done throughout the year.

The 18 survey works are proposed to be taken up in the Railway Budget 2007-08. Out of 18, it is a matter of regret that West Bengal belongs to nothing. So, Sir, I would request for the survey work of proposed railway line from "Jhargram-Purulia" considering the poor economical district and backward district of West Bengal in India. If this railway line adopts it will be very helpful to the weaker sections of people of this area.

Considering the gauge conversion in the Budget 2007-08, it is to be taken up only in seven schemes. Therefore, I would request to include the double line from Purulia-Kotshila which is 35 kilometre in distance. It is the link line of the capital State of Jharkhand, Ranchi. This line connects all the factories like Durgapur Steel

and
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Factory, Bokaro Steel Factory, Jamshedpur and all the important towns and cities of West Bengal and Jharkhand.

As far as introduction of new trains in the Railway Budget 2007-08 is concerned, one more train should be introduced from Dhanbad (Jharkhand) to Ranchi via Purulia (West Bengal). Purulia was in the district of Manbhum in Bihar. In 1956, on 1st November, Purulia has come in to West Bengal and the Dhanbad sub-division has gone to Bihar (now Jharkhand). So, the people of Purulia are celebrating the Golden Jubilee in 2006. It will be very effective if a new train goes from Dhanbad to Ranchi via Purulia, if it will be named 'Manbhum'. The culture and social life of the people in this area are common looking in respect of financial drawback and poor economy and they are educationally backward. It will be helpful in every sphere of life—for education, for treatment and for their daily incomes.

Lastly, Sir, I would like to draw the attention of the Railway Minister to the fact that there is no stoppage of Rajdhani Train in my constituency. The people of my constituency who avail journey of Delhi, they have to face a lot of difficulties to avail the Rajdhani Train. It is a long distance to Dhanbad from Purulia headquarters of the district town; it is 85 kilometres. From Purulia to Bokaro it is 50 kilometres and to Adra from Purulia it is also 50 kilometres distance.

I would also like to draw the attention of the Railway Minister, through you, to give an opportunity to the people of Purulia in West Bengal for stoppage of new Delhi-Ranchi Rajdhani Train No. 2440 at Jhalda Railway Station for which the people of the locality of some part of West Bengal and some part of Jharkhand will be thankful for this opportunity. Regarding this, the people of Purulia and part of Jharkhand will be thankful to you.

With these words, Sir, I support the Railway Budget 2007-08.

[Translation]

*SHRI HARIKEWAL PRASAD (Salempur): The railway budget presented by the hon. Minister of Railways for the year 2007-08 has generally been appreciated by the people. The bunch of newspapers getting bulk of advertisements from the Railways opine that the hon. Minister has mesmerized the masses. However, I believe that the Minister, in a way, has easily hoodwinked the common man so much so that the latter is neither able

*The speech was laid on the Table.

[Shri Harikewal Prasad]

to find any lacunae in the budget nor analyze its repercussions. On the one hand the Minister of Railways has offered some sops to the passengers in the form of concessions and facilities and on the other hand he has very ingeniously tried to extract money from them. After assuming office of the Railways Minister for the first time, the hon. Minister averred it with much fanfare that butter milk (Mattha) and Sattu in place of Coca Cola would be served in the Railways but it appears that these two indigenous drinks have fallen prey to the market strategy of foreign rival since even today cold drinks manufactured by the multinational companies are selling like hot cakes on railway stations and in trains. Similarly, an assurance was given to hang khadi curtains and provide khadi beddings in trains, however, it also proved to be false. Most surprisingly, when the hon. Minister has announced many sops, the price of food being served in the trains is increasing and its quality is deteriorating at a similar pace. As far as reducing the railway fare and freight is concerned, it was a compulsion. If the Railways had to compete with the road and air transport then it would have to cut down its fares. Similarly, increasing the railway freight in view of the escalating price of diesel-petrol was not possible.

Sir, I agree that there has been substantial improvement in the operation ratio of railways during the tenure of the present Government but the safety of the passengers is at stake. Despite the increasing business of the railways a constant decline in the number of railway employees has been registered. Besides, the maintenance of railway tracks, railway safety and passenger amenities have been grossly ignored. Adequate measures have not been taken to change the railway tracks, replace the dilapidated bridges by new ones and modernize the Railways. Every year more than a dozen new trains are introduced, however, new railway tracks are not laid in the same proportion. The pace of doubling the tracks is also very slow. A lot of difficulty is being faced in the operation of trains and there are inordinate delays. A total of 275 kilometre new railway lines were constructed in the year 2006-07. This pace is equal to the average of the last 40 years. Similarly the hon. Minister of Railways has admitted in his budget speech that a total of 450 kilometre railway line was doubled during the year 2006-07. With deep regret I have to state that Uttar Pradesh has been neglected in so far as construction of a new line and doubling of tracks is concerned. Which is reflected even in the current railway budget. The work of doubling the tracks from Lucknow to Chhapra via

Gorakhpur is going on for the last 15 years but is not complete so far. Similarly, doubling work of Lucknow to Jafrabad junction is going on for the last 10 years, which is not yet complete. The Minister of Railways made a public statement regarding doubling the Lucknow, Raibareilly, Varanasi line a few months back, however, it does not find any mention in this budget. A 500 kilometre new railway line is proposed to be constructed during the year 2007-08 i.e. in the current budget year, however, not even a single kilometre line has been proposed for Uttar Pradesh. The hon. Minister had announced the survey of a new railway line from Barhaj Bazar under North Eastern railway to Faizabad via Dohrighat (Badhal Ganj) in his first budget speech; however, it does not find any mention in the current budget. Several workshops and factories under North Eastern Railway Headquarters Gorakhpur have been closed down and this zone has been merged with the new railway zones. The freight corridor scheme was proposed in the railway budget of the last year. Uttar Pradesh, Bihar and Madhya Pradesh are neither being benefited by this scheme nor have these states been covered under this freight corridor scheme.

Hon. Minister of Railways himself referred to expansion of Golden Quadrilateral scheme prior to this scheme. Why this scheme was put in the cold storage is still a mystery.

I demand that the double railway lines linking the four major metropolitan cities viz. Delhi, Kolkata, Mumbai and Chennai should be expanded into four lines and single lines of densely populated states like Uttar Pradesh and Bihar should be doubled. I hope that the hon. Minister would do justice with neighbouring states of Uttar Pradesh and with North Eastern Railways. Along with this I demand that an Intercity Express train should be immediately run between Chhapra and Gorakhpur in view of the heavy traffic.

I had given a suggestion on Demands for Grants (Railways) during this very session that train should be run from Bahraj to Chhapra, Bahraj to Gorakhpur and Bahraj to Varanasi in public interest; the Gorakhpur-Durg train should be given a halt in Salempur and Wilther Road for the backward area Deoria Walia in view of increase in income and public amenities. Tamsha train should be extended from Mau to Bhatani, Intercity Express train should be given a halt in Kidihipur Nunkhar. Krishak train and Licchavi Express should be given a stoppage at Nunkhar and Lar road respectively. The

temporary sheds of shopkeepers who earn a livelihood through cooperatives in Salempur should be regularized. Immediate arrangements should be made to restore transportation in Barhaj and Wilthera Road. Wilthera Road is an industrial centre so a rest house should be made over there. Bhataparrani Railway Station is in a dilapidated state. A rest house along with a railway station building should be constructed over there, besides taking up the beautification of the station. An over bridge should be constructed each across Salempur West and on Wilthera Road station in public interest in view of increasing traffic jam for hours because the traffic has exceeded one lakh after December 2004 census. The hon. Minister has not paid attention to these demands and officers are disrespecting the sentiments of the people in utter disregard to facts.

*SHRI VIJOY KRISHNA (Barh): Sir, the hon'ble Minister of Railways has earned accolades from the common man by turning the Railways into a profitable position. Common man is happy with the reduction in the railway fare. The suggestions proposed for the passenger amenities and security are commendable.

I would like to draw his attention towards some of the problems of my area—

Barh and Fatuha railway stations under Danapur railway division should be given the status of model station and provided with all the amenities. Railway over bridge at Barh on national highway 30A and at Daniyova on Patna-Saharsa road should be constructed. These bridges should be constructed on Barh-Sarmera road near Shehri (Patna district) and near Mokama hospital also.

Parcel facility for the common man should be restored in Mokama-Barh and a railway factory needs to be constructed on the waste land at Garhara yard of Mashpur railway station in the Begusarai district. Encroachments should be checked. A survey should be conducted for laying a direct railway line from Islampur station of Danapur railway division to Manpur (Gaya) so that common man of Patna, Nalanda and Gaya could commute through a short-cut route. A new railway line should be laid between Bihar-Shareef to Arval via Jahanabd. Besides, a new train from Mokama to Mumbai and Mokama to Delhi should be introduced so that the people of Uttar Pradesh, Bihar and north-eastern region could be benefited.

Adequate funds should be provided to increase the speed of the trains at the Neura Daniyova, Bihar-Sharif-Shekhpora railway section.

Civic amenities and beautification is required at Mokama, Barh, Fatuha, Pandarak, Khushrupur, Hardasbigaha stations of the Danapur railway division.

SHRI SHAILENDRA KUMAR (Chall): Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on the Railway Budget for the year 2007-08. Through you, I would like to give some suggestions. Both the Ministers of State in the Ministry of Railways are present in the House but not the Cabinet Minister. It would have been better had Shri Lalu ji remained present here. Development of railways is possible only with the efficient management. At present, the management of the Railway is in a worst position. I would like to bring it to your notice that the position of the R.P.F. has become worse than the G.R.P. I with one of my party colleagues Shri Rewati Raman Singh had requested a Sub-Inspector, Sanjay Pandey posted at Allahabad station to release a person but he did so only after taking a bribe of Rs. 1.25 lakh, though the person was innocent. This is the situation at present. We even give in writing but no action is taken thereon. They say that others are useless people. He talks like he is senior to the I.G. and D.I.G. of the Railways and says that he has no fear of the Railway Minister. Today, 35% people of the total population are deprived of railway facilities. They have not even seen the train. Therefore, there is a need to extend the railway network to such areas. I am submitting it as a suggestion.

Secondly, the strength of the railway employees is being reduced day by day. 20 lakh railway employees have been reduced to 14 lakh only. It is affecting the safety and security of the Railways. Hence, to ensure the safety and security in the Railways, the number of railway employees should be increased. Even today, Railways is the source of livelihood for 1 crore people of the country. Some hon'ble Members have given suggestions that unutilized land of the Railways should be allotted to the B.P.L. card holders and to weaker sections of the society especially to the Scheduled Castes and backward class people so that they could have a source of earning and pay revenue in return which would increase the revenue target of the Railways also.

Today, 2 crore people commute through the railways daily. Hon'ble Members have mentioned that except Shatabadi, Rajdhani, Prayag Raj Express or Lucknow mail, the condition of other important trains is so poor that they do not have even windows and doors and seats are torn off. They are really in a very bad condition.

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With these words, I conclude.

[English]

*SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): Sir, at the outset the Railway Budget looks as a very good Budget. The reason is that people expect hike in charges in every Budget. There is no increase in it. On the other hand, there is some minimal decrease also in it, which is good. However, I am not happy at the proposal to reduce the charges of ACs also. It is said that the reduction is necessary to attract air-passengers by reduction charges for AC, but it is possible to attract passengers by considerably reducing the running time of trains and by providing more facilities.

I am not happy with the allotment of funds in the Budget to Andhra Pradesh (AP). There is a genuine feeling in Andhra Pradesh of neglect by the Railway Ministry. This is the second year that all the MPs of Andhra Pradesh expressed their anguish and dissatisfaction. I do understand that it is not possible for the Railway Minister to make allotments for all the demands at a time, but it can be done in a phased manner. There are several pending projects in AP, which are not taken care. Further, the projects, which are sanctioned, get nominal allotments. There is a possibility of more funds to be allotted to projects for Nalgonda district, which is a backward district. This will help connect this area with various parts of the country.

The demand for a coach building factory at Khazipet is being raised for the last 15 years. I request the Railway Minister to consider this proposal in the revised Budget. Bihar is a backward State, and we do not object for industry in Bihar. But the Railway Budget—last year and this year also—made proposals for Railway industries in Bihar. This will not give a good image to the Railway Minister. He should be above regional feelings, and it should reflect in his allotments.

I also propose Rajdhani Express everyday between Hyderabad-New Delhi. The running time should also be considerably reduced. AP did not get any new trains except one. New trains between different areas should be introduced to reduce the rush. I propose one R.O.B. at Bibinagar in Nalgonda, and to double the Railway under Bridge in Chenchalguda in Hyderabad city, which is creating a lot of problems for the people of the city.

*The speech was laid on the Table.

[Shri Shailendra Kumar]

Usually the trains remain late for 7-8 hours. One 'Garib Rath' has been introduced and 8 more will be introduced soon. I apprehend that they may not meet the fate of the Charvaha Vidyalyayas set up by Lalu ji. That concept got flopped. The number of 'Garib Rath's' have been increased but proper management and operation of these trains should be ensured. Hon'ble Minister would have to pay attention towards it. Trains often become a target of terrorist attacks. We cannot escape from our responsibility. It is the responsibility of the Railways to ensure a safe and secure journey of the commuters. Train Passengers should be insured so that in case of any accident, their families could be provided with financial help. We have to make this arrangement.

Now, I will conclude after mentioning two-three points in respect of my constituency because you have given me an opportunity to speak in special circumstances. My constituency is covered in three districts-Allahabad, Kaushambi and Fatehpur. Rs. 4 crore have been allocated from the Rashtriya Sam Vikas Yojna and the State Government is also contributing. However, the Department of Railways is not sanctioning the construction while there are several railway level crossings here at Manauri, Siradhu, Bharvari and Khaga which is connected to the G.T. Road. In my view the concept of development of the country and the development and extension of railways cannot be completed if we fail to construct these crossings. Besides, I would like to give a suggestion that major trains should have stoppage at these stations since these are important stations from tourist and religious point of view. People from all over the country visit Lucknow and Allahabad. Uttar Pradesh is the heart of our country. Major headquarters are situated there. Trains take 8 hours to reach there. As such, people do not like to commute by trains. Therefore, there should be double track and it should be electrified. Only then the distance of 200 kms. can be covered in 2-3 hours. It takes one and a half hour to reach Delhi from Ghaziabad though it is hardly a journey of 15 minutes to half an hour. Now you will understand why sometimes we reach late in the House. There is a need to pay attention towards this also. A lot has been said about freight transportation in the Budget. Yesterday, I was watching I.B.N. 7 channel. Now the cost of transporting goods has been increased from Rs. 1.5 lakh to 2.50 lakhs. So what sorts of facilities have been provided? Hon'ble Minister should pay special attention towards all these suggestions. Only then the concept of extension and development of the railways can be fulfilled.

I propose that there should be more funds to repair the old bridges in different parts of the country, which are old and were constructed about 100 years back.

[*Translation*]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Sir, thank you for giving me an opportunity to express my views on the Rail Budget for 2007-08. When the Minister of Railway presented the Rail Budget for 2007-08, those who praised him have also praised themselves and were indulging in self commendation that Minister of Railway has given profit of twenty thousand crore rupees to Railways. This fact has been presented in a very intelligent manner because Laluji is expert in this art.

Sir, the claim of the profit of Rs. 20,000 crore and better management is not correct. In fact, the depreciation and dividend have also been included in it. If it is excluded then it will be reduced by flat eight thousand crore rupees. He has given this figure by including all these things. The Minister of Finance has also presented General budget, I would like to suggest him to consult the Minister of the Railways for presenting the datas in a tricky manner. I would like the hon. Minister of Railway to clarify this point whether the dividend and depreciation of Rs. 8000 crore is included or excluded in the profit of Rs. 20000 crore. There is a mention of operating ratio in the Rail Budget. The whole accounting system has been changed to reflect the decreased operation ratio in 2005-06. You have included revenue expenditure and capital expenditure, but have not reflected it in operating ratio. Therefore, I would like the hon. Railway Minister to tell countrymen that the whole accounting system has been changed to reflect the decreased operation ratio. Laluji himself said in the Budget Estimate that operating ratio would be 90.8 per cent and now by changing the accounting system he has shown the operating ratio to 83.2 per cent. What an art? Railway earns no profit from passengers, passenger is a social obligation. Railway earns maximum from freight loading. Laluji claims that there is a constant increase in the freight loading ever since he assumed the office. I would like to tell you that the loading figures was 492.50 metric tonnes in the year 2001, 518.70 metric tonnes in the year 2002-03, 557.40 metric tonnes in the year 2003-04, 602.80 metric tonnes in the year 2004-05 and 667.40 metric tonnes in the year 2005-06.

Sir, freight loading is estimated to be 726 metric tonnes in the year 2006-07. Freight loading has been

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continuously increasing since 2001 itself. The reason for it is that a fund of Rs. 17,000 crore was instituted as Railway safety fund by the then NDA Government, of which Shri Atal Bihari Vajpayee was Prime Minister and Shri Nitish Kumar was Railway Minister. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Kunwar Manvendra Singhji, you please sit down. He is a Minister and from your party. He himself will reply.

SHRI RAJIV RANJAN SINGH 'LALAN': When truth is coming out, don't make running commentary with this. Out of 17 thousand crore rupees of Railway Safety Fund, 12 thousand crore rupees were grant of Government of India and 5 thousand crore rupees were share of Railways. 17 thousand railway tracks were to be renewed, 3 thousand bridges was to be rebuilt and signalling was to be done at 950 railway stations with this amount. Rolling stock was also to be replaced. All these items were included in the list. NDA Government was in the power till the year 2003-04, till then 60 per cent was spent from this fund and physical achievement was 55 per cent. In the budget of year 2004 it was shown that Rs. 1200 crore was the remaining amount. 60 per cent expenditure was made during period of NDA Government due to which 'A' and 'B' category tracks were renewed. Now, the overloading is being done on those tracks. The capacity of boggie was 62 tonnes. It has been increased to 70 tonnes. In this manner, 12 per cent overloading is being done. This overloading is bound to show the adverse effect in the next two or three years as it would lead to frequent accidents. It is uncertain whether Shri Lalu Prasadji will be a Railway Minister or not then. But I always wish that Shri Lalu Prasadji should always remain a Railway Minister. The hon. Minister will see the adverse effect of this over loading on tracks in next two years as it would lead to frequent accidents.

Sir, Hon. Minister has started using Railway as a milch cow but due care has not been taken of its health. If it continues, the situation will come such a pass that the cow will not give milk and will become sick. The issue of axle load has been raised in this House and now we are discussing about freight earning. I would also like to tell as to how you have done this. No increase has been done in freight but you have changed the classification of freight. The classification of important material like iron ore and lime stone has been changed by which the prices of steel are increasing in the country. Similarly the rate of foodgrains was 120 and you have increased to 170. Thus there is 30 per cent increase in

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[Shri Rajiv Ranjan Singh 'Lalan']

this item. Now you have reduced it to 160 in this year's Budget and in this way it is reduced from 30 per cent to 24 per cent. By doing so you are receiving acclaims from all quarters. During budget speech, you said that there is an increase of 24 per cent in the foodgrains as a result of which prices of these items are skyrocketing. I will conclude my speech just after saying a few points.

You have said about facilities provided to the women. You are indulging in self praise that you have provided so many facilities to women. But if any women demands reservation of lower berth, she has to pay Rs. 20 extra. It means Rs. 20 x 2 = Rs. 40 have to be paid for up and down journey.

Sir, as the hon. Minister is saying that Railway has earned Rs. 20000 crore from and out of it Rs. 493 crore are being spent on passenger services. You have made a provision of only Rs. 1580 crore in the Railway Budget. By all these things you have cheated this House and the people of this country. The hon. Minister of Railway should put up the factual position before the country during the reply of debate.

[English]

*SHRI PANNIAN RAVINDRAN (Thiruvananthapuram): Sir, we can notice some changes in the character of the railway Budget this year. Earlier, we would anticipate a rise in passenger fares on the eve of a Railway Budget. This time, not only is there any increase in fares, there is minimal reduction of fares in some instances. We are also happy to see the consideration that you have shown to Kerala but our requirements are much more and we hope you will live up to our expectations.

The doubling and electrification of Ernakulam—Thiruvananthapuram route is nearing completion. Similarly, you have cleared the proposal of doubling and electrification of Kanyakumari—Thiruvananthapuram. It is a good step. But you have not mentioned about the electrification of Shoranur—Mangalapuram route. Now, the doubling on this route is also not complete. Out of the total length of 304 kilometers, 12 kilometers remain incomplete. Kindly see to it that it is completed at the earliest. The over bridges on this route and elsewhere are only partly completed. Please complete these pending works in the coming year.

Similarly, when Laluji came to Thiruvananthapuram, he mentioned about making the railway station a world class station.. Please fulfil that promise. Some amount should be earmarked for the Kochuveli terminal. You have announced rail coach factory for Chertala. This too has been a long pending demand, and we thank you for conceding to it. You have also agreed to start a coach repairing unit at Namem. That too should be favourably considered. EMU trains are not running presently in Kerala. If EMU trains start plying in Kerala, our travel problems will be considerably solved. If EMU trains run, the present trains can be upgraded as super fast ones. And then, an EMU workshop too can come up in Kerala. Now, only Erode has repairing facilities. Similarly, Sir, you had promised Garib Rath. You had declared in Kerala that a Garib Rath will run from Delhi to Thiruvananthapuram. It was a very good promise because our southern most State needs to be linked with the capital. But, now you have sanctioned a Garib Rath for Mumbai. We need one for New Delhi as well. Because the flow of passengers from Kerala to Delhi is heavy. Similarly, the Rajdhani Express from New Delhi to Thiruvananthapuram should be made a daily express. There is a heavy flow of passengers from Ernakulam to Bangalore. We need a day train consisting entirely of AC chair cars. The Thiruvananthapuram-Ernakulam Jan Shatabdi Express should be extended up to Shoranur. it will not only be helpful for the passengers, but also be profitable for the Railways.

The completion and functioning of Vishingam harbour, Vallarpadam and LMG terminals will change the face of Kerala. We would need more facilities for goods transportation. We do not demand a freight corridor in the lines of what is offered now. But to facilitate freight movement, we need an additional line from Shoranur to Ernakulam and it should extend further. Only then can the problem of goods transportation in Kerala be solved.

In the next ten years, Kerala would develop on all fronts. Railway should help us in this endeavour. Even now the Shoranur-Ernakulam route is carrying on with 160 per cent loading of goods. Similarly, we demanded an extra zone. Earlier, we were told that no extra zone could be considered. Now, you have changed your stand. A new division has come. We do not oppose any new division. But when the new Salem division came about, only the portions of Palaghat have been culled out and no other divisions have been touched or altered without touching Chennai, Madurai, Trichy, Bangalore, you have culled out portions from Palaghat alone. This is highly

*English translation of the speech originally delivered in Malayalam.

objectionable and even the Prime Minister and Laluji are aware of our reservations regarding altering of Palaghat division. So, please reconsider it. Similarly, all the places including Thiruvananthapuram, Palaghat and parts of Goa and Salem should be included in one zone. It will strengthen the unity of four Southern States and link Goa, Karnataka, Tamil Nadu and Kerala with a strong railway network. Such a zone will be a model for the rest of India.

I want to mention about the employment potential in Railways. It should provide employment opportunities to as many of our youngsters as possible. So you need to utilize our human resources in the best possible manner for Indian Railways. If you could do most of this, Laluji you will be remembered Laluji as a visionary Railway Minister and Veluji as an able Minister. I support the Railway Budget.

SHRI PRALHAD JOSHI (Dharwad North): Thank you for giving me the opportunity.

Much has been talked about the Railway Budget, especially for not increasing the passenger fares and freights. My senior colleagues have also spoken on this.

I would tell that the statements are misleading in the budget. First of all, classifications have been changed, including fertilizer. All the major passenger trains have been converted as express trains, by which they are taking fares of the express trains and they are making money, but they are telling that they have not increased the fares. As has already been mentioned, regular reservation has been made on Tatkal Mode, with the result, they have increased the charges from Rs. 50 to Rs. 150.

Even last year, they claimed in the Budget that they have not increased the fares. But in the so-called telescopic system of the Indian Railways, in the case of long journeys, previously, they used to give direct ticket. They have made the people to take break journey tickets now, by which more than Rs. 100-Rs. 150 has been increased. Without mentioning it in the Budget, and having subsequently mentioned it in the Lok Sabha, you have done that, and after half-a-year, that has been restored.

Without mentioning it in the Budget, they further have said that they have made Rs. 20,000 crore. Here, I would like to ask whether that amount is before depreciation or after depreciation. It has to be spelt in this House so that the countrymen will know the position clearly.

Yesterday, it was mentioned by many of our friends from that side, that the States have been given proper representation. I remind you that yesterday even Andhra Pradesh Assembly has unanimously resolved—that Andhra Pradesh Congress Government is in power—that Andhra Pradesh has also been neglected. Like that, Karnataka is also neglected. I do not want to talk much about those things because time is very short.

I now come to my State, Karnataka. A major portion of Karnataka is covered by south Western Railway which is newly formed. It has performed very well; it has generated about Rs. 640 crore as revenue and it has profits.

Out of that profit, a meagre Rs. 300 crore is given to the State. For 21 projects in Karnataka around Rs. 4000 crore is required against which only Rs. 300 crore is given. If it goes with this speed, it requires further at least more than 10 to 12 years to complete all the on-going projects. In the span of two to three years of the formation of new zone of South-Western railways, which was formed in 2003, its performance is very well but despite better performance for the upgradation of its Headquarters at Hubli, which requires around Rs. 4.5 crore, only Rs. 50 lakh has been earmarked in this Budget.

Hubli-Ankola, the dream project of late Prime Minister, Shri Rajiv Gandhi, who initiated the Sea Bird Project, which is one of the most ideal Naval base of the country and the connectivity between the hinterland and Western coast, is pending for the last 16-17 years in the Environment Ministry. Despite repeated requests no effort is made to get the clearance of the Environment Ministry.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): I had informed the hon. House that the clearance by the State Government itself was pending. Later on they said that it was again pending with the Supreme Court because the empowered Committee had to go into it. We have already spent nearly Rs. 61 crore. ...(*Interruptions*) Kindly listen to me. We also understand that it is a dream project and it is going to be a very remunerative project because of the development of port.

SHRI PRALHAD JOSHI: Kaiga is also there.

SHRI R. VELU: what is holding up is the forest clearance.

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SHRI PRALHAD JOSHI: Sir, I want to remind you that after going through the Empowered Committee, it is lying with the Environment Ministry. Whatever further efforts were required from both the South-Western Railway and the Railway Board, have not been made. Yesterday, I had been to the Environment Ministry. So far, the Ministry is not properly told as to what is to be done. A letter was written by the South-Western railway and the file was closed. When I went there, I told them that only the Empowerment Committee of the Supreme Court has said that they should do a joint survey with regional congregation of forest and submit the report. That was the direction of the Supreme Court. But that direction has not been properly understood by the Environment Ministry. Railway Ministry has to educate them because ultimately it is the baby of the Railway Ministry and not the Environment Ministry. That has not been done, Sir only Rs. 5 crore has been allocated. You have said that Rs. 61 crore has been spent but it is a project of almost Rs. 1100 crore. If every year Rs. 5 crore is spent, when it is going to be completed, please have your own assessment.

Apart from Hubli-Ankola, other gauge conversion work in Karnataka like, Harihar-Kottur has not been mentioned. I have got a proposal which I will lay on the table of the House. As far as upgradation of Hubli Railway Station is concerned, the Railway Ministry told that there is no space to expand the present Hubli Railway Station, which is the Headquarters of the South-Western Railway. We requested the State Government to give 100 acres of land free of cost to Railways. But to complete the railway project, the budgetary allocation is very less. As I have already said, only Rs. 50 lakh is earmarked and it is almost Rs. 11 crore project. In the same way, though Gadag and Dharwad are the district headquarters, the stations there are in a shabby condition and they are to be upgraded.

For the last three years, when I entered this House, I have been demanding that 6589 Ranichannamma Express, which ply between Kollapur and Bangalore, from Miraj to Kollapur, the train daily goes empty. I can support this with record. At the same time, between Miraj and Kollapur there are who trains that is Haripriya and Ranichannamma.

14.00 hrs.

They run within half-an-hour difference. I have requested many a times to terminate it at Miraj and reduce the

time. The Ranichannamma Express train No. 6589 is running daily. It is a very important train which connects the South Western Railway Headquarters and Bangalore; the capital of Karnataka. But it runs late daily. I have sent so many letters, representations and requests in this regard. Around three to four times, I have raised this matter in this House also but it is not being properly heard. If it is not done this time, definitely people are going to agitate. It should start daily at 10.30 but it starts at 12 o'clock in the midnight from Hubli which is the major city of Karnataka.

Lastly, we had demanded the following new trains: Hubli to Mumbai, Hubli to Bangalore, and Hubli to Varanasi. But all these demands have been ignored. The entire Karnataka has been ignored. Once again, I urge upon you to please see that there should be some space in the map of Indian Railways for Karnataka also.

Sir, I would lay the remaining part of my speech.

MR. DEPUTY SPEAKER: Yes.

*SHRI PRALHAD JOSHI: Sir,

At the very outset, I would like to say the Railway Budget 2007 presented by Shri Lalu this time has found one more difference compared to last year's Budget. Last year, he wanted the Railway to compete with Airways, but, of course, with the wheels of Trains Running on the tracks. But this time, he seems to have turned the Railways flying in the air, but just to build the castles in the year.

For me, this Railway Budget has two parts of offers. One is what it has for the entire nation, and secondly, but equally important is what it has for my State, that is, Karnataka in general, and my constituency in particular.

Firstly I would like to look at it from the National perspective i.e. the Budgetary contribution to the entire Indian Railways and its integrated development.

Infrastructure Development

60 years after independence if we look at the basic infrastructure built by Railways in terms of the new lines laid, the performance of Railways is dismal. This is clear from the statistics in 1950 where the total km. length of the railway line was 53,596 kms. That means, in the course of 60 years we have been able to construct about

*This part of the speech was laid on the Table.

9,736 kms. length of new lines. It means, if the British Government could build further about 54,000 km. lines in the course of 89 years, then we were able to add only about 9,000 kms. in 60 years. Why I am referring to all these aspects and statistics is just to give an idea to this House that how the successive Governments that came to power, especially, the Congress Government which is in power for more than 50 years overlooked the infrastructure development of Railways.

Shri Lalu, of course, who is living in the shadow of Congress, could never deviate from this path of Congressisation of Railway Development. This is again clear in this Budget. In totally, there is a proposal for about 500 kms. long new lines. Look at the meagre 186 kms. length of new lines constructed during 2005-06. The question that arises here is why the Indian Railway is so casual in its approach towards construction of new lines.

How over the years Indian Railway neglected this important infrastructure? In my State Karnataka, Hubli-Ankola new Railway Broadgauge line project is 80 years old. It connects hinterland with western coastal line. This gains importance in terms of strategic Naval base i.e. Sea bird coming up in Karwar. Being a dream of late Rajiv Gandhi, when completed, this project will open the doors of development for the entire north Karnataka, which is considered to be most backward. It also makes the way for smooth and well coordinated movement of goods from eastern coast to western coast, especially, the bulky manganese ore. The total length is about 168 kms., and the project cost is about Rs. 997 crore that too on cost sharing basis with Karnataka State. But still this project is in rough weather.

Whether competition with Airways is the right agenda?

I am not understanding why at all Railway should compete with Airways, while it is moving on the wheels. Last year also Shri Lalu announced sops for AC class travellers. In this year's Budget there is no mention about the profits that Railway made specifically on this count. Train fare reduction is relatively small, and will not impact Airways. Consider one example, the rebate-based Airfare for Delhi-Bangalore is about Rs. 3,000, where as Railway fare with reduced rate is about Rs. 4,100. The rate is clear, and there is no explanation needed.

Railway Budget for Karnataka

As for as Karnataka is concerned, once again Laluji has thrown our people in deep well. the age-old adage

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of "step motherly treatment" makes more meaning to my State and especially my constituency where the people's aspirations for Railway developments are sky high, but all dashed to the dust. The South Western railway Headquartered at Hubli being my constituency is considered to be No. 1 Zone. This zone earned Rs. 639 crore profits with generation of about Rs. 2,240 crore and expenditure of Rs. 1,600 crore is given about Rs. 325 crore for all its ongoing projects against the total requirement of about Rs. 4,000 crore.

Budgetary allocation for ongoing projects

With the only exceptions like Bangalore-Talguppa and Kolar-Chikkaballapur gauge conversion work for all remaining work a very meagre allocation is made for eyewash sake. For Hubli-Ankola line only Rs. 5 crore is allocated. There is no mention about the time-bound completion of any of the projects in Karnataka. A total of Rs. 325 crore is allocated for all the 21 ongoing projects in Karnataka as against the required amount of about Rs. 3,700 crore. If this is the way allocations are made, then we would need another 10 years to complete these projects. Therefore, I urge the Railway Minister to earmark substantial funds and draw a time-bound schedule to complete all these projects within the shortest possible period.

Upgradation of Hubli Station

Hubli Railway station being the SWR HQ is to be upgraded and improved at the cost of Rs. 4.10 crore. But this year only Rs. 50 lakh is earmarked, which is a clear case of negligence. Full funds are to be released and the work is to be completed this year.

Workshop Modernization

Hubli workshop is one of the oldest in the country, and a proposal for integrated Modernization is for Rs. 195 crore. But, unfortunately, there is no mention about this in the Budget. Most of the demands of Karnataka people in general, and my constituency people in particular are discarded. They are as follows;

- (1) New Train from Hubli to Mumbai
- (2) New night train from Hubli to Bangalore
- (3) New Train from Hubli-Varanasi.

The Railway Minister is urged to provide for these trains.

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[Shri Pralhad Joshi]

I am happy to know that there is a proposal for doubling of lines from Hubli-Hebsur and Dharwad-Kumbharbavi. But, I urge the Minister to rename this project as Hubli-Gadag instead of Hubli-Hebsur and Hubli-Londa instead of Dharwad-Kumbharbavi.

There was a demand for terminating the Bangalore-Kollapur Ranichannamma Express train No. 6589 to Miraj to make it run more punctually. But so far it is not accepted. I urge the Minister to honour this demand. Otherwise, I will be constrained to agitate with people on this issue.

[Translation]

SHRIMATI PRATIBHA SINGH (Mandi): Mr. Deputy Speaker, Sir, I would like to thank you for giving me an opportunity to speak upon the Rail Budget. I have been trying since many years to speak on the Rail Budget and present the demands of railways pertaining to my State before the House. I would like to express my gratitude Mr. Laluji that the Rail Budget presented by him has provided concessions to poor women, backward classes and farmers. I welcome this budget and call it a dynamic and progressive budget.

I also welcome the announcement made for vendor coach by the railways. This will provide big relief to our fruit and vegetable sellers and in comparison to earlier times they will be able to market their goods easily and at a lower cost in the big cities. For this, they will also get competition from the producers of plain areas.

Besides, to launch a special recruitment drive to fill the vacant posts meant for SCs/STs will definitely them especially the SCs and STs belonging to entire snow clad and tribal regions of Himachal Pradesh. This will clear the backlog of vacancies and will boost their moral.

Besides, giving 50 per cent relaxation to unemployed youth for appearing in written examinations of Union Public Service Commission and Staff Selection Commission will prove to be useful for the youth of backward classes from hilly areas and their families will not have to face financial burden again and again.

I also admire the steps taken by the Hon. Minister for providing cushion seats for people travelling in second class coaches and to increase the number of additional coaches in general class in all the trains in order to make the journey of poor people comfortable. This clearly

shows that the government is committed to the welfare and upliftment of the people belonging to weaker sections of the society. This Budget is the reflection of Government's intention.

Provision to provide special coach exclusively for the handicapped people in all mail and express trains is indeed praiseworthy which proves that the railway Minister wants to give more thrust on social welfare rather than commercialization of Railways. I would like to congratulate him for this also. The Government's commitments for social welfare and upliftment of people can be judged by the concessions and facilities extended to every section of society without increasing the rail fare shows its transparency. I would like to thank Lalu for this also. He has made a provision for sufficient lower berth quota for senior citizens and women for which we are extremely thankful to him.

Besides this, I would like to mention a few things regarding my State. Hon. Minister of State for Railways Mr. Veluji is sitting here. Chandra Kumarji and some other colleagues of mine have expressed their problems of hilly-region. This is a fact that ever since our country became independent, there has not been any expansion of railways. Whatever railway expansion took place, like we were talking about Kalka-Shimla just now, was also built during British times. I would like to urge the hon. Minister that even after 60 years of Independence, we have not been able to do much expansion in railways. We put this demand to the Union Government before the Budget but get disappointed every time.

There are three main railway lines about which I would like to mention. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Now even Bansalji would support you for Shimla.

SHRIMATI PRATIBHA SINGH: I would like to thank you for making a mention of that. Chandigarh-broadgauge rail line was mentioned in the Budget. At the time when hon. Prime Minister visited Himachal Pradesh, he made an announcement that work will begin on this sector as soon as the economic survey is completed. We were really hopeful in this regard because hon. Prime Minister had himself proposed this before the public. I would like to state that this railway line is 33 kilometers long and the estimated cost of this rail line is Rs. 328.14 crore. We connect this to our industrial belt. Baddi, Barotiwala and Nalagarh area is close to this. We are extremely

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grateful to the Union Government for increasing the period of industrial package which helped setting up of many small industries in Himachal Pradesh. But traffic on roads owing to setting up of industries has increased resulting in traffic jam Trucks have to face a lot of difficulty in reaching there. It will really help us if railway line is laid there.

I would like to urge the hon. Minister of Railways that there is a need to speed up this work. Alongwith this, if by laying this railway line, the Inland Container depot is set up at Baddi then it would prove to be a big relief to the entire industrial belt of the area. I would also like to state that our Government is going to set up one such inland container depot in public private partnership. This is an extremely important rail line. Therefore, he must seriously consider this.

Similarly, there is Nangal-dam Talwada broad-gauge line which was mentioned by Shri Chandra Kumarji. This also connects that belt. I would like to inform that the total project is of 83.74 kilometers long and phase-wise work is being carried out on that. The first phase work has been completed. 33 kms. of railway line has been laid and Rs. 105.10 crore have been spent by the Ministry upon this for which we are extremely grateful to them. Next phase includes Churur Takrala to Amb-Andwara which is only 11 kms. and an additional amount of Rs. 270 crores is required. I would request Laluji to provide us this fund. I would also like to state that land of only 13 villages is going to be acquired for this out of which land of 9 villages has already been acquired and the land belonging to 4 villages is yet to be acquired. The Government of Himachal Pradesh has stated that all the Government land which would be required for this, would be provided free of cost by the Government. I would urge the Ministry of railways that the entire Government land which would be provided for this purpose would be made available free of cost. Therefore, we want that this work should be expedited.

Besides this, the third railway line is also very important for which we have been repeatedly requesting Laluji and hon. Prime Minister. This line must be laid in Himachal Pradesh.

I would like to say that they only go by the figures as to how much this project would cost. Hon. Minister is sitting here. I must say that they only see the estimated cost that it would cost Rs. 703.56 crore. They feel that this amount is too much and that is why it is rejected

every time. I would like to request you to kindly take this project as a National Project. This line will not only help passengers to travel but this will also help in transporting raw material for all the big power projects and cement projects which are likely to be set up in our State. So this project must be included amongst the national projects. You are aware that our State is largest apple producing State and maximum amount of apple is supplied in the country from this place. Crores of apple boxes are transported around the country, these are sent through train. If we look at it from this point of view, then also it will prove to be beneficial. As I have said earlier that the raw material needed for power projects and cement projects, the capacity of which is 14.5 million tonnes, would also be transported via rail which would bring huge profits to our railway.

Therefore, I repeatedly request you not to measure it from expenditure point only rather railway would be benefited from its output. Hon'ble Prime Minister himself had announced in Himachal Pradesh that no developmental works have taken place in Himachal Pradesh since the end of British rule in our country. As an hon'ble Member from Arunachal Pradesh has also stated that the work pertaining to railways has not been done in hilly areas. I have been requesting the Ministry of Railways in this regard and I hope that this time it would be considered. The hon'ble Minister will definitely pay attention towards the issues I have put before the House and will give importance to Himachal Pradesh.

With these words, I express my gratitude towards you.

[English]

SHRI K. YERRANNAIDU (Srikakulam): Mr. Deputy Speaker, Sir, the hon. Railway Minister, Shri Lalu Prasad, presented the Railway Budget on 26th February. The people of Andhra Pradesh are not happy about this Railway Budget because we are not getting adequate share in the present Railway budget. On 27th February, 2007, the Andhra Pradesh Legislative Assembly passed a unanimous Resolution. I quote:

"This House records its serious concern that Andhra Pradesh State has not been given its due in this Budget in respect of new lines, ongoing projects, introduction of new lines, etc. This House, therefore, resolves to request the Government of India to re-examine and allocate sufficient funds for various

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[Shri K. Yerrannaidu]

projects for Andhra Pradesh state. This House further resolves to request the Government of India to sanction a coach factory and expansion of existing locoshed at Kazipet, which is pending for so many decades and also to sanction a concrete sleeper depot and electrical Multiple Unit (EMU) depot at Bitragunta as promised by the Ministry of Railways."

This is the next of the Resolution adopted by the Andhra Pradesh Legislative Assembly, with the support of all political parties there. It shows the concern of eight crores of Telugu people. So, I am expecting that it should be taken in the right spirit.

I will give one example. The Ministry of Railways has earned Rs. 20,000 crore profit this year and Rs. 14,000 crore profit last year. In the year 2002-03, the Ministry's plan allocation was more than Rs. 8,000 crore. In this year the plan allocation is more than Rs. 31,000 crore. The allocation for Andhra Pradesh State in the year 2003-04 was Rs. 302 crore for gauge conversion, for doubling and for new lines. In the last year's budget, that is 2006-07, the allocation for Andhra Pradesh state for gauge conversion, for doubling and for new lines was Rs. 346 crore. If you see this year's plan allocation, it is Rs. 31,000 crore. But in this Budget, the Andhra Pradesh State has been given only Rs. 400 crore for new lines, gauge conversion and doubling of lines.

In Andhra Pradesh alone, 20 on-going projects are there. It requires Rs. 5,400 crore. Till last year you have given only Rs. 3,200 crore. The requirement is Rs. 3,200 crore and you have given Rs. 400 crore. How many years will it take for completion of the projects? These are all started since 1993-94 onwards, but so many projects are still pending. You have ordered for surveys every year. Surveys have been completed, but more than 40 per cent projects are still pending with the Railway Board.

I will give you the details of the new projects which are still pending with the Railway board after the surveys—From Bhadrachalam to Kovvuru, from Kadapa to Bangalore. A new project—from Nadikudi to Kalahasti—was included in the recent Budget on 50 per cent sharing basis from the State Government; from Manoharabad to Jagityala; from Jaggaiahpetta to Vishnupuram; from Machilipatnam to Repalle; from Dona Konda to Ongole via Cheemakurti. All these projects are pending since ten years and they will get 14 per cent rate of return.

Now I come to other projects. Electrification of Krishna Kaluva Guntur-Tenali project is pending since five years. Doubling works from Secunderabad to Dronachalam; Electrification of Vijaywada to Gudlada, Machilipatnam to Bhimavaram and Bhimavaram to Narsapur doubling; Line works from Ongole to Donakonda. All these projects are pending since long time after surveys have been completed.

Sir, Andhra Pradesh is the fifth largest State in India. It constitutes 12 per cent of the population. We have only four Railway Divisions and we are providing income which is more than Rs. 4,000 crore. In Andhra Pradesh, the Visakhapatnam Division alone is contributing Rs. 2,300 crore. Even if you take Secunderabad and Vijaywada Divisions it is more than Rs. 4,000 crore, but allocations are meagre. But we have backward areas. Telengana is a backward area. Royalseema is a backward area. You can see the allocations for our ongoing projects also. That is why, this is our resentment.

The hon. Minister of railways presented the last year's Railway Budget. After the presentation of the Railway Budget, cutting across party lines, all the Members of parliament met Shri Lalu Prasadji. We had also given the representation to him last year. I have a copy of the representation which we gave to him last year. But you have not included them in this year's Budget. You have introduced 32 trains in this year's Budget. We have about eight crore population, but we have not got even a single train. There are nearly 40 Lok Sabha Members from the State of Andhra Pradesh. Without the support of the 40 MPs, the UPA Government would not have been there at Delhi. So out of 32 new trains, is Andhra Pradesh State not eligible to get even a single train? What can we tell to the people of Andhra Pradesh? You have given extension of 24 trains, but you have given extension of only one train, that is also from Vijayawada to Guntur, a passenger train for 30 kilometers which you have included in this Budget. So, is it the share of Andhra Pradesh? This is the reality. I am giving the facts. I am not blaming. You can provide more funds to other States according to the backwardness, according to the length of line and according to other considerations. We have no objection, but Andhra Pradesh is also a main State. We are providing revenue and other things.

Sir, we also met the hon. Prime Minister recently after the presentation of the Railway Budget. The PCC President, the present Member of Parliament in Rajya Sabha had convened a meeting of the all the political

parties consisting of 60 Members of Parliament which includes CPI, CPI (M), TRS, MIM, TDP, Congress. We attended the meeting and we met the hon. Prime Minister. We had given the figures and details of the recent Budget to him. He has promised to all the MPs by saying that he would do the justice. But we are still asking the Ministry of Railways to do the justice towards the State of Andhra Pradesh. The representation which we gave to him must have reached to the hon. Minister of Railways.

Sir in the current Budget the hon. Minister has mentioned that we are getting more income. It is all right. But he has increased the Budget amount through freight. Here I want to mention that all the tracks there are old tracks and by allowing excess load, they are getting more income.

That is good. The Railways are earning more income. But the tracks are old. I am also told that more than 70,000 small bridges and culverts are 100-year old ones. Safety is most important. How much amount are you earmarking for safety aspect? As I told you just now, tracks are old, bridges are old and culverts are old. But you are increasing the weight of freight. So, you have to take care of safety of the passengers. If an accident takes place, people will die. You cannot protect even one passenger. That is why, for the safety aspect, you have to earmark more funds.

Now I come to the Tatkal system. For the common man's convenience, you are increasing the Tatkal system in some trains. But you are reducing the number of general compartments. What I am requesting the Railway Minister is that you should not reduce the number of general compartments. You can introduce the Tatkal system. You are getting more income. The passenger are paying Rs. 150 for a Tatkal ticket. In turn, you are reducing the number of general compartments. This is against the interests of the poor man. It is the wish of the people that you should not reduce the number of general compartments. They gave representations to me. It is all right that you introduce the Tatkal system and other new schemes. But you should not reduce the number of general compartments.

About the other security aspect, about passenger amenities also, I would submit that you have announced so many district headquarters railway stations as model stations. But works have not been started. You take my district Srikakulam. I am representing that district. The scheme was announced last year. Works are going on

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at a very slow pace. What you have announced in the Budget, it should be completed by the year end. So, you have to review all the schemes, programmes and everything. Otherwise, what is the use in merely mentioning them in the Budget?

In other areas also, the position is same. For example, take the Budget allocation for the new projects. I will give one example. The Kottupalli-Narsapur project was sanctioned in the year 2001. The requirement is Rs. 685 crore. The allocation is Rs. 2 crore only. The survey was completed. Even the State Government is also taking necessary steps to acquire land. The Munirabad-Kothapalli Project in the Telangana area is a most important one. The then Minister Shri TRS Chandrasekhara Rao has given representation to the hon. Prime Minister and the Railway Minister. They included it in the last year's Budget. The Minister has promised the Delegation which met him last year saying that in the coming year, he would provide more funds. But, according to my information, a sum of Rs. one lakh only was provided. They have provided only this amount in this Budget. So, a lot of injustice has been done to Andhra Pradesh. Leave Yerranna as a Telugu Desam Party leader. I am requesting you to do one thing. You should respect the Resolution of the Andhra Pradesh Legislative Assembly. It shows the wishes of the eight crore people. Last time, based on the Resolution of the Andhra Pradesh Legislative Assembly, you brought forward a legislation and introduced the Legislative Council there. We passed the Resolution here. But you have to take care of this Resolution also, the spirit of the Resolution, the wish of the resolution. Most injustice has been done to the State of Andhra Pradesh. Even my party also launched a *dharma* against the poor allocation made to Andhra Pradesh. I am requesting through you, Sir, on behalf of the people of Andhra Pradesh, that in this year, you should rectify the injustice done to that State. You have to give some trains.

SHRI R. VELU: I think, we have just done allocation of resources. For Andhra Pradesh, this year, we are increasing it to the level of 49.88 per cent. There is a 50 per cent increase in the project outlays. What was given? A sum of Rs. 427.53 crore was given. This year, we allotted Rs. 640.80 crore.

Secondly, you also mentioned about 32 new trains and you are not getting even one train. I am mentioning that not all the States plan originating trains. We always calculate how the States get new services or getting the

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Members of Parliament from Andhra Pradesh have given a representation to the Prime Minister.

MR. DEPUTY SPEAKER: You have already stated all these points. Please conclude now.

SHRI KINJARAPU YERRANNAIDU: That is why, you have to consider the request made by Members of Parliament from Andhra Pradesh and also consider the Resolution passed by Andhra Pradesh Legislative Assembly.

[Translation]

*DR. VALLABHBHAI KATHIRIA (Rajkot): Sir, I rise to put forth my views and demands on the Railway Budget for 2007-08. I hope hon'ble Shri Lalu Prasadji will pay attention to it and do justice.

Sir, at the outset, I would like to felicitate the hon'ble Lalu Prasadji and Ministry of Railways for presenting a very good Budget. The hon'ble Minister in his Budget has taken care of the interest of all the people, be they belong to poor, middle class, common man to labourers, students, youth, disabled or old people. No increase has been made in the railway fare rather it has been reduced besides providing relief and facilities to the industry. His efforts for the betterment of the Railways are commendable.

Sir, despite presenting such a praise-worthy Budget, the hon'ble Minister of railways has done injustice to Gujarat and in particular to Saurashtra. His attitude towards Gujarat has not changed after the incident of Godhara. Though we invited him at I.I.M. Gujarat and tried to create his image as a C.E.O. Railway Board receives maximum revenue from Gujarat.

Sir, through you, I request the hon'ble Shri Lalu Prasad to fulfil our demands. My colleagues have placed the demands pertaining to Northern, Central, South Gujarat and Kutch in detail. Therefore, while supporting them, I would like to draw your attention towards services of railways in Saurashtra.

Sir, Saurashtra is a coastal area and has many ports. It is a large import-export corridor for the whole of Northern India and earn maximum revenue for railways. If connectivity is provided to ports like Porbandar, Veeraval, Peepav, Gandhidham, Dahij etc. as per our demands, then it will generate more traffic.

*The speech was laid on the Table.

[Shri R. Velu]

facility in the services passing through them. There are three trains. The people of Andhra Pradesh can take the services of these trains. You also know pretty well that last year, out of the 55 trains, we had given 14 trains. What is the percentage? We normally introduce trains taking into account the demand, the resources available and the technical feasibility called operational feasibility.

Those things were taken into account and this year the meeting itself was held at Secunderabad. In the national level conference we decide as to how many trains we have to introduce. In that, the General Managers of the Zonal Railways and other officials also participated.

I am only dealing with facts. You have got every right to ask for more allocation. But on the side of projects, we have increased the allocation by 49.88 per cent in this Budget as compared to the previous year.

As far as introduction of new trains is concerned, many States have reached saturation level. You say that the allocation is thinly spread. It is the case with every State because we have to allocate to all the States within the available resources. We have got 275 schemes for which the throw-forward amount itself is Rs. 58,000 crore. So, the point I am trying to make is, we will try to give as much as possible within the available resources.

MR. DEPUTY SPEAKER: Mr. Yerrannaaidu, please conclude now.

SHRI KINJARAPU YERRANNAIDU: Sir, I will conclude within two minutes.

Normally, trains will start from one place to another place, not from one village to another village. After Independence, out of so many new trains announced every year, we get only one or two trains. Trains are running through many States. You have announced setting up of a Coach Factory in Kazipet and also setting up of another factory to manufacture Electrical Multiple Units at Bitragunta. you have announced so many projects for which we are thankful. You have announced setting up of another factory in Bihar and also setting up of a factory in Raibareilly. We have no objection to that. But what is our share? You have to see that and you have to answer. I am in the Opposition and so, I can throw stones on you. But you have to respect the views expressed by people of Andhra Pradesh. That is why, you have to respect the Resolution passed by Andhra Pradesh Legislative Assembly. Then, cutting across party lines, all

Sir, not a single train has been given to Saurashtra in this Budget. Neither the extension of any train has been provided nor the frequency of any train has been increased. We have a long standing demand to introduce a new express train from Saurashtra to Mumbai. There is also a need to connect entire Saurashtra from Chennai, Pune, Rameshwaram, Puri etc.

Long distance trains should be divided into two parts at Rajkot railway junction and half of the train should be directed to its original destination towards Okha and Porbandar and remaining half of the train should be diverted towards Rajkot-Verawal upto Somnath on new broadgauge line that has recently been converted to broadgauge. Thus half of the Saurashtra region can be covered without introducing any new train and long distance train service can be provided to this region by way of using only one additional train engine. This provision can be introduced in Dehradun-Okha, Puri-Okha, Delhi-Porbandar, Secunderabad-Okha, Varanasi-Okha, all such trains that run once in a week.

Those trains which remain stationed at Ahmedabad junction for longer period can be extended to Rajkot, Verawal, or Jamnagar according to their period of stay at junction.

Sir, Saurashtra and Gujarat are famous for travelling. Large number of people of this area travel throughout the year to Haridwar, Rishikesh, Mathura, Jagannath Puri and Rameshwaram. So, it is our demand that Dehradun-Okha, Jammu-Tavi-Rajkot and Howrah-Okha train should be run twice a week.

After Rajkot-Verawal broad gauge conversion, the work of broad gauge conversion along Basajalia-Jetalsar-Dhasa segment is going on at a snail's pace. If the said conversion work is completed soon, the entire Saurashtra will get one new rail route for Ahmedabad. I request that the said work should be completed at the earliest.

Besides, I would like to submit that there is a need to lay second railway line from Viramgam to Surendra Nagar. The railway division has also sent proposal to Railway Board. Once the said work is completed railway board will earn more revenue. It is on account of single rail line that there is congestion of goods traffic and hurdles come in the way. It is also our demand that the said railway line should also be electrified.

I would like to urge the Minister of Railways that more power should be conferred on DRM and local

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officers so that they could have the discretion to start new trains from time to time and add one or two additional bogies in local train in view of the volume of traffic. This will ultimately lead to the earning of revenue to railway and the passengers will get better facilities during the busy season of fairs and festivals. The Government have started work on new model railway station. There is a need to keep it under strict monitoring so that the quality of work may remain upto the mark. I would like to request the hon'ble Minister of Railways that special power should be conferred on DRUCC and ZRUCC so that they could ensure better railway facilities at railway stations through ensuring effective public private participation and creation of more facilities by engaging more service providers.

The survey work for introduction of metro train between Ahmedabad-Gandhi Nagar in Gujarat is underway. However, there is no mention in the Budget about the time of commencement of the project. The hon'ble Minister of Railways knows that lakhs of people of Bihar, Orissa, Uttar Pradesh, Rajasthan, Madhya Pradesh and all other States go to Gujarat for employment. For them there is no provision of even one Garib Rath in the Budget.

I would like to request the hon'ble Minister that in view of the above points he should make at least a little bit of effort to do justice with the expansion of railway network in Saurashtra. Only then the present Railway Budget of the Government will be beneficial to all.

[English]

*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): Orissa is a state below poverty line from the time of Mahatma Gandhi; he said, Orissa is a epitome of Indian poverty from the time of independence till now we are facing the same poverty. Poverty is our property. We are proprietor of the same property and we are in below poverty line—No.1 in the country. I do not know why the Central Government is ignoring us. Laluji, you are a dynamic railway Minister, but whatever we demand that is not materialized through your department. You are also true ignoring our State. How many times I have been reminding with my Oriya MP friends, meeting you in your own chamber. We have been discussing relating to Khurda Bolangir railway link. During the time of NDA Government, due to my personal initiative I could sanction more than altogether 60 crores. Presently, according to

*The speech was laid on the Table.

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[Shri Prasanna Kumar Patasani]

our government demands of this project, we need more than 1000 crores. Out of that atleast you should have sanctioned 200 crores minimum. But what you did? In spite of sanctioning atleast 100 crores, you have sanctioned only 20 crores. Within this money how the project would be progressed. How many years it will take to get the thousand cores? For your kind information this project is linking entire East and West Orissa together and this Khurdha-Bolangir leading from coastal area through entire Adivasi area. This is the only railway link leading on the way from Khurdha to Bolgarbhegunia, Nayagarh, Daspala, Phulbani to Bolangir. All these areas are where the downtrodden poor Adivasi, Harijan and Girijana are residing. The economic condition of this would be enhanced after completion of this project. This is a very viable railway link overall in the progress of the State as a whole and can promote the economical condition of the people. How long the time that you would take to allot. Again I pray during your tenure if this project would be completed, entire people of Orissa would be grateful.

Apart to that you are also ignoring the entire East Coast Zone. When you are going to inaugurate the official building of East Coast Zone, this zone is highly neglected in India. Some of the office also under this zone is shifted to Andhra and Bengal. This should not be repeated and please pay special attention to strengthen East Coast Zone to promote national integration and from the time of Independence the old and vital bridges and also the rail line is so old, it must be renovated. Necessary immediate funding should be allotted immediately for its renovation and when you are going to start the double line to Puri and another line may be linked to Puri to Konark. In the world heritage you can not see three gigantic monuments in the world within 60 k.m. radius there are about three world heritage located which are Konark, Lord Jagannath and Lord Lingaraj Mandir. Such biggest temple of the globe. Kindly pay your attention and these railway links must be connected immediately to promote tourism to attract tourists, special facilities should be allotted from your side. We need more allocation of funds, we need your proper attention in sanctioning good sum of amount in the next budget.

*SHRI SUNIL KHAN (Durgapur): I stand to support the railway budget for the year 2007-08 with some reservation due to not mitigate the long pending demands of West Bengal in general and my constituency Durgapur in particular.

Sir, when I came 1st time in Lok Sabha in the year 1996. I spoke in my maiden speech in Railway Budget since then only one project regarding Bankura-Damodar River Railway has been taken up.

After 60 years of Independence, the project which was taken in 1996 regarding Kumarghat to Agartala and Jammu to Kashmir not yet fulfilled. It is delayed and most important is that the railway line from Agartala to Subroom should be extended.

A large number of accidents take place. What kind of precautionary measures have been taken so far to avoid accidents?

Now, I only confined to my constituency because 1st speaker from my party has spoken at length towards my State of West Bengal.

In previous budget you have said that Raniganj to Bankura via Durgapur will be surveyed. You have not focused whether survey has been completed or not.

When the project of that route will be taken up.

Sir, I would also reiterate regarding the survey of Beliatore to Durgapur because you have completed B.D.R. from Bankura to Sonamukhi-Patrasayer via Beliatore which will be extended up to Raina to Masagaram but if Beliatore to Durgapur which is hardly 20 k.m. is done it will be the gateway of South India to North East. The economic condition will be developed and it will be the shortest route from South India to North-East. A Industrial Network has been set up in Barjora-Beliatore area. Where many industries have already set up and some are under construction. Specially the owner of industries have their suggestion that if a goods terminal is set up in Markha near Beliatore Station of B.D.R. line that will held the industrialist to carry iron ore for their nearly industry. Keeping in my mind the industrial growth of Barjori-Beliatore and to strengthen the economy of that area. You are requested to please at least the order of survey should be given and after that the project will be taken up.

Sir, you are aware that Durgapur is called as 'Rurk' area of Eastern India for its Industrial Network. So, Durgapur station should be upgraded as 'model station'. Sir, I am sorry to say that in spite of several deputation given lay daily passenger and the Chairman of Railway Standing Committee along with General Manager of Eastern Railway visited Durgapur Railway Station and the land given by D.P.L. where one train can remain halt

and met with the people and told in press that one first passenger train will be introduced soon from Durgapur to Howrah. But nothing has been focused in his budget.

Further I would request you that Patna Puri Baidyanath Dham express should enter Durgapur, presently it runs via Asansol and Asansol-Howrah Express should be extended up to Durgapur or Bardhaman. To connect Nagpur to Durgapur I would request you to please extend the route from Howrah to Mumbai via Nagpur touching Durgapur Station, extension of Digla Asansol to Durgapur. In 13th Lok Sabha a road over bridge in Durgapur already sanctioned but still it is pending though State Government of West Bengal already sanctioned 50% amount of R.O.B.

Sir, I congratulate Hon'ble Minister for not increasing passenger fare. But I am sorry to say that any passenger purchase ticket from Durgapur for Asansol-Howrah Express, it will cost Rs. 75 and if it purchase up and down ticket or from city centre counter it will cost extra Rs. 10 even in Satabdi and Rajdhani Express Rs. 20 will be extra. It is reported that Panagarh Station is less 17 k.m. from Durgapur to Howrah but if you purchase ticket of Asansol Howrah Express it will cost Rs. 85% i.e. Rs. 20% extra.

The passengers of Durgapur Railway Station some time they are agitating for want of proper announcement. Sometimes they announce that the train was coming 10 minutes on the platform and after half-an-hour the same train was announced more late. So it is fault of commercial section Asansol division, it should be looked into for proper announcement.

Sir, the stalls which are being utilized by unemployed youths of Pargah and Durgapur Stations are destroyed by the railway department. I would request you to please erect the stalls as designed by the railway department and distribute among those who were engaged in that stall. It will not only provided job but also railway department will be able to earn more revenue.

Lastly I would request you to please fulfil your word that hawking license should be given immediately. Yesterday i.e. on 8th March, 2007 a large number of contract labours, railway hawkers, vendors coal & ash workers were gathered in Parliament Street to protest against for not fulfilling their demands.

The Commission vendors who retired on not attaining 60 years be immediately reinstated. All license porters

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be adjusted—Supreme Court orders for absorption of workers formerly engaged for coal and ash etc. handling workers under contract be implemented without delay.

[Translation]

*SHRIMATI PARAMJIT KAUR GULSHAN (Bhatinda):
Sir, I thank you for the opportunity given to me to speak in my mother-tongue Punjabi on the Railway Budget, 2007-2008. I hail from Shiromani Akali Dal and will voice the opinion of my party regarding the Railway Budget.

Sir, in this Budget, the hon. Minister has tried his best to play to the gallery. In his typical style, he has laced his Budget speech with many couplets. However, a close look at the Budget reveals that it is nothing but old wine in new bottle. There is nothing new in this Budget. Sir, trains are an important mode of transport used widely by the people. Ensuring safety and security of passengers and trains is the need of the hour. However, the Railways have failed miserably in this task. Although, this is the age of computers and computerization, train-accidents are on the rise. There are frequent head-on collisions between trains. Trains also keep on derailing due to technical errors. There is a great loss of life and property in these accidents. In this Budget, no initiative has been taken to ensure the safety and security of passengers and trains.

More facilities should be provided to the common passengers. The Hon. Railway Minister had made tall promises in his earlier Budgets too. New trains were announced with much fanfare. A much-hyped new reservation policy was to be started. The condition of Railway Stations was to be improved upon. However all these assurances have proved to be empty promises.

Hygiene is a casualty in the trains and at the Railway Stations. The Hon. Railway Minister and the officials of the Railway Ministry should travel in the trains along with the ordinary passengers. Only when will they realize the miserable condition of hygiene in the Railways.

The Budget mentions that 300 Railway Stations will be modernized. Eight new Garib Raths have been announced. I congratulate the Hon. Minister for these ambitious announcements. However, I would like to know from the Hon. Minister whether he has fulfilled all the promises made in the last year's Railway budget? More promises are being made every year whereas the earlier promises remain unfulfilled. Promises made in the earlier

*English translation of the speech originally delivered in Punjabi.

[Shrimati Paramjit Kaur Gulshan]

Railway Budgets regarding creation of Model Railway Stations, laying of new Railway lines and starting Garib Rath are yet to see the light of the day.

Bhatinda Railway Station in my constituency is a glaring instance of apathy of the Railway Ministry. Three years ago, it was announced in the Budget that Bhatinda Railway Station will be developed into a model Railway Station. However, nothing has been done there till now.

The Hon. Railway Minister says that the turnaround in the fortunes of the Railways is due to the hard work of the Railway employees. However, he has conveniently forgotten the promise he had made to these very employees. The Railway employees get a meagre salary. There are no avenues for promotion for the group C and group D Railway employees. Stagnation in job is breeding disaffection. Gangmen, Gatemen, Guards, Gardeners, Sweepers etc. retire from the same post even after 30 to 35 years of employment. There is no promotion-schedule for these employees. On the other hand, the officers of railways have a time-bound promotion-schedule. New recruitments are not being done and the employees are over-burdened with work. Adequate number of train-drivers are not there. This, too, is a cause of train accidents, as the drivers are put on duty for long durations. 50% Railway employees do not have official accommodation. Many employees live in JJ clusters that have mushroomed on Railway lands. There is no provision of potable water, electricity or sanitation in these JJ clusters. The existing Railway quarters are hundred years old structures. In the absence of repair and proper maintenance, it is dangerous to live in them.

The Railway employees have to trudge long distances ranging from 10 to 50 kms to reach Railway hospitals or dispensaries. These hospitals and dispensaries are devoid of lady doctors, specialists, laboratories, X-ray machines, medicines, operation theatres etc. There are no ambulances in these hospitals and patients who require medical attention at odd hours in the night have to fend for themselves. The Official dress provided to the hospital employees is made of sub-standard material and cannot be worn.

Over the years, thousands of carpenters and masons in the Railways have met with accidents while performing their official duty. They are yet to be compensated by the Railways.

The SCs and STs are always neglected in the railway Budget. Thousands of posts of SCs and STs are lying

vacant. This Budget is silent about filling this backlog. There is no provision of reservations for SCs and STs in the Catering System, Book Stalls and PCO stalls etc. being run by the Railways.

Terminally ill patients and their attendants are granted 75% exemption in the fares. However, no reservation facility is provided to them. As a result, they have to shell out the entire amount if they want reserved seats. So, exemption in the fare of reservation should also be provided to these patients.

Most of the Railway Stations have no facilities for the handicapped, aged and ill people. Trains are often late and the passengers are a harried lot.

The people of Punjab are very disappointed. Successive Railway Budgets have totally ignored the genuine demands of the people of Punjab. Promises made in the Budget have not been fulfilled. In last year's Budget, an announcement had been made regarding laying of a new Railway line between Rama, Maur and Talwandi Sabho. It has not yet seen the light of the day. No Shatabdi or Express trains ply on the Bathinda-Jhakhar-Delhi route. It has been the demand of the people for the last 3 years but the Budget is silent regarding this demand. Chandigarh has not been linked yet with Jammu and Srinagar. Work on Chandigarh-Ludhiana Railway line is yet to start. There is no direct train from Bhatinda to Jammu that could ply via Bhuccho Mandi, Rampura Mandi, Barnala, Dhuri, Ludhiana and Jalandhar. Malerkotla too, is located on this route. It houses the shrine of Pir Baba Hyder sheikh. Thousands of pilgrims flock to this holy city to pay their obeisance at the shrine. Ludhiana is the industrial hub of Punjab. Jalandhar is known for its sports good and is a centre of science and technology. It is also known for its renowned educational institutions. People from all parts of Punjab visit the Vaishno Devi shrine near Jammu. However, the Railway Budget has ignored all these factors and has offered nothing to Punjab.

There has been a long standing demand of the people of Punjab that a train be started to link all the five Takhts or holy places of Sikhs. There are Amritsar, Anandpur Sahib, Patna Sahib, Damdama Sahib and Hazoor Sahib. In 1999, a train named Parikrama Express had been announced by the then Railway Minister. However, there has been no mention of this train in any Railway Budget for the last 3 years. Step-motherly treatment has been meted out to Punjab on the freight

corridor issue too. The freight-corridor in Punjab ends at Ludhiana. It should be extended to Amritsar. Ludhiana and Amritsar are centres of trade and commerce in Punjab. We are trying to improve our trade-relations with Pakistan. As such, the freight-corridor must be extended to Amritsar. Amritsar is a holy city. Lakhs of devotees visit this city to pay their obeisance at the Harmandir Sahib. Lakhs of devotees from neighbouring states like Rajasthan, and Haryana, and from Ferozepur and Bhatinda visit Amritsar. However, they are put to a lot of hardship as they have to travel by bus via Jalandhar. It takes a lot of time. If Bhatinda, Ferozepur and Amritsar are linked by railways, it will go a long way in helping these pilgrims and passengers. Hence, adequate funds should be granted so that the work of the Abohar-Fazilka Railway line is expedited. The coaches of inter-city Ganganagar-Ferozepur Express are in a very bad condition. The compartments of the trains emit a foul smell. The toilets stink. Two new AC chair car coaches should be attached to this train. The Mumbai-Ferozepur Janata Express should also be provided with two new AC chair cars.

Some facilities have been provided to women in the Budget and I thank the Hon. Minister for this step. However, it is not enough. The Railways must ensure the safety and security of women passengers. Police-women too, should be deputed on all trains in the compartments for women. Special facilities should be provided for students of Punjab who want to pursue education in other states.

Prior to independence, there was a proposal to link Qadian, Hargobindpur and Beas. However, for the last 60 years, nothing has been done in this matter. There are many other genuine demands of Punjab. However, due to dearth of time, I am not in a position to outline them.

This Railway Budget has meted out a step-motherly treatment to the genuine demands of Punjab. We, the members of Shiromani Akali Dal, are deeply disappointed at the neglect of the genuine demands of Punjab in successive Railway Budgets. If our just demands are not met, the people of Punjab will lose faith in the Railways.

SHRI RAVINDER NAIK DHARAVATH (Warangal): Mr. Deputy Speaker, Sir, I would like to extend my thanks to you on behalf of Telangana Rashtra Samiti for giving me an opportunity to speak on Rail Budget. The people of the country are happy with the Railway Budget that has

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been presented by hon'ble Lalu ji. Lalu ji is also happy and we too are happy with it. however, I would like to submit about works that were to be done by the Railways during the last fifty years in Andhra Pradesh especially in Telangana region. Out of the total of nearly 6 thousand k.m. of railway line in Andhra Pradesh only 1200 route k.m. railway line is in Telangana region. Out of the railway lines that were proposed to be constructed during the Nizam regime only one railway line of Manoharabad-Kotpalli section has been sanctioned and the provision of only Rs. 1 lakh has been made for this. Second one is Kajipet-Warangal ROB project amounting to Rs. 7 crore and for this a provision of only Rs. 5 lakh has been made. Next is Mahbubabad where RUB and not ROB was required. however, RUB was not sanctioned there. But the other ROB was sanctioned and for that too the provision of only Rs. 1 lakh has been made. The third one is Kesamudram L.C. 77, 78 for which ROB has been given after much effort, however, for that too a provision of Rs. 1 lakh has been made.

From the above it is evident that the programmes that are being taken by the Railway in backward Telangana region are being taken after 50 years. For them a provision of Rs. 1 lakh each has been made. I am also sorry with the dismal performance of Railway in the past. There is a divisional Railway headquarters at Kazipet junction which is an important junction and Gateway of South India. however, it has been a long standing demand for last 50 years that a manufacturing unit be set up there. Today, hon'ble Lalu ji have referred to about a total of four projects to be undertaken and one of them is in Madhepura and the next is in Raibereilly. Since the projects are being taken after 50 years so, it is very much essential to locate at least one unit out of these three projects at a place like Kazipet. First unit is 1100 main line passenger coach unit, second is 150 main line diesel locomotive unit, third is 120 main line electrical locomotive unit and fourth is 1 lakh wheel disc unit and out of these four units at least one unit should be set up in Kazipet in Telangana Region which is a backward region as the demand for the same has been a long standing one. There is a railway junction called Dornakal in my parliamentary constituency Warangal. All the railway stations located between Warangal-Elguru-Rangampet-Nekkonda-Mahibabad-Dornakal-Khamman along main railway line from Warangal to Khammam have no railway platform and are also lacking in passenger amenities. There are railway stations and Railway lines dating back to Nizam rule. I request the Railways to pay attention in this regard also.

[Shri Ravinder Naik Dharavath]

One more important request was made by Varangal Municipal Corporation and the State Government had also acceded to that request for construction of a foot-overbridge there. Thousands of people are facing difficulties in the absence of it. Varangal is an important city of Telengana. It is my parliamentary constituency from where I have been elected as a general candidate though I belong to reserved category. We have been requesting for the construction of a foot overbridge for the past sometime but there is no mention about it in the budget. I am also a member of Railway Consultative Committee. I have brought it to the notice of Railway Board also. There is one Banjarpalli, Banjaron ka Tanda and other is Signal Tanda where there are three Tandas of Banjaras. People have given it the name of Signal Tanda because there is a railway signal. This Tanda has been surrounded by railway track due to which Banjaras face difficulty in venturing out. Three thousand Banjaras are facing difficulties in moving out. South Central Railway authorities have given a proposal in this regard with a condition that the project should be funded either by the State Government or from MPLAD Scheme.

Sir, we get Rs. 2 crore under MPLADS. It requires Rs. 1 crore to construct an R.U.B. at Dornakal near Signal Tanda. If I pay Rs. 1 crore from MPLAD, how will I manage the rest of my constituency. It is the Railway department's fault that the railway track has surrounded the entire Banjara Tanda. The Ministry of Railway should take up this matter and construct the RUB proposed by South Central Railways.

Thirdly, at Bajarapalli, there are 15 Tandas of Banjaras and they have to cross the railway track to go to Mandal headquarters or to villages and also to their fields. Several accidents have taken place there. Even animals have met with accidents there. Now the railway authorities have formulated a proposal for it but that has also been referred to the State Government. You are well aware of the situation of State Governments. They circulate the funds received from the Centre but do not make provisions for such projects. I will conclude while mentioning two points in this regard.

Therefore, I request the Railway Ministry to take care of Signal Tanda in Banjarpalli and Dornakal as it is a backward and tribal area. three lakh Banjara people have elected me. I request you on behalf of them. Shri Veluji is present here.

Mr. Deputy Speaker, Sir, Shri Veluji is present here, he is aware of it. He asks me to contribute from MPLADS. I can give the money if the Government increases MPLAD fund to Rs. 5 crore. However, the Government do not intend to do so. The hon'ble Minister of railways is repeatedly saying that the Railway has earned a profit of Rs. 20,000 crore. Cannot the Railway Department grant Rs. 1.5 crore for a tribal area? I request him to sanction Rs. 1.5 crore for this backward area.

Mr. Deputy Speaker, Sir, time and again, I have raised the matter of Dronachalam Junction. Building and other infrastructural facilities are there. A railway unit can be established there but no attention has been given towards it till now. I request him to pay due attention to it. Bastar is tribal area in Adilabad. It is a backward area. Shri Laluji has visited the area. I would like to mention before him that the people of Dronachalam, Banjarpalli area distressed lot. Rs. 1.5 crore are required for Signal Tanda. I am sure that this can be done if he directs the Railway Department in this regard. Railway is earning a profit of Rs. 20,000 crores; it can spare Rs. 1.5 crore. There is a famous temple of Goddess Saraswati at Bastar in Adilabad. People from distant places visit this temple to perform Puja. I have requested to him to lay a railway line there. Besides, I have also requested to conduct a survey for Manhoor-Ramagundam Banjarapalli area and to lay a new railway line for Bhadrachalam Road and Kuvur. It is an important area of Telengana. People are staging agitations. Shri Laluji has also supported the issue of Telengana State openly. I request him to give directions to conduct a survey so as to speed up the work there.

[English]

SHRI TAPIR GAO (Arunachal East): Mr. Deputy Speaker, Sir, we are very happy that this year, Lalu ji has presented Rs. 20,000 crore profit Railway Budget. The countrymen really need such a Railway Budget. This is a dream Railway Budget, which Lalu ji has fulfilled. From my side and on behalf of the people of Arunachal Pradesh, I really extend thanks to Lalu ji. A new railway line has been extended to Arunachal Pradesh from Rupai to Parshuram Kund. That is why, on behalf of my people as also on behalf of the North-East, I really thank Lalu ji.

But, Sir, the General Budget is really a confusing Budget, where we have been confused by the finance Minister. We all know that there are differences among

the UPA partners. But please for God's sake, the differences should not be reflected in the General Budget. While Lalu ji's Railway Ministry has mentioned that there are four national projects in the North-Eastern Region, namely Rangya-Murkongselek, Bogibil Bridge, Dimapur-Kohima, and Ariya to Bamihat, I am sorry to say that the hon. Finance Minister has shown his differences with Lalu ji or within the UPA, I do not know, and he has made a mention of only the Bogibil Bridge. This is very disheartening for the people of Northern Assam and for the people of Arunachal Pradesh.

Therefore, I would urge upon this Government that whatever has been mentioned by the hon. Minister of Railways in his Budget about the four national projects in the North-Eastern region, should be considered.

14.49 hrs.

(SHRIMATI SUMITRA MAHAJAN *in the Chair*)

Madam, I am the only Member of Parliament in this august House, in whose State, there is no railway connection. The entire country has been spreaded like a spider net, and the railways network has been extended all over the mainland of this country. Yesterday, I was surprised to hear what hon. Mistry-ji was saying.

He was demanding three-lane railway line. It made me surprise because there is no railway connection in Arunachal Pradesh.

Lalu ji, here I would like to remind you that in the last financial year, in 2005-06, you had included Murkongselek to Pasighat for survey and investigation. But in this current Railway Budget, you have not highlighted the same Murkongselek to Pasighat, which goes to my district headquarters where most of the business communities are from Bihar. That is why, they need connectivity. The people of Arunachal Pradesh need connectivity.

Madam, there is a very famous saying in the Assamese language, which the hon. Minister for Parliamentary Affairs, Shri Handique will also remember. "*Kabolo diley hubolai visare*". When you give food to a person, he will ask for shelter also. Likewise, the main land has been spread. More than 65,000 kilometres of railway network has been spread but we have to look towards Arunachal Pradesh. We have to look towards Sikkim also. Lalu ji, I would request you that out of Rs.

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20,000 crore net profits in this year, kindly extend a few hundred crores of rupees to Arunachal Pradesh so that we can proudly say that we are really connected with railways.

Madam, here I would like to give one example. Right from the very beginning, there is a train called Arunachal Express from Guwahati to Murkongselek. That train is in the name of Arunachal Pradesh. But that train has never entered the territory of Arunachal Pradesh till today. Therefore, we need connectivity, and the connectivity of railways should not always tally with the economical viability. For the national integrity and for the national security of this country, the extension of railways to Arunachal Pradesh is very important. If there is no economical viability, why should China claim the territory of Arunachal Pradesh? China is having economical viability to claim the territory of Arunachal Pradesh but our Railway Department in this country, or the Hindustan Railways is not having any viability to extend railway connection to Arunachal Pradesh.

MADAM CHAIRMAN: Please conclude.

[*Translation*]

SHRI TAPIR GAO (Arunachal East): Not even the railway line is there. If you will not give us the opportunity in the House, where will we go.

[*English*]

Therefore, Madam, I would like to request this UPA Government to provide for the broad gauge extension from Rongiya to Murkongselek. Lalu ji, last year you had mentioned that there would be an extension of broad gauge from Rongiya to Murkongselek. Why cannot that Murkongselek be extended to Pasighat? It is only a 30 kilometres line to enter Arunachal Pradesh. It may kindly be noted by the hon. Railway Minister that Rongiya to Murkongselek, which has been proposed under the national project, should be extended up to Pasighat.

Here I would like to request another new rail line for the people of Arunachal Pradesh from Ledo to Miao and from Ledo to Jorampur because those particular two places in Arunachal Pradesh are the oil well and the coal belt of that State. Therefore, this new line may kindly be included in future so that the people of that part of Changlang district of Arunachal Pradesh will also get the benefit of the railway service. It is very important to

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[English]

[Shri Tapir Gao]

connect Joirampur because we are going to have international border trade with Myanmar up to Kunming. Therefore, connecting Joirampur by railway is very important for the future of the country.

Lalu ji will be very alert of the North-East Frontier Railway. It is having one Division in West Bengal and one Division in Bihar. Bihar is our elder brother for the North-Eastern region. West Bengal is also our elder brother. But why are you connecting always with one Division from West Bengal and Bihar?

The people of Arunachal Pradesh and the people of North-Eastern region need a separate railway division for the N.F. Railway. In the last two years, the Railways have held recruitment for 200 posts in the N.F. Railway. Out of 200 posts, only 47 candidates have been selected from Assam and one candidate from Manipur. There is no candidate selected from Sikkim, Arunachal Pradesh, Nagaland, Mizoram, Tripura and Meghalaya. therefore, we need to have a share in the railway department. The people of that area, those belonging to the Scheduled Castes and the Scheduled Tribes also require to be absorbed in the Railway service. It is an injustice to the people of that region.

I am not discussing much about the aspects of safety, cleanliness and other aspects what the hon. Members have mentioned in this august House. I am concerned with the connectivity. Therefore, I would like to request again and again on this aspect. I have been asking for three years. Last year when I delivered my speech in this House, in reply to me, one official has written that there is railway connectivity in Arunachal Pradesh to Bhalukpunj. I urge upon such railway officials to visit Bhalukpunj as to where the railway line ends. That is within Assam. The same name is shared by Assam and Arunachal Pradesh. Madam, it should be taken up seriously.

China is going to extend 240 kilometres beyond Lhasa in the Himalayan range. Why can we not extend the railway line to the North-eastern State Capitals?

[Translation]

MADAM CHAIRMAN: You have put forth your views very effectively, now please conclude.

SHRI TAPIR GAO: Madam, I am concluding. This is a question of some 30 kilometres, and 40 kilometres and 70 kilometres. So, the extension of the Railways should be for the interest of the nation, for the integration of the nation and for the security of the nation. Connecting Railways to Arunachal Pradesh should not be tallied with the economical viability.

With these words I conclude. Madam, I hope and I would wish that hon. Minister Laluji will carry forward the Railways to Arunachal Pradesh.

*SHRI A.V. BELLARMIN (Nagercoil): Madam, I congratulate the hon. Railway Minister for having buried deep the old "moth eaten maxim" that the cost will go up after the Budget. By this commendable magical exercise in his passenger-oriented Rail Budget, not only did the fares and freights not hike but they were marginally reduced.

The Indian Railway under his aegis have turned in another sterling performance in 2006-07 enabling the Minister to move beyond consolidation. He has also looked at expansion and competition in a new light. The salient features of the Railway Budget are: AC and sleeper class fares were lowered; 20 per cent surcharge cut in super fast trains; 50 per cent concession to students taking up UPSC Examinations; special coaches for milk, vegetables; eight *Garib Rath*s for *Aam Admi*; cushioned seats replacing the century-old wooden planks; and increase in the number of sleeper coaches. All these ventures in the Budget are laudable and welcomed.

Amongst 32 trains for the country, five trains are for Tamil Nadu. The Minister deserves all round appreciation from the people of Tamil Nadu. My special gratitude is due to him for having satisfied the people of Kanyakumari district, and the daily Nagercoil-Coimbatore Express train was their dream boy for all these years. Also the restoration of Kottayam passenger is yet another reason for their relief.

Still there are long felt demands of Kanyakumari people remained unanswered in the Budget. Besides, there were demands for trains from Nagercoil to Tanjore, Nagapattinam and Velankanni; Nagercoil to Bangalore; additional passenger trains in Tuticorin and Trivandrum; expansion of Quilon-Madurai passenger train up to Trichy; and connecting train to Tuticorin and Mysore from Nagercoil.

*The speech was laid on the Table.

A demand that all the trains should depart and culminate at Kanyakumari is a matter of accomplishment to fulfil the vision of linking Kashmir and Kanyakumari by rail, as Kanyakumari, is the place of international tourist importance, the confluence of tri-sea.

Also apart from developing the infrastructure such as doubling of the line from Chennai-Kanyakumari and Trivandrum-Kanyakumari, the setting up the railway station at Parvathipuram, which is the heart of the city, is the imperative need of the people.

A coastal line from Chennai to Trivandrum along the shores of Nagoor, Velankanni, Tuticorin, Tiruchendur will be travel swetened with natural panorama.

Before concluding, I would like to request the hon. Minister to fulfil my oft repeated demand of absorbing the casual labourers, who were sent out of job in 1980 as per the Supreme Court order. The Act apprentices who are remaining to be absorbed should also be accommodated in eligible categories. I also request the Minister to consider the recognition of Employees' Unions through secret ballots as already accepted so that the pseudo-Union functionaries may be weeded out.

[Translation]

*SHRIMATI SUMITRA MAHAJAN (Indore): Madam, there is an old story. The king of a kingdom invaded another kingdom. Invading army was advancing and soldiers were urging their king to retaliate but the king was unmoved. Finally the invaders reached his palace. On hearing this news he left the palace and fled away. People of that kingdom got subjugated. The situation is same with the rail Bhawan. The budget has no connection with the reality and practicality rather it has been presented with a view to achieve cheap popularity. Tomorrow the same Ministers will raise their hands when they would face the difficulties.

It is good not to increase the fare till it does not have long term effect on financial position of the Railways. Certain pre-budget measures have been taken before the proposed budget to avoid increase in the fare. The reservation of berths under Tatkal Scheme has been increased from 10% to 30% which means 30% less seats would be available for general passengers and more money would be charged for those 30% seats. This will increase the income of the passenger train by 40%. In this manner the Railway has reduced the facilities for

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 general passengers besides in directly increasing the fare. The same method was adopted to put the passenger trains into the category of super fast trains. Another things mentioned in this budget is that if a person intending to take lower berth fails to get it while reserving the seat he will have to pay extra charges to get the same.

On the one hand the railway's income has been increased by regularizing the over loading of wagons and on the other it has been decided in the budget to operate excess load bearing wagons. Excess load bearing wagons and super fast trains are increasing pressure on railway tracks but no clear-cut policy has been proposed in the budget in this regard. Inadequate funds have been allocated for the necessary replacement of railway tracks which may cause accidents in future resulting in additional financial burden on railways. Then the reality of the feel good situation of the railways will appear before the common man. Still it is not too late to revert back to truth and face it.

So far as passenger amenities are concerned, it is proposed to increase maintenance criteria of passenger trains from 2500 kms to 3500 kms. But before the proposal gets materialized, there is a need to build good capacity coaches and also maintain high standards of maintenance. There is a need to pay proper attention to this aspect. I would like to make a mention of passenger amenities in my constituency. In principle approval for gauge conversion of Ratlam-Khandwa line has been granted, but there is a need to take it up on priority basis. It will not only shorten the travel distance for passengers travelling from North to south, but it would also provide a profitable route to the railways and the pressure on other lines would be eased. By not taking it up on priority basis the Government has not shown its foresightedness and maturity. Similarly is the case of laying of Maksi-Devas-Indore-Godhra rail line. By allocating a meagre provision of only Rs. 6 crore efforts have been made to convey that the Government are concerned about the interests of the tribals. In fact, the work on Maksi-Devas-Indore line was completed during the NDA's regime with an expenditure of Rs. 42 crore and during the last three years not a penny has been spent despite an allocation of Rs. 40 crore made. No revenue could be generated against the said Rs. 40 crore and hence it proved to be a wasteful expenditure. There was a need to complete the 20 years ago approved said line on priority basis.

*The speech was laid on the Table.

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[Shrimati Sumitra Mahajan]

There is a need to run Indore-Pune train daily, especially in view of the number of passengers so that increasing pressure of passengers on Indore-Mumbai route can be eased without introducing any additional train. The announcement regarding increase in its frequency is a welcome step. But it can be run daily only after providing extra rake. There is a need to consider this aspect. The proposal for extending Indore-Nagpur passenger train upto Bangalore via Hyderabad was put in abeyance for the last two years, whereas, the number of passenger trains on the said route was increased. Indore is an upcoming IT hub, so there is a need to provide direct connectivity between Indore and Hyderabad/Bangalore. Ultimately, it would lead to the development of the State and the country as a whole.

The frequency of Indore-Howrah-Ekshipra Express, Indore, Trivendrum, Ahilyanagari-Indore-Patna, especially of Ekshipra and Ahilyanagari Express, have not been increased during the last 15 years. There is a need to do so. In view of expansion of Indore from commercial and industrial points of view, it would be better to utilize the land of NTC Mills for expansion of Indore railway station and the said site can be utilized for maintenance of trains. I have been urging the department in this regard for the last three years. The Railways have acquired the land of defunct Dalmianagar based mills in Bihar for Rs. 140 crore only under political consideration, whereas, the Railways have envisaged no plans for its utilization. On the other hand, the railways have paid no heed to my repeated requests for purchasing the land of NTC Mills costing around Rs. 20 crore.

The people of Indore have to travel to Mumbai for business or other purposes. They are working in large numbers in Mumbai. They face a number of problems while travelling in local trains. I feel, Mumbai has been neglected in this Budget. Mumbai contributes 40 per cent revenue in the form of taxes to the central Government and 60 per cent to the State Government of Maharashtra. In 2005-06 Mumbai sub-urban train service earned a profit of Rs. 94.00 crore, whereas, it incurred a loss of Rs. 629.00 crore in Kolkata and of Rs. 135.00 crore in Chennai. Still, injustice is being done to Mumbai.

To decongest local trains in Mumbai, old coaches should be replaced by new ones and all the trains should have 12 coaches each so that the passengers feel safe and comfortable. The number of local trains should be increased in 2007-08 Budget. Adequate provision should be made in the Budget for this purpose.

The number of women passengers is also not less in Mumbai. A large number of women travel daily while going for job. So there is a need to increase the number of women special trains in Mumbai. Local trains are the life line of Mumbai and even senior citizens have to make use of them. Hence, the problem of passenger amenities and safety should be address in the Budget.

In the end, I would like to say that it is a deceptive Budget meant to befool the public.

[English]

*DR. K.S. MANOJ (Alleppey): Thank you very much for having given me the opportunity to take part in the discussion on Railway Budget for the year 2007-08. At the outset, I must congratulate Hon'ble Railway Minister for his capability to present a railway budget, for the third time, without raising the passenger and freight rates, rather lowering both the rates to some extent and giving thrust on modernization and safety aspects of the Indian railway. He deserves Kudos for his efforts to bring Indian railways to International standards.

At the time, I would like to express my deep concern over the concerted move from the part of the railway to privatize various services in Indian Railway like catering and parcel services and freight movement and leasing out of prime railway land under the guise of public-private partnership scheme. He was claiming that was not in favour of blind privatization of the railway nor PPP a compulsion or fashion for him. I place on record my strong protest against the move to privatize various services of Indian Railways.

Madam, National Integrity is the hall-mark of Indian railway. So while preparing the railway budget consideration of all the States in the country should be made. But usually, in this budget too, this criteria is violated. Certain States get lion share while other States are neglected. I hope while giving reply, Hon'ble Minister would console the resentments of those States.

Coming to the cause of railway licensed porters, catering workers, vendors and STD booth operators over railway platforms, Indian Railway has lost its human face and behaved as a remnant of British colonial rule. Railways have shown no mercy in throwing out these poor people and trying to give these services to big players.

*The speech was laid on the Table.

Madam, Kerala State has not received its due services from Indian Railways. While expressing my gratitude to the considerations given by Hon'ble Minister to the State, I would like to bring some essential needs of the State for your consideration and favourable action.

- (i) Setting up a new West-Coast Zone for augmenting the railway development of the West-Coast Region of the country.
- (ii) Stop the move to bifurcate Palakkad railway divisions into Salem division which will results in the wither away of Palkad Division.
- (iii) No considerations is given for the electrifications of Shoranur-Mangalore railway lines. This should be considered with priority so that the electrifications could be completed from Mangalore to Kanyakumari.
- (iv) More allocations should be provided for Emakulam-Kayamkulam line via Alappuzha and Kottayam.
- (v) Electrification of Trivandrum-Kanyakumari line should be considered.
- (vi) The newly introduced "Garib Rath" from Kochuvelli to Lokanamytilak should be enrouted through Alappawys Costal line.

Setting up of an exclusive West Coast Railway Zone

The State of Kerala comes under the Southern Railway Zone with its HQ at Chennai in the Railway Budget allotment are made to Zones and not to states and the amount provided for the railway development in Kerala is always inadequate. For these reasons the state has been requesting repeatedly for formulation of a Zone exclusively for this State. According to Railways zones are not carved out an regional considerations but on the basis of work load, accessibility. Geographical sprawls and other administrative or operational considerations. The two railway divisions of Kerala, Palakad and Thiruvananthapuram are spread over three states viz. Kerala, Tamilnadu and Karnataka. Giving rise to many geographical, operational and administrative problems. It is well established fact that the needs and geographical sprawl of Kerala state are quite different from the neighboring states like Tamilnadu and Karnataka. The existing Railway Infrastructure in the state is totally inadequate and there is no Metro Rail facility also. The

recent move regarding the formation of a new Railway Division with Salem as its Head Quarter has caused serious concern among the General Public. It will naturally curtail the development of Palghat Railway Division as it is felt that those sections that are in the state of Tamil Nadu will naturally curtail the development of Palghat Railway Division. Therefore the demand for a separate zone is thoroughly justified and its embodies the aspirations of the people of Kerala. Therefore it is requested the formation of a West Coast zone for Kerala with its Headquarter at Thiruvananthapuram.

New Tourism Train

Kerala is the most acclaimed tourism destination of the millennium. It has been selected by National Geographic as one of the most "see" destinations in the world. The tourist arrival in Kerala especially from foreign countries has arisen considerably since the last few years. If is known fact that the Palace on Wheels introduced by the Railways in association with Rajasthan Tourism has attracted many a foreign tourists. Therefore it is felt that the introduction of a similar train connecting the major tourism destinations in South India would surly boost the development of Tourism sector in South India. A train with luxurious, sophisticated, transparent air-conditioned coaches may be introduced connecting the major destinations or Kerala, Karnataka, Tamilnadu and Andhra Pradesh so as to enable the domestic and international tourist to enjoy the scenic beauty of South India, especially of Kerala, the God's Own Country.

Setting up of a NRE Coach/Loco Repair Unit

The Railway racks/loco are being taken to Chennai for carrying out repair work resulting in considerable delay. Hence it is suggested that a coach/Loco repair centre may be set up at Thiruvananthapuram-Kanyakumari line preferably at Nemo in the land available with Railways.

Alleppey

The historical importance of this railway station had already been brought to the notice of the railway authorities. But it is noticed that due consideration for the fact has not yet been made.

Opening of an additional counter during the peak time is given top priority and the fact has already brought to the notice of the DRM. This is to be considered.

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to be provided and the name of Station should be renamed as Alleppey North.

Cherthala

Providing a new level crossing at Kms. 35/100-200 at Anjilipalam along alleppey Emakulam coastal line is to be given top priority.

Roofing of full length of existing platform is arranged to be constructed. A comfort station with passengers amenities, Construction of Waiting shed for vehicles, and Water coolers and Water taps for drinking water should be provided. The Parcel booking service from Cherthala station should be restarted.

Construction of waiting shed for vehicles should also be given top priority.

Ambalapuzha

This is a crossing station for most of the train's passes through the Kayamkulam-Emakulam Coastal line. The well known "Sree Krishna Swami Temple is very near to this station. Therefore stoppage for all the Express and Super express Trains are to be considered taking into account the Temple City.

the second platform is to be constructed here.

A foot over bridge is to be newly constructed. And the roofing of the existing platform given top priority.

Hartad

Known as one of Temple cities in South Kerala. But the station lacks the basic amenities. The requirement is as follows:

Construction of the second Platform and Railway Over Bridge Computerized Reservation Centre should be started.

Parking shed for Vehicles.

Restoration of Parcel Booking Service from Haripad.

Road from Railway station to N.H. 47 near KSRT Stand is in a dilapidated manner. This should be widened, repaired and black topped.

[Dr. K.S. Manoj]

Stabling facility to the Alleppey Railway station should be provided for the overall development of the station.

A VIP launch or silt with adequate facilities. A police aid post and Prepaid Autorikshaws are also needed.

New Trains

- (i) A new train for Trivandrum to New Delhi or increase the frequency of Tkochvili-Samparathant express to Chandigarh.
- (ii) Increase the frequency of Emakulam-Bangalore train to a daily train.
- (iii) Extend trains to Alappuze Sharanur-Emakulam.
- (iv) Reschedule the timings of Emakulam-Kollam to pre-January 2007 time table.

A parking shed for two wheelers and four wheelers is to be constructed with immediate effect.

Passenger's amenities in the station are to be strengthened by providing adequate drinking water, Refreshment outlets, Cloak rooms and Tourism Information Centre Roofing extension of Platforms 2 & 3 are to be given due consideration.

Thuravoor Station

This is an important station in the coastal line and more attention for the development of this station is necessary.

Roofing of Platform No. 2 and the construction of Foot over bridge connecting the platforms 1 and 2 are to be given priority.

Thuravoor railway station road from level crossing is to be repaired and black topped.

Computerized reservation facilities should be provided to this station.

Thumbolt

Lengthening and elevation of the existing platform is suggested and passenger's amenities should be provided accordingly. Proper lighting and drinking water facility is

Construction of adequate Pay and use latrine and Bathrooms.

Comfort station with toilets, bathroom and Clock room should be provided.

Lighting facilities in Platform and station premises are very important and thins should be provided immediately.

Passengers amenities existing in the Haripad station is inadequate and should be modified.

Aroor

Aroor railway station is to be upgraded as a crossing station.

Rising of the existing platform and extension of the platform.

Roofing of platform and providing sufficient lighting facilities to the Station.

Mace of the Railway station road to N.H. 47.

Improvements of the passenger amenities.

Vayalar

The platform of Vayalar station is too low and this should be raised so that the passengers can easily enter the train and detrain it. Since the length of the Platform is too short and usually last and first two, three bogies are always out of Platform. Being the last bogie usually the ladies compartment will be out of platform, increasing the difficulties of Ladies.

This can be avoided and so the existing platform should be extended.

Punnappra

Punnappra is one of the stations along Emakulam-Alleppey-Kayamkulam coastal line. Now the state government bus shifted the Medical College Hospital, Alleppey to Vaadanam a village in Punnappra Panchayat which is 7 Kms. away from Alleppey Town towards south. the new medical college Complex is functioning there from 22.1.2007 onwards. A new Government Nursing College also started functioning within the Medical College

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Hospital Complex from the same date onwards. A unit of Virology and Infectious diseases will also be opened here very shortly. I therefore suggest the existing Punnappra Railway station may be shifted to the Vandnam where the Medical College, Alleppey, Medical College Hospital Complex and Government Nursing College are now situated and the station should be renamed and upgraded accordingly. Appropriate arrangements also should be made to allow stoppage for Express, Super Express and Fast Passenger trains at Vandanam and interim arrangements is to be made for allowing stoppage temporarily at Punnappra Railway station.

Closure of Level Crossings

While the demand for the construction of a level crossing at Anjilipalam is still pending for decision it is surprised to note that the Railway authorities are decided to close permanently five numbers of the existing level crossings along the Coastal Line of Emakulam-Alleppey Kayamkulam.

No. 8 Amor Kalathil Temple Junction

No. 33, Arthusal By-pass junction

No. 35, Vallayil Bhagom, Cherthula

No. 63 Bappu Vaidar Junction, Mangalam, Alleppey

No. 73, Vadackal Pozhi, Alleppey, is some of the level crossings proposed to be closed. This should be reviewed and reconsidered.

SHRI A. SAI PRATHAP (Rajampet): Madam chairperson, I rise to support the Railway Budget presented by the hon. Minister Shri Lalu Prasad. I convey my heartfelt thanks to the hon. Minister of Railways Shri Lalu Prasad, and the hon. Minister of State Shri R. Velu and Shri Naranbhai Rathwa; and the Chairman of Railway Board and the officials and the staff for considering the backward area projects particularly in Rayalaseema region of Andhra Pradesh.

I convey my special thanks to the Chairperson, UPA Shrimati Sonia Gandhiji for intervening and recommending our projects which are coming up in Rayalaseema region in Andhra Pradesh. I also convey my gratitude to the hon. Chief Minister of Andhra Pradesh, Dr. Y.S. Rajasekhara Reddy garu for extending his help to lay a new line between Cuddapah and Bangalore. The total

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[Shri A. Sai Prathap]

cost estimated is Rs. 693.71 crore which has been arrived at after the survey. Our hon. Minister of Railways has also written a letter to the Chief Minister of the State Government to contribute 50 per cent share for the projects which are to be implemented in the State.

In this connection, while he was reading from page 78, the hon. Minister has stated that such projects will be given priority after approval and clearance. I request the hon. Minister of Railways to express his views particularly because it is a long-pending matter. I have been raising this subject right from 1989. This time, at least, hon. Minister Shri Lalu Prasad has considered it and our Chief Minister has also expressed his views and agreed for sharing 50 per cent of the cost out of the total cost of Rs. 693.73 crore.

I would specifically request the hon. Minister of Railways to mention, while replying to the debate, about this Bangalore-Cuddapah line which passes from Cuddapah through Lakkireddipalli, Rayachoti, Vayalpad, Madanapalli and then Ramasamudram and Kolar. All of these are backward areas. I hail from the backward region of Rayalaseema of Andhra Pradesh. In this connection, I may mention that the ROR factor has also come to more than 17 per cent.

In regard to the gauge conversion of Dharmavaram-Pakala line, this matter has been brought to the notice of this House earlier and sanction was also given in the year 1996-97. The total cost is now estimated at Rs. 300 crore which is required. Last year an amount of only Rs. 11 crore was sanctioned. The expenditure that was incurred was Rs. 13 crore. This year, on our request hon. Minister Shri Lalu Prasad considered and sanctioned Rs. 85 crore. The people of Madanapalli have also made a *pada yatra* from Madanapalli to Pakala on the track itself. They are seeking this gauge conversion work to be completed. As our hon. Minister of Railways expressed in his Budget speech that pending gauge conversion works in the country would be completed in three years' time, I would urge upon him to give priority to this work.

To cover a distance of 227 kilometres, a further amount of Rs. 50 crore may be sanctioned in addition to the Rs. 85 crore which has been sanctioned so that as he announced, in three years' time this gauge conversion work would be completed.

Madam, I want to mention about Yerraguntla-Nandyal line. In Yerraguntla, a number of major cement factories have come up and lakhs of tonnes of cement is moved towards all sides of the country from here. This Yerraguntla-Nandyal line is an on-going project. An amount of Rs. 5 crore was allotted last year. This year an amount of Rs. 15 crore has been allotted. We have demanded an amount of Rs. 85 crore to Rs. 100 crore. The total requirement is Rs. 173 crore only. So, I would request hon. Minister Shri Lalu Prasad to consider this particular line because this is the shorter route to Hyderabad and also to other parts of the country.

Particularly I want to mention about the subject connected to doubling and electrification between Renigunta and Gooty. This subject has been raised and the hon. Minister was kind enough to sanction Rs. 99 crore whereas the requirement is for Rs. 300 crore. The work in this particularly line is pending since long, rather for decades. This subject matter has been moved very long time ago. The electrification has come up to Nandalur. Then it has to be considered up to Gooty. In this line, particularly, the railways are getting more revenue because in the South Central Railway, as compared to other Zones, the Railways are getting a net income of Rs. 5,400 crore out of these lines in Andhra Pradesh. If this doubling work is completed, we can increase the income of the Railways and we can generate more revenue to the Railways.

In regard to new lines, as requested by my other colleagues, hon. Members Shri Anantha Venkatarami Reddy and Col. Nizamuddin, this Rayadurg-Kalyandurg-Pavagada-Madakasiri-Madhugiri-Tumkur line has been ordered for survey. I would request the hon. Minister Shri Lalu Prasad to release adequate funds to complete the survey as early as possible.

I wish to bring to the kind notice of the hon. Minister one important aspect about Obulavaripalli-Krishnapatnam port line. This Krishnapatnam port is one of the important ports which is coming up. It is again a shorter route from Obulavaripalli. Most of the iron ore from Bellary and other parts of the country will be moved for loading at Krishnapatnam port. To complete this line, it requires a more allotment. Last year an amount of Rs. 3.85 crore was given and this year only Rs. one crore has been given. I would request the hon. Minister to consider this project on priority which is an on-going project.

In regard to passenger trains, hon. Minister said that all slow-moving passenger trains will be cancelled and he is going to introduce DMU and EMU trains. In this connection, in case if he agrees for this I would request him and make an appeal on behalf of the people of the Rayalaseema region that the EMU can be introduced from Nandalur to Renigunta and DMU from Nandalur to Tadpatri. This will be most useful to the farmers and the labour class and middle class people. I would request the hon. Minister to consider this request. Once again I am mentioning that an EMU may be introduced between Nandalur and DMU from Renigunta and Nandalur and Tadpatri.

I now come to the issue of modernization. You have taken up this matter of modernizing 300 stations in the country. The stations are graded as 'A' grade to 'E' grade. It is based on the income generated from the passenger trains. Cuddapah station is now getting more than Rs. 7 crore and so they have considered this station as 'A' grade station. When you are taking up the modernization work, I would request the hon. Minister to consider Cuddapah to include in the modernization programme. I would also request that all parliamentary headquarters stations should be considered for modernization. I raised this subject matter many times in the Parliamentary Standing Committee that all the parliamentary headquarters stations should be given importance and such stations should be taken as at least 'A' grade or 'B' grade stations.

Madam, I am now concluding. I have one important point to submit to this august House. Yesterday hon. Member Shri Basu Deb Acharia, who is also the Chairman of the Standing Committee on Railways has raised a Starred Question and he particularly asked the hon. Minister that there are on-going projects and even projects which require only Rs. one crore or Rs. two crore or Rs. three crore are pending.

He had made a specific Starred Question to the Hon. Minister of Railways. Shri Velu answered that there are 275 ongoing projects and the total requirement is of Rs. 58,000 crore. We discuss several times in the Standing Committee on Railway that at least below Rs. 500 crore projects should be considered so that long-pending projects, particularly the line which I have mentioned, can be attended to. ...(*Interruptions*) Being the Chairman of the Standing Committee on Railway, he has raised this question. We discussed it several times

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that when we receive the notice for meetings, we have to come from the Southern India paying an air fare of more than Rs. 20,000 for one way travel. So, the Government is spending nearly Rs. 50,000 on one Member for attending the meeting. We get the chance of discussing the subject-matters connected with our area and region for only two minutes or five minutes. While we have moved the subject-matter and represented several times to the Chairman and also to the hon. Minister, I seek that importance should be given at least to the Members who discussed the subject-matters connected with their constituencies.

Finally, I shall talk of Rayalaseema in Andhra Pradesh. Of course, we agitated about it last time. Shri Lalu Prasad is kind enough to consider Rayalaseema as a backward area. On the whole, Members of Parliament from Andhra Pradesh have met the hon. Prime Minister, Dr. Manmohan Singh, and represented before him that adequate funds should be given for projects in Andhra Pradesh in this year's Railway Budget. While Shri Lalu Prasad is going to reply, I would request him to kindly consider the pending projects in Andhra Pradesh.

With this, I conclude my speech.

SHRI P. KARUNAKARAN (Kasargod): Madam, I am very happy to welcome this Railway Budget and also to congratulate our Railway Minister, Shri Lalu Prasad and other Ministers of State for Railways for making Indian Railways a profitable public undertaking.

Without going much into details, I would like to mention some of the most important issues relating to Kerala. Shoranur-Mangalore line a prerequisite for overall development of railway in Kerala. The purpose of the Konkan Railway will be served only with the completion of doubling work of Shoranur-Mangalore railway line and also its electrification. So, more funds have to be allocated for this purpose.

In Kerala, the rail density is higher compared to many other States because a large number of people—students, workers and office-goers—prefer to travel through rail rather than road. So, they are in need of more facilities from the Railways. In this connection, I would request you to start a regular train either from Kannur to Bangalore or from Ernakulam to Bangalore or from Trivandrum to Bangalore because a large number of people are residing in Bangalore.

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[Shri P. Karunakaran]

It is true that Delhi is our Capital and frequency of any train from here is not increased. So, I would request the Railway Minister to increase the frequency of Rajdhani or Sampark Kranti trains. It would be beneficial not only for Kerala but for the people of many other States also. It may be rare information to the Railways that there is a big gap of five hours continuously and there is no train at all from Calicut to Mangalore. In this connection, I would request the hon. Minister to start an Intercity Train from Calicut to Mangalore.

I would like to recall the memory of hon. Minister of State for Railways, Shri R. Velu, that when he visited Kasargod last year, he had publicly announced his promise of starting a local train from Mangalore to Kannur or Calicut, but one year has passed and that promise has not yet been fulfilled. I think, decision about it may be taken.

I do not want to go into any other issue. We have no objection with respect to creation of a Division at Salem, but as far as Kerala is concerned, Palakkad Division is the oldest Division in the history of the Indian Railways. So, the Railway Minister had promised us. When this new Division is formed, it should be scientific, it should be feasible and it should be made following some norms.

We know that Indian railways is really the symbol of our national integration. Lakhs of people speaking different languages and belonging to different regions are travelling everyday in the Railways. Therefore, Shri Lalu can be really proud that Railways has become the symbol of national integration and national unity.

There should be some norm followed as we think about a new Division or new Zone. If we bifurcate the Palakkad Division, then the Palakkad Division—which is one of the most important Divisions—would become a minor Division and the Salem Division would become a bigger one. We are not against the Salem Division. In this context, I would again like to place the demand of the Kerala Government for a Zone not only for Kerala, but a West Coast Zone.

It is true that the Indian Railways has a fast growing trend, but there should be restructuring in the day to day administration of the Zones as well as the Divisions. In this context I would like to request this Government that there should be a West Coast Zone that includes Goa, Karnataka, Kerala and Tamil Nadu also. This would be

really very beneficial not only for Kerala, but also for all the southern States. We should understand that Railways is the biggest public undertaking, and it is famous in the world because of its social and public character. But privatization really takes away the opportunity of employment of many of the people. Shri Lalu is very much fond of porters and ordinary workers, but thousands of porters and thousands of licensed vendors are getting unemployed because of this new policy pursued by the Railways. Therefore, I would request the Government to address this issue.

It is true that Railways has become a profitable organization with the help of the initiative taken by the Ministry. At the same time, we have to salute the 40,000 workers who have been rigorously working for the progress of Railways. Therefore, the issue of workforce and the needs of the workers—who have been serving the Railway for a long time—have to be taken into consideration.

These are a few legitimate demands, which we have raised here, and I think that these should find a place in the reply of our hon. Railway Minister.

With these words I conclude my speech.

SHRI VANLAL ZAWMA (Mizoram): Madam, thank you very much for giving me a chance to speak in front of the hon. Railway Minister Shri Lalu, and the hon. Minister of State Shri Velu about the problems of the North-Eastern corner of India, namely, Mizoram.

Madam, we have only 1.5 km. long railway line in the northern corner of Mizoram and one small metre gauge railway station at Bairabi. This is a unique feature for the State of Mizoram. Some students and teachers used to go down there in order to see the real railway line, and the railway station in Mizoram. But the maintenance of the railway station at Bairabi is very poor. My first request is to improve the maintenance of the railway line as well as the railway station at Bairabi.

Secondly, the railway line enters only 1.5 km. inside the State of Mizoram. The survey work for the expansion of that railway line up to Sairang—which is the outskirts of Aizawl city, the Capital of Mizoram—is already over. It is only 51.38 kms. from the existing Bairabi station. I would like to request the hon. Minister to take up that project. The survey work for the same has already been done.

The total estimated cost is Rs. 519.34 crore only and this is not a big money for the Indian Railways. So, I would request the hon. Minister to take up that project within this year itself. That is my second point.

My third point is that in my State we have only one PRS or computerized booking counter in Aizawl, the Capital of Mizoram, and the monthly earning from this PRS is more than Rs. 15 lakh. We are eagerly waiting for the installation of PRS at Lunglei, Kolasib and other districts of Mizoram. This PRS was started from 1997, and as I said, the earning was Rs. 15 lakh per month in Aizawl.

These are my three points. I would request the hon. Minister to take them up in the interest of the people of Mizoram

[Translation]

SHRI KRISHNA MURARI MOGHE (Khargone): Madam Chairman, the Railway Budget has been presented. The railways have earned a profit of Rs. 20,000 crore and fares have not been increased. No doubt, it is a welcome step. But, the hon'ble Minister of Railways has not paid attention to many aspects. 60 years have elapsed since our independence, but even today a large number of districts in our country have not been provided rail connectivity. The people of six districts in my home State have not seen the train so far. No effort has been made in this current year's Budget to connect these districts with rail. Inadequate allocations have been made for expansion of rail network required for providing railway facilities envisioned in the Budget.

Third most important aspect of the Budget is passenger safety. The Ministry of Railways could not utilize the Budget allocations made during the last 6 years on this account. The Budget states that within this year safety will be taken care of. But it does not appear that safety aspect has been seriously pondered over. Accidents in railways are on the increase. No effective scheme has been envisaged to check it.

So far as increase in the number of seats, as has been proposed, is concerned, I would say that if seats are increased within same coaches, it will create difficulty in the form of space-crunch for passengers. The problem of space will create inconvenience to the passengers and it has not been considered properly. I come from an area which has no rail connectivity. Geographically,

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Madhya Pradesh is a very important State. From all the directions say South, North, East and West it is connected by railways, but so far as inner parts are concerned, only one line, i.e. Indore-Dahod, Basti-Dahod line has been provided in the Budget. Ratlam-Neemach line has been laid, but unless it is extended upto Khandwa, people won't be able to avail the full benefit of gauge conversion. If it is done then it will shorten the distance from Rajasthan, Balvanchank by 200 kms. This job is proposed to be taken up during the 11th Five Year Plan. I would urge the hon'ble Minister to take up the said work out of the allocation of the current plan period on priority basis.

As I have mentioned there is no railway line in my constituency. In my constituency, two districts have been provided the facility of computerized reservation centre. However, Omkareshwar is very important from military and religious point of view. Therefore, I would like to request the Ministry of Railways to give approval to open Computerized Reservation Centre in Omkareshwar. I would be thankful for this.

Indore is a big city from Industrial point of view. There a Swadeshi mill has been closed and its 15 acres of land is lying unutilized. There has been long pending proposal to set up a coach repairing factory of Western railway there. Expansion of station may also be carried out. If a coach repairing factory is established there, it will definitely benefit the people of Indore and Neemach. Therefore my request is that approval should be accorded to this also on priority basis.

I request Minister of Railways to fulfil these three demands. With these words, I conclude my speech.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Madam, Chairman, will dinner be required to be arranged?

MADAM CHAIRMAN: No, the discussion will conclude before that.

SHRI LALU PRASAD: Hon'ble Members are leaving the House after delivering their speeches, then who will listen to us.

MADAM CHAIRMAN: All Members will come back to listen your speech.

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[English]

*SHRI M.P. VEERENDRA KUMAR (Calicut): Madam, I welcome this budget as it has made an attempt to address the problems of the common man and to improve the health of the railways as a whole. It is commendable that the Railway Minister has for the fourth year in succession presented a Budget, which does not envisage increase in fares. It is no exaggeration that Shri Lalu Prasad Yadav has succeeded in improving the financial position and efficiency of the Indian Railways, in which task many experts and veterans had failed in the past.

However, I would like to state that Kerala deserves more. For decades the State has not been receiving its due for the development of railways in the region. To make matters worse now, the decision to constitute Salem division by slicing the age-old Palakkad Division has dismayed and disheartened the people of the area. Such a move, it is feared, would make Palakkad Division economically unviable and eventual death of the Division. There is no sound or credible rationale for this move. When it was brought to the attention of Railway Minister few weeks back by Kerala MPs it was assured that the whole matter would be looked into. Now we find that substantial funds have been allocated for Salem Division, which has once again created uncertainties and anxieties about the future of Palakkad Division. Sir, Palakkad Division is one of the oldest divisions in Kerala. Its demise naturally would be painful for the whole State. The only way this Division can be retained and help Kerala is to have a Railway Zone in the State with additional area under it.

We are grateful for announcing the boggies factory in Chertalai. But the allocation for the project is a mere Rs. 10 lakh whereas it would require Rs. 85 crore for the completion of the project as per the current estimates. Insufficient allocation would result in project delay and cost escalation. I would request you, therefore, to allocate enough funds to speedily execute the project. It would not be out of place to mention here that originally it was in Palakkad that a coach factory was envisaged after Perambur. We have now a coach factory in Kamal, and foundation stone is laid for another in Rae Bareilly. Once again, Kerala claims have been ignored. Would you please look into this and give the region its due?

There are others matters which give concern to Kerala. Out of the 32 new express trains announced

there is none for Kerala. What the State got was the Gharib Rath, which was announced earlier, and that too only twice a week. Can this train not be made a daily train?

Madam, the Malabar region deserves better consideration. There are thousands of passengers from this region going to Bangalore. A daily train from Kannur to Bangalore is a long-felt need. I would earnestly appeal to you to consider this long-standing appeal. Electrification in this region is done in a very slow pace. This requires urgent attention and higher allocation of funds. Sir, the railway over bridges in this region do need more funds for completion. For decades, these unfinished bridges have not been attended to. There are many such bridges from Palaghat to Kannur. What is tormenting the citizen is also that the temporary roads built—when construction of these bridges were taken up for movement of vehicles through diversions—is now in a pathetic state creating traffic congestion. Fund is allotted for Kozhikode Railway station, but the work is going on at a snail's pace. Your attention is urgently needed to solve this problem.

Before I conclude, I would like to place on record the grateful thanks of people of Malabar for announcing the survey of Nilambur-Nanjangode and Talassery-Mysore Railway lines. But I wish to point out that no money is allocated for these surveys. If these railway lines have to be implemented, then survey should be completed early and work taken up early.

I would once again, before concluding, appeal to you to look into my suggestions favourably.

SHRI J.M. AARON RASHID (Periyakulam): Madam Chairman, Railway Budgets during the NDA regime meant deficit budgets with increase in fares and freight, and postponing of the announced schemes. However, under the auspicious guidance of UPA Chairman Mrs. Sonia Gandhi and the leadership of the hon. Prime Minister Dr. Manmohan Singh, hon. Railway Minister Shri Lalu Prasad Yadav's Railway Budget has proved to be the common man, *aam admi*, budget. There has not been any increase in the fares keeping in view the interest of the poor and the downtrodden people. Instead, fares have been reduced in some cases like office-goers, small vendors, senior citizens, women, etc. Everybody on the street is praising this Railway Budget.

Due to mounting business activity and non-availability of road transport facilities, there has been an increase in

*The speech was laid on the Table.

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traffic congestion. Indian Railways has met with this challenge by increasing its cargo capabilities by a few million tonnes by attaching new bogies to the same rakes between two points and also by increasing the cargo capacity of wagons to 65 tonnes. Indian Railways has become a profit-making Government sector enterprise. Hon. Railway Minister has taken care of railway employees by opening new hospitals and creating new infrastructure facilities for family welfare.

The Opposition, having nothing substantial to say against this Budget, is shedding crocodile tears in the name of the common man and is opposing this Budget. Members belonging to NDA coalition are praising this Budget in their hearts but criticizing it on the floor of the House, and at the same time asking for more trains to be run in their Constituencies. Hon. Railway Minister Lalu Prasad Yadav is keeping only the nation's interest in mind and not partisan interests. hon. Minister of Railways is working for the excellent performance of the entire organization of Indian Railways. He is endeavouring to cater to the needs of our country's poor masses.

I would like to inform this august House that every common man is praising the Railway Budget except the BJP-led Opposition. I would like to thank the hon. Railway Minister for giving opportunity by opening the new Salem Division, which was a long pending dream of Tamilians. Yesterday also I have seen the Members from Kerala and Karnataka protesting before the Gandhi's statue because Tamil Nadu areas have been taken to Palakad Division.

Madam, I would like to bring a few vulnerable points for your kind notice. As regards the Mullaiperiyar Dam issue; there was an agreement for 999 years. The Dam was built by a British engineer, Benny Quick, with the basement of 148 feet. Dr. Kalaingar, after coming to power, has increased the basement to another 58 feet with 1,000 feet length and 152 feet height. Four or five times, when there were floods and when water reached the level of 152 feet also, no damage was caused. There was no dam in between and up to Allapuzha from Mullaiperiyar Dam. In those days, water travelled for more than 150 kms. In 1977, the Kerala Government had constructed Idukki Dam with 555 feet height with a capacity of 75 tmc water. But Mullaiperiyar dam has the height of only 152 feet with a capacity of only 15 tmc. water. *...(Interruptions)*

MADAM CHAIRMAN: Is it related to the Railway Budget?

...(Interruptions)

SHRI J.M. AARON RASHID: During the MGR regime, when there was protest in Idukki area, several hundreds crores worth of Tamilian properties was damaged; many people have lost their lives; vehicles were torched. Kerala-born Chief Minister, Shri MGR, who was ruling Tamil Nadu, with Keralite Chief Secretary, Shri T.V. Antony. *...(Interruptions)*

MADAM CHAIRMAN: Are you speaking on Railway Budget, Shri Aaron?

SHRI J.M. AARON RASHID: It comes under the Railway Budget.

The then Chief Secretary and the then Madurai Collector took part in the negotiations and agreed to reduce the water level of the Dam to 136 feet from 152 feet. *...(Interruptions)*

MADAM CHAIRMAN: Please conclude. You have to speak on the Railway Budget only. This is not correct.

...(Interruptions)

SHRI J.M. AARON RASHID: When there was a problem, I referred the same to the hon. Railway Minister to extend the railway line from Gudalur up to Mullaiperiyar Dam because of Ayappan temple. *...(Interruptions)*

The hon. Railway Minister was kind enough to announce the introduction of a railway line up to Gudalur and the survey is going on. *...(Interruptions)*

MADAM CHAIRMAN: This is not the way. You are wasting the time of the House.

...(Interruptions)

SHRI J.M. AARON RASHID: I am coming to the point. I would like to request the Railway Minister for the construction of two railway bridges in between my constituency because of the increase in traffic in Theni and Madurai. *...(Interruptions)* Otherwise, I will have to lay the speech. Madam, you cannot say no to me. *...(Interruptions)*

MADAM CHAIRMAN: I am not saying no to you. Why not speak which is relevant to the Railway Budget. You should not have spoken like this.

...(Interruptions)

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SHRI J.M. AARON RASHID: I am from the ruling party. Please give me two minutes, and I would complete my speech. Or else, I would lay the speech.

MADAM CHAIRMAN: Yes, you can lay the speech but it should be related to the Railway Budget only.

SHRI J.M. AARON RASHID: It is related to the railways. I have requested the Railway Minister to construct a new railway line up to Gudalur to facilitate the passengers and pilgrims of Ayyappan temple. This is my long pending request to the hon. Railway Minister. Hon. Minister of State for Railways, Shri Velu came and announced this scheme. I would like to request the hon. Railway Minister to take up the conversion of Madurai-Bodi metre gauge line into broad gauge on a war footing.

When the hon. Railway Minister is so generous in constructing houses to the railway line occupiers in Mumbai, the same treatment should be given to Theni also where single-bed houses should be constructed for the poor railway line occupiers. ...*(Interruptions)*

MADAM CHAIRMAN: Okay.

SHRI J.M. AARON RASHID: What is okay?

MADAM CHAIRMAN: You have taken more than ten minutes. I am sorry. This is not the way to make a speech.

SHRI J.M. AARON RASHID: In that case, I may have to lay the rest of my speech.

MADAM CHAIRMAN: Okay, you may do it.

SHRI J.M. AARON RASHID: Okay.

*Thank you very much for giving me an opportunity to speak in this august House. In NDA regime, Railway budget means a deficit Budget—increasing fare and freight and postponing the announced schemes. But, under the UPA Chairman Sonia Gandhiji's auspicious guidance and under hon. Prime Minister's leadership, hon. Railway Minister Shri Lalu Prasadji's Budget has proved that this is a Budget for common man—*aam aadmi*—by not increasing the fare in the interest of the poor and downtrodden passengers. Office goers, small vendors like tea, vegetable and eatables, including senior citizens,

women, and pregnant ladies, all are praising the budget. On the other hand, there are mounting business activities and there is non-availability of proper road transport facilities due to increase in traffic congestion; but railways have increased their cargo capacities to few million tonnes by attaching few bogies in the same caravan. Going from one point to another point in increasing the cargo capacity of bogies/wagons to 65 tonnes, Railways have become a profit yielding Government sector enterprise.

The Railway Minister has taken care of their employees by opening new hospitals and erecting new infrastructure facilities for family welfare. The Opposition Benches are having nothing but to shed their crocodile tears. One way, their hearts are praising the Railway Budget but their lips are opposing on the floor of the House by asking train routes to their constituencies. Our hon. Railway Minister Shri Lalu Prasad is seeing only the nation's interest and working for the whole Railways excellent performance and catering the needs of our country's poor masses.

I would like to inform this august House—every common man is praising except the BJP-led opposition. I would like to thank the hon. Railway Minister for giving a new opportunity by opening the new Salem Railway Division which was long pending demand of Tamilians. Yesterday also I have seen before Gandhiji's statue the Members from Kerala protesting for Tamil Nadu getting areas in the Palakkad Division.

Sir, I would like to bring a few vulnerable points to your goodness's kind notice. In Mullaperiyar issue, there was an agreement for 999 years. The Dam was built by a British engineer, Benny Quick with the basement of 148 feet and 1000 feet in length and 152 feet in height. About four to five times there was flood after water reaching 152 feet. There was no damage caused by water. Water was flowing during those days from Mullaperiyar Dam to Alapuzha travelling more than 150 kilometres. In 1977, the Kerala Government had constructed Idukki dam with the height of 555 feet with a capacity of 75 TMC. But for Mullaperiyar Dam with 152 feet height was having a capacity of 16 TMC. During MGR Government's rule, when there was a protest in Idukki area, several hundred crores of Tamilian properties were damaged. Many people lost their lives. Vehicles were torched etc. The Kerala born, our hon. Chief Minister Mr. MGR, was ruling Tamil Nadu with Keralite Mr. T.V. Antony as the Chief Secretary. Madurai Collector, who was a Keralite, chaired the negotiations and they agreed

to reduce the water level to 136 feet from 152 feet; after the building of Idukki dam with the height of 555 feet with a capacity of 75 TMC.

Now the Supreme Court's larger Bench has given a decision to raise the water level to 142 feet. If the water level is increased to 142 feet, the capacity will be 12.6 TMC. Kerala people are giving false information to the Parliament that if the excess water flows during rainy seasons, it will cause damage to four districts, which is not true. If the water flows above 136 feet, then the water will flow 45 kilometres only on hilly terrains and not on plains. The Kerala Government has constructed two new small dams namely Kula Mauu Dam and Siruthoni Dam. After filling these two dams, excess water may go to the biggest Idukki dam. These Kerala people are at their time of agitation damaging Tamil Nadu vehicles. They are beating Tamilian traders who are selling Tamil Nadu produced items like vegetables, milk, rice, etc. Tamilian houses were ransacked. Same way it was done in the case of Cauvery also. It is shameful to say that Karnataka people also are doing the same by not accepting the Cauvery Tribunal orders. Instead of accepting the Tribunal orders, they are also attacking the Tamil Nadu vehicles as well as people living in Karnataka and border areas like Hosur etc. No FIR is filed and no action is taken by Karnataka. The people of Tamil Nadu who are living in Karnataka are living in fear. It is a dangerous sign. But, so far, Tamil Nadu people have never shown any sort of agitation through lakhs and lakhs of people from Karnataka/Kerala, employees/businessmen are living peacefully in Tamil Nadu. Vehicles of both the States are plying safely in Tamil Nadu. On the whole, Sir, Tamil Nadu is safe for peace loving people of this country. Hon. Railway Minister should not go give Tamil Nadu areas like Coimbatore, and other areas of Tamil Nadu adjacent to the borders should be linked with Salem Division. I would like to thank the hon. Railway Minister for announcing Dindigul to Gudalur for sanctioning the broad gauge. This would facilitate lakhs and lakhs of pilgrims going to Ayappan Temple. I request that the work should commence immediately after the preliminary surveys are over. I also request the hon. Minister to immediately start the work of Madurai Bodi meter gauge to broad gauge conversion. The poor people who are living nearby have to be given a single bed room homes as the Railway Department have generously given to Mumbai Railway Line occupiers. Sir, Bodi is the international auction centre for cardamom, pepper and other spices. Tea auction centre is also there. Small traders are taking their goods to book their produced

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 spices to Madurai or Coimbatore by road. They have to face double taxation, transport expenses and other expenses like loading and unloading expenses. I request for a railway cargo booking centre at Bodi and Theni. Lot of cotton growers are in Theni, Amidipalli and adjacent areas. I request the hon. Minister to give new express rain service to Bodi, Tanjore, Nagore, Velankanni; and from Bodi to Chennai which can fetch more revenue for the Railway Department also. I request for railway bridges at Theni main road crossing and at Madurai bypass road to avoid traffic congestion. During office time and in the evenings, there are many accidents occurring in those areas. The Railway Ministry is so generous in the well being of the *sam aadmi* common man. So I would request the hon. Railway Minister to consider building of ROBs in those areas. This is in the interest of my constituency people. I once again congratulate our hon. Railway Minister Shri Lalu, Shri Velu and their associates for their strenuous efforts by giving a good Railway Budget which caters to the common man's need, which has been praised by one and all in this country. with these words, I conclude.

*SHRIMATI SANGEETA KUMARI SINGH DEO (Bolangir): Madam, Although I am immensely grateful to the Hon. Minister for Railways for having been considerate towards Orissa in the past, however, this years Rail Budget has proved to be a bit of a disappointment. Since the Hon. Minister has been hailed as the 'Management Guru', the expectations of the people have also increased. But, 'unfortunately, only Rs. 550 crore have been sanctioned to Orissa for new line construction; gauge conversion and doubling; and only one new train has been sanctioned for Orissa i.e. from Bhubaneswar to Rameswaram.

Sir, you have been kind to my constituency in the past, and I sincerely hope that you will continue to be so in the future as well.

As regards my constituency there is:

1. Demand or New Trains

- (a) From Sambalpur to Hyderabad
- (b) From Puri to Allahabad via Balangir and Titlagarh.

Earlier the 8507/8508 Hirakud Express was carrying a slip coach from Sambalpur, which was attached to the 5159/560 Samath Express at Bilaspur all the way to Allahabad. This facility

[Shrimati Sangeeta Kumari Singh Deo]

was withdrawn by the Railways due to conversion of 8507/8508 Hirakud Express from vacuum brake to air brake system. It is learn that now both the Hirakud Express and Samath Express are running with air brakes, hence, it is now possible to resume the slip coach service between Sambalpur and Allahabad without delay as people have to go to Allahabad for 'Asthi Visarjan'.

- (c) From Sambalpur to Titlagarh, a new passenger train should be introduced, which leaves Sambalpur in the evening and Titlagarh in the morning. As in the Sambalpur-Titlagarh section, there is only one passenger train i.e. 333/334 Kantabanji-Bilaspur Passenger train via Sambalpur, which stops at all stations. After 1400 hrs. there is no service available from Sambalpur to Titlagarh.

2. Increase in the Frequency of Trains

- (a) To increase the frequency of 8507/8508 Hirakud Express, running between Visakapatnam and Amritsar via Sambalpur from thrice a week to daily as this is the only train connecting western Orissa to the capital—New Delhi.
- (b) To increase the frequency of 2145/2146 Bhubaneswar-Kurla-Bhubaneswar train from weekly to daily as this train connects western Orissa to Mumbai.
- (c) To increase the frequency of 8405/8406 Puri-Ahmedabad-Puri Express *via* Bolangir from weekly to at least thrice a week as a large number of people from western Orissa travel to Surat, Vadodara and Ahmedabad for their livelihood.

3. Upgradation of Railway Stations

- (a) The existing passenger facilities at Loisinga, Muribahal and Harishankar Road are not adequate. These stations cater to the needs of a large number of people and desperately need to be upgraded. Facilities like High level platforms; Platform shelter; Waiting Hall; and Water Supply should be provided urgently.
- (b) Harishankar Road station needs an additional platform to accommodate 24 coach trains.

- (c) Nuapada station should be upgraded to a model station with all facilities as it is a district headquarter.

4. Stoppage of Trains

There has been a long-standing demand for stoppage of Mail/Express trains at the railway station in Nuapada, which is a district headquarter falling within my constituency. Most of these trains do not stop at this station & people have to travel 10 kms. away to Khariar Road to board the train. It is strongly suggested that all trains such as 8517/8518 Korba-Vishakapatnam; 2807/2808 Samata Express; 2145/2146 Bhubaneswar-Kurla; 8405/8406 Puri-Ahmedabad; 2843/2844 Puri-Okha Express should be made to stop at Nuapada railway station. 8405/8406 Puri-Ahmedabad Express should stop at Harishankar Road. Trains should stop at Muribahal station.

5. New Lines

The work of 289 kms. of Bolangir-Khurda railway line sanctioned at a cost of Rs. 700 crore is progressing very slow. This year, an allocation of only Rs. 20 crore has been made. I request the Hon. Minister to increase the allocation of funds in order to expedite the work & for early completion of the project. Till date, only Rs. 67.87 crore have been spent.

6. Provision of Road Overbridge

The hon. Minister had been kind enough to include a long standing demand for a very important overbridge at an extremely busy level crossing at Titlagarh, in last year's Budget at the cost of Rs. 3.8 crore. However, the work has not begun as yet. Sir, kindly have this expedited.

7. Extension of Trains

2871/2872 Ispat Express running between Sambalpur & Howrah should be extended up to Kantabanji in order to cover some of the backward areas of Western Orissa.

Thank you, Madam, for giving me the opportunity to participate in the discussion.

[Translation]

SHRI GANESH PRASAD SINGH (Jahanabad):
Madam, Chairman, I am thankful that you have given me an opportunity to speak on Railway Budget.

Madam, not only the people of UPA, the poor people of the country are appreciating this Railway budget, presented by the Minister of Railways but it is also being appreciated throughout the country the reason being that the Railway Minister has played an important role in widening railway network and making it efficient. I would like to say that earlier also there used to be Railway Ministers, however, their Railway Budgets have never shown profit. But today, due to the positive thinking of hon'ble Railway Minister, the Railways have earned a profit of Rs. 20,000 crore. On the one hand, he has tried to enhance the income of Railways whereas on the other he refrained putting any additional pressure on the railway passengers. Besides, he has not increased the freight charges and for this he deserves admiration.

Third thing, which I would like to say is that infact women were facing difficulty in getting seats in train. He has presented an example by providing lower berth reservation for women. Besides, he has made arrangements for those students also who travel to appear in an interview. He has provided benefit to that section of society also which works for the Railways like coolie and khalasi. Just now, the hon'ble Members of UPA and NDA were having discussion. After expressing his view point, every Member would say that nothing has been done for his constituency. However, the manner in which the work of railways is increasing or its extension is being done, whether it relates to laying of new railway lines, increasing bogies in trains or introducing new trains, from that perspective it does not seem that the hon'ble Minister has made any discrimination with anyone. I would like to say that the hon'ble Minister has introduced 'Garib Rath' and he wishes to introduce some more 'Garib Rath' and for that efforts are also being made. Due to introduction of these 'Garib Rath' trains, the poor people of the country, who on account of shortage of money, were never able to avail AC facility, can also travel in AC Class by purchasing ticket at lower cost. People across the country are demanding that there is a need to introduce more 'Garib Rath' trains. I hope that you will increase the number of these trains. I would like to say that many figures were presented and on that basis it has been alleged that justice has not been done to

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Madhya Pradesh, Andhra Pradesh and Tamil Nadu. But just now I have heard the views of hon'ble Members and from that it has become clear that almost equal allocations were made to all States. However, special allocation has been made for certain States in view of their requirement. I would like to express my gratitude to Shri Laluji for having done some work for the people of Bihar. Members of Janata Dal (U) and opposition say that no work has been done, however it is not true. Besides, Bihar, the Hon'ble Minister has done a lot for the other parts of the country also. he has got factories constructed in Madhepura and Chhapra districts of Bihar. He has introduced a train from Patna to Mumbai, Patna to Jammu and Patna to Pune. In this way, he has done justice to the people of Bihar.

When in 2003 hon'ble Nitish Kumarji, who is at present the Chief Minister of Bihar, was the Railway Minister, he had introduced Archana Express from Patna to Jammu. I am astonished as to who is this Archana? Whether she is a freedom fighter or a renowned lady. Till date we do not know this. I would like to know from the Minister of Railways as to who is this Archana and after whose name this train has been introduced?

Now I would like to say few things about my constituency. On behalf of the people of Arwal, I would like to congratulate Shri Laluji for having taken a decision to start a train from Bihta to Narayana Road. Hon'ble Minister of Railways deserves congratulation for this. We have been demanding since long and while participating in the discussion during last year's railway budget, I had also said that the doubling work of Patna-Gaya railway line may be expedited. I also request him for early completion of doubling the railway track from Patna to Gaya as this work is pending for last so many years.

There is a train which runs between Patna and Gaya with scheduled departure at 7.00 a.m. But after that there is no train before 10.00 a.m. The train which starts at 7 a.m. reaches its destination around 10.30 or 11.00 a.m. and sometimes it reaches late also as a result of which daily passengers are facing lot of difficulties. I would like to request the Minister of Railways to introduce a new train from Gaya to Patna in the morning between 7 a.m. to 10.00 a.m. Further, on behalf of large number daily passengers of surrounding areas of Patna, I demand that the number of coaches in this train may be increased. Alongwith this, DMU train should also be introduced and the already operating DMU should be converted into EMU.

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[Shri Ganesh Prasad Singh]

If this is done then it would be beneficial for the small traders who are selling vegetables or other things. It is the long pending demand of the people of that area and even we also have been demanding since long, therefore, separate arrangement should be made so that it may prove beneficial to the people.

The Patna-Gaya rail line is passing through Jahanabad Mor between Jahanabad and Arwal. People normally cross this road while going from Arwal to Jahanabad and coming back. This bridge is a very old bridge constructed during the British regime. Therefore, I demand that an ROB should be constructed on this railway line. If this ROB is constructed then accidents could be prevented and it will decongest the traffic also.

While not going into the details, considering the paucity of time, I support this railway budget and conclude my speech.

SHRI SHANKHLAL MAJHI (Akbarpur): Madam Chairman, I would like to extend my thanks to you for giving me time to speak. The Railway is the life-line of the country and it is essential for the life-line that there should be balanced flow of blood in every parts of the body otherwise there will be paralysis in the body. Uttar Pradesh constitutes 16 per cent of the total area of the country and sixth part of the total population of the country resides in this State. The hon'ble Minister of Railways has not given anything to Uttar Pradesh in the Budget except doubling of railway line from Barabanki to Lucknow. The volume of railway traffic on Barabanki-Chhapra route via Gorakhpur has increased by hundred and fifty to two hundred percent in last one decade. However, on account of single railway line the trains have to face unnecessary delay in covering distance upto Lucknow. The doubling work on this route has been in progress for the last one decade, however, its pace is very slow and as a result of this the doubling work could not be completed even upto Gonda. If the work is done with this pace, the said work will not be completed even in next ten years. As the volume of traffic on this line has increased by hundred and fifty to two hundred percent, so I would like to request the hon'ble Minister of Railways that the doubling work of the said route should be completed at the earliest to streamline the traffic movement of trains along this busy route.

The hon'ble Minister has announced about various types of passenger facilities in the Budget about which all prior speakers have expressed their views in their

favour or against. I would not like to say anything more about it. However, the high hopes that have been aroused by the hon'ble Minister of Railways will not serve the purpose and unless proper attention is paid towards implementation and its compliance it will not do any good to the people. It is certainly a commendable step that the Minister of Railways has given 50 per cent concession in rail fare to the examinees, travel concession to senior citizens, has provided vendor coach facility to vegetable vendors and milkmen and has announced for E-ticketing facility through post office, petrol pumps and ATMs. The hon'ble Minister in his Budget speech has announced for the manufacturing of 200 new diesel locomotives, 200 electric locomotives, 11,000 containers. However, mere announcement will not serve the purpose. Fact is that unless provision is made in the budget for this, it will be infructuous and it has not been indicated anywhere in the budget as to how the funds will be generated for the said work. So, it should be implemented properly. The time is limited, so keeping in view the time constraints, I would like to draw the attention of the hon'ble Minister to some of the problems of my area only. 50 metre segment of overbridge is to be constructed since 2002-2003 in my parliamentary constituency Akbarpur, which is also our district headquarters. Four years have elapsed since then. During these years the Setu Nigam has completed the construction of the segment of bridge which was to be constructed by them. Only 50 metre segment of the bridge which is to be constructed by the Railways is yet to be constructed and more than four years have elapsed since then.

The direct route from Faizabad to Azamgarh Banaras is being diverted via Tanda Itifazganj. The traffic movement on sixty-seventy k.m. route has been stopped. Only 50 metre of the bridge is to be constructed. The construction of the said bridge is pending for last four years. So, I would like to demand the hon'ble Minister that he should get the bridge constructed at the earliest. Akbarpur is the biggest centre of powerloom in the country. NTPC is also located there. Apart from that, cement factory and the sugar factory is also located there. The officers, traders and officials from various nook and corners of the country visit this district. Neither there is AC retiring rooms at the railway station nor there is shed at platform of the station. I would like to request that a shed at the platform and one over bridge and 2 A/C retiring room should be constructed.

Gosainganj is the second biggest town where there is no stoppage of Saryu Yamuna Express. Several times

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it has been demanded to provide stoppage of the said express train at this station. However, till now stoppage has not been provided. The hon'ble Minister should provide train link to Gosainganj by providing only two minute stoppage of the said express train. Ahmedabad, Faizabad 9165/9166 Sabarmati Express train operates upto Faizabad. Ayodhya is a religious town. I would like to demand that the said train should be extended up to Akbarpur via Ayodhya town so that major parts of the Purvanchal may be connected with the western part. The people of Purvanchal area, especially of Gorakhpur town have to go to Varanasi via Mandiyahoo. It is on account of the location along the Nepal border that foreign tourists also visit Gorakhpur. If they have to visit Varanasi, they have to go there via Ballia. They have to cover an additional distance of more than two hundred kms. Presently, there is railway line upto Barhalganj Mhow. Many years back, the then Minister of Railways had got the survey conducted to provide railway link from Barhalganj to Uttarawal Gonda via Sahajnaya Khalilabad. The survey was conducted after the people's demand. I would like to submit to the hon'ble Minister that one has to cover 200 km. more to go to Gorakhpur from Varanasi and more that 5 hours time is wasted in it. If only 55 km. stretch from Vadatalganj to Khalilabad is linked then it will be directly linked to Varanasi and the people of that area will be benefited by it. It will benefit not only Uttar Pradesh rather it will also lead to the development of railways and will promote tourism of this area.

MADAM CHAIRMAN: Your time is over.

...(Interruptions)

MADAM CHAIRMAN: You please sit down, nothing will go on record.

...(Interruptions)*

SHRI PUNNU LAL MOHALE (Bilaspur): Madam, I would like to draw the attention of the hon'ble Minister of Railways, Shri Lalu Prasad Yadav ji toward Chhattisgarh State. Bilaspur zone is the highest fare and freight revenue earning railway zone of the country. But meagre amount has been allocated for this zone in the Budget. I would like to demand that maximum funds should be provided to this railway zone so that this railway zone may be developed. Three thousand people were recruited for the posts of gangman, porter and other posts in railway zone Bilaspur in previous recruitment.

There is gross irregularities and corruptions in that recruitment. Out of the total recruitment of 3000 persons most of them nearly 2000 were from Bihar and only 300 persons were recruited from Bilaspur. In that recruitment 50,000 candidates had applied from Bilaspur. We had demanded for inquiry in this regard but no inquiry has been held in this regard. I would like to request the hon'ble Minister that inquiry should be held in this regard and recruitment should be made after thorough inquiry. Keeping in view the above situation the office of the Railway Recruitment Board should be set up in Bilaspur Railway zone so that more and more persons of this area may get employment. During the previous session the hon'ble Minister had assured Karunaji and me in this regard and I hope that he will reply about this matter in the Budget speech.

During the last 50 years many surveys have been conducted for railway line under Bilaspur Division. However, despite completing all formalities regarding survey, no action has been taken regarding the railway line under Bilaspur Division. there are Bauxite, Coal and Dolomite mines and Bhilai factory is also located there and which is the main source of income. I would like to request the Hon'ble Minister that Bilaspur railway line should also be covered in the Budget. This will provide employment to Scheduled Castes and Scheduled Tribes people of this region who constitute 50 per cent of the total population and it will also provide transport facility to this area.

After the issue of Bilaspur I would like to say something about the railway catering service. Full meal is provided at the rate of Rs. 30. It contains half plate rice and those who take heavy diet remain unsatisfied as they do not get required quality of food. The quality of the diet should be improved; the number of rotis in plate should be increased. Excess water is mixed in pulse served with the meal. You might have travelled by train. I would like to request you that these steps are insufficient. Therefore, proper attention should be paid to it.

Usually influential people get the contracts for STD, PCO booths, catering service and cycle stand etc. Priority should be given to Scheduled Castes and Scheduled Tribes people while awarding these contracts. It will provide livelihood to local people and street vendors. Irregularities takes place at DRM level which needs to be checked.

*Not recorded.

[Shri Punnu Lal Mohale]

Alongwith it, I would like to raise some more points. There is a need to increase the number of trains plying from Bilaspur to Nagpur, Delhi, Kolkata and Mumbai. I thank you for introducing the Garib Rath. It will facilitate the poor people. A railway line should be laid between Bilaspur-Mandla-Jabalpur. Bilaspur-Chennai weekly Express and Jodhpur-Puri Express should run thrice a week while Korba-Trivandrum weekly Express should run four days a week. Bilaspur-Tata Passenger train between Nagpur and Bilaspur has been discontinued. It should be started again between Nagpur and Tata. Chirmiri-Bilaspur passenger and Indore-Bilaspur Narmada Express trains should be extended upto Durg. Pune-Nagpur Express Dadar Nagar-Sewagram Express and Ahmedabad-Nagpur Preran Express should be extended upto Bilaspur. Raipur-Nagpur intercity Express should run as Bilaspur-Nagpur Intercity. Sambalpur Express should also be extended upto Bilaspur and Durg-Bhopal Amarkantak Express upto Indore. Durg-Kanpur Express should be extended upto Lucknow and Bilaspur-Jaipur Express upto Beena via Katni. There should be a direct train from Durg to Lucknow. No provision has been made in the Budget for the trains from Durg to Dibrugarh via Howrah and Guwahati and from Bilaspur to Kanyakumari via Raipur Vishakhapatnam. There is a need for making provision for the same. South East Central Railways earn maximum revenue for Bilaspur Zone. Therefore, funds should be allocated for providing more facilities there. Chirmiri-Bilaspur train halts at Chirmiri for eight hours. It should be extended upto capital Raipur. The Nagpur bound train should be given stoppage at Mahendragarh and Samath-Chhattisgarh train at Chakraghata.

With these words, I conclude. I thank you for giving me an opportunity to speak.

SHRI SURENDRA PRAKASH GOYAL (Hapur):
 Madam Chairman, I express my gratitude to you for giving me an opportunity to speak on Railway Budget. I rise to support the Railway Budget. Since long I was listening to opposition. Now those who were calling the Budget as an illusion have left the House, they themselves have created illusion among SAPA Members in Uttar Pradesh. Perhaps they forgot that the Members of ruling party are also present here. They only criticize the Budget saying that the trains have not been provided to their areas for the past 40-50 years. I would like to know why they did not introduce the trains there when they were in

power. They take it as their duty to criticize the ruling party. When Laluji was presenting the Railway Budget, it was not only our Parliament and the country but the people of several countries in the world were listening to him with rapt attention as to what miracle is going to happen. Laluji is popular not only in India but the people from other countries also seek inspiration from him as a legendary figure. Besides, the renowned Oxford university is also conducting a research on the management skills of Laluji. On the other hand the Members of Bhartiya Janata Party kept on disturbing the House when Laluji was presenting the Budget so that his speech could not be heard. I would like to congratulate Laluji for delivering the Budget speech without having a glass of water while defeating the wrong intentions of the Opposition. I express my gratitude to him because he is the first Railway Minister who has honoured 14 lakh employees and officers of the Railways. He has marked this achievement with the help of these employees and his two State Ministers of Railways. He has promised the progress of the country under the able leadership of Smt. Sonia Gandhi and hon'ble Prime Minister. Besides, he has made a history by granting bonus to lakhs of employees. He has promised to make arrangements to provide housing facility to railway employees and to provide education to their disabled children so that they could earn their livelihood. He is the first Railway Minister who has paid attention to the families of railway employees.

Madam Chairman, Rs. 20 thousand crore is not a petty amount. I belong to Bania family. I know it is difficult even to count Rs. 20 thousand crore. It is the vision of hon'ble Laluji which is leading the country on the path of progress. He has saved the image of the country and I would like to congratulate him for it. He has been able to achieve increase in freight carriage volume of cement, coal and steel etc. which has earned profit to Railways. I would request Laluji that the poor unorganised labourers engaged in loading and unloading of cement, steel and coal at railway stations should be issued passes and provided with medical facility as is given to the coolies. Laluji takes care of poor people. He has announced to introduce 32 new trains. I would like to thank him for introducing an EMU daily from Ghaziabad to New Delhi.

Madam Chairman, so far as recruitment is concerned, an hon'ble Member has mentioned a shortwhile ago about scheduled castes and scheduled tribes. He has shown a great urgency in fulfilling the backlog vacancies of these communities of which 75% has been fulfilled.

16.00 hrs.

I thank him for this also. Recruitment of backward classes as per the scheduled quota of 25 to 27 per cent is also in full swing. A Member from Bilaspur was mentioning that the Railways is for the entire country. It does not belong to either Bihar or Jharkhand alone. A person belonging to any area can be recruited through a Selection Committee. As Members of Bhartiya Janata Party do not have any other work but to level allegations, they make false statements repeatedly to make it appear as a genuine one. That is why they have levelled charges against the hon'ble Minister.

I am also thankful to him for introducing 'Garib Rath' which was earlier out of reach of common man who can now travel to any destination of his choice besides visiting religious places.

For the first time attention has been paid to women also. A provision has been made to allot lower berths to the women in the age group of 45 and above. He has accomplished a humanitarian task. Nobody thinks about the disabled persons. In Parliament House we think about ourselves only. I thank him for providing new boggies especially designed for handicapped.

I would like to submit to hon. Laluji about metro in Ghaziabad though it is not the department of Laluji, however, the people from all over the world come to seek advice from him. I had seen that the people from Paris and other parts of the world were sitting for getting training. So, I would like to request that Metro should also be provided in Ghaziabad. It is fact that a terminal is being constructed in Anand Vihar and work is going on to run various trains in Western Uttar Pradesh. However, in view of forthcoming Asiad Games if the pace of progress of this work is accelerated there it will certainly decongest old Delhi and New Delhi Railway Station. The people of Ghaziabad and Delhi will be benefited by this.

Along with that I would also request the hon. Minister of Railways that a small underpath of even 8 feet should be constructed at Hanumanpuri in Modi Nagar so that accident may not take place there. Similarly, the construction work of waiting room at Tilak Nagar railway station is lying incomplete. The traders from distant places visit there. There is big business of handloom products. He should get it completed. Alongwith that many people of Purvanchal live in Ghaziabad. The Railway should provide stoppage for two minutes each at NOIDA,

Ghaziabad, Modinagar, Dadri, Meerut, Shivganga and Vaishali so that the people may get facility.

MADAM CHAIRMAN: Now you please conclude.

SHRI SURENDRA PRAKASH GOYAL: I would like to make a request especially to hon. Laluji that Ahmedabad Mail should be extended up to Simbhavali-Modi Nagar. A shuttle train runs from Hapur to Delhi. Hon. Lalji has made arrangement to extend it, however, day before yesterday five bogies had been reduced. When I tried to talk to Ansariji he as not ready to come on the line. I wanted to know as to why did instead of increase, the number of bogies for daily passenger that come from Hapur to Delhi Shri Ansari ji reduce five bogies of that train.

At the end, I would like to give special compliment to hon. Laluji that he has provided railway facilities to small vendors for transporting milk and vegetables. I come from Baijpur Gujar village from where milkmen transport milk in small containers and vegetable vendors bring vegetables in baskets. Certainly such things have been done for the first time in the history of railway that he felt that these small vendors are also human beings who do small business and need such facility. Besides, he should set up ROB at Banthala (Loni) or Delhi Saharanpur line. With these words, I heartily welcome and support the Budget.

*SHRI VIRCHANDRA PASWAN (Nawada): sir, while supporting the Railway Budget 2007-08 I would like to request the hon. Minister of Railways that in view of the need and demand of the people and the economic and commercial development of Bihar the doubling work of Kiul-Howrah-Gaya railway line should be completed. The hon. Minister included the said work in the Railway Budget for 2004-2005 and the survey of the said route has been completed. The hon. Minister should complete this work. The local people of this area are hopeful that it will certainly be completed.

SHRIMATI C.S. SUJATHA (Mavelikara): Madam, Chairman, I would like to extend my thanks to hon. Laluji that he has presented a popular Railway Budget especially to short distance passengers on this occasion. I would like to extend my thanks to the hon. Minister of Railways that he has announced to set up bogie manufacturing unit in Kerala. I hope that more economic assistance will be provided to my State in this direction.

*The speech was laid on the Table.

SHRI LALU PRASAD: Very very thanks for speaking in Hindi.

[English]

SHRIMATI C.S. SUJATHA: Development of Railway system is the basic requirement for the economic development.

[Translation]

MADAM CHAIRMAN: You are speaking well in Hindi, please go on.

SHRIMATI C.S. SUJATHA: I will speak next time.

[English]

It is a fact that our Railway system is the biggest in the world. The country could achieve a great deal of development in this area.

But I think there are certain lacunae in the development pattern. We failed to provide equal opportunities to all regions and States for developing the railway network. Various regions and States are still being neglected hampering the overall economic development of these areas. My State of Kerala is an example. We have been continuously raising this issue. But adequate attention is still not given by the authorities concerned.

Formation of a new Railway Zone is a long-pending demand of the people of the State. Creation of a new Zone comprising the areas of the South West Coast would definitely help achieve the required railway development in this region including the State of Kerala, giving momentum to its economic development too.

The Railways decided to form a new Railway Division namely the 'Salem Division.' The Members from Kerala categorically stated in different meetings and through various representations that the people of the State are not against the development of any other State or region. But our concern is about the decision to bifurcate the Palakkad division. Such a decision would badly affect the revenue earnings of the Division which would further cripple the State in its rail development prospects. Therefore, my humble request is to revise the irrational decision and let the Palakkad Division remain undivided.

I congratulate the hon. Minister for covering the Railway into a profit-making public sector institution. The profit of Rs. 20,000 crore is a great achievement and the efforts of the Minister towards this achievement is of course laudable. I also congratulate the entire staff of our Railways for the great achievement for, without the sincere and honest work of these sections, this could not have been possible.

However, I would like to draw the attention of the hon. Minister to certain problems faced by sections of railway workers. Now, there is increased tendency in outsourcing the work to private contractors. These contract workers are not given any facilities and there is no job security either. Every new contractor changes the staff thus leaving the earlier workers out of job. Outsourcing must be stopped and all contract workers must be absorbed as permanent employees.

There were reports that the work on many of the railway projects in south India are not progressing due to inadequate fund allocations. It includes many projects in the State of Kerala too. Necessary funds should immediately be released to speed up the ongoing works.

The issue of doubling of railway line is not being addressed satisfactorily. Madam, it is the most urgent work. It has to be done and also the electrification, computerization, opening of Information Centres, touch-screen facilities, increasing the platform length, construction of ROBs, platform shelters etc. have to be taken up. The doubling work in the Ernakulam-Kayamkulam sector via Kottayam has to be expedited by providing adequate funds. The work is moving at a snail's pace. Railways must take steps to ensure the completion of the work at least in two years. Also, the doubling of track of the sectors Mangalapuram-Shoranur and Thiruvananthapuram-Kanyakumari should be simultaneously taken up.

The completion of Vallarpadam Container Terminal would result in increase in the freight movement. In order to cater to the increased freight and to avoid traffic congestion, the Railways should consider the extension of Kuttippuram-Guruvayoor line to Edappally. A new rail line from Chengannur to Thiruvananthapuram via Pandalam-Adoor-Kottarakkara and Kilimanoor would be economically and commercially beneficial. Chengannur is the centre point to many of the pilgrim centres of central Travancore. Among them, Sabarimala is the most important, attracting millions of pilgrims every year. These

pilgrims from in and outside the State depend on mainly the station at Chengannur. But the present facilities at the station are inadequate to cater to their requirements. Therefore, sufficient funds may be allocated to the upgradation of this station and its facilities.

Madam, another point is, although the Minister announced the introduction of a new train and changes in the frequency and route connecting parts of Kerala of few trains, the present facilities are not sufficient for the increasing travel requirements of the people of the State. The number of Keralites working in different parts of the country, particularly in metropolitan cities are high in comparison with the people of other States. They find it extremely difficult to get reservations in peak seasons. To ease out the problem, Railways should consider introduction of more trains from the metropolitan cities of Mumbai, Delhi, Bangalore and Chennai to Kerala and also increase the frequency of the existing trains. The frequency of the Sampark Kranti express which plies once a week from Chandigarh to Thiruvananthapuram should be enhanced to a daily train or at least thrice a week. The Railway Minister should also consider introduction of suburban train services from Thiruvananthapuram, Emakulam and Kozhikode.

There is a need for a Foot Over Bridge at Kayamkulam Station to overcome the difficulties of the public to cross the rail line. The works of construction of Railway Over Bridges at Mavelikkara and Krishnapuram besides full length roofing, heightening and lengthening of platforms at Thiruvalla, Chengannur, Mavelikkara and Kayamkulam Stations must be undertaken. The works needed for giving Model Station status for Chengannur, Kayamkulam and Thiruvalla Stations are to be completed without delay.

There have been so many incidents of death due to the rail accidents in unmanned level crossings. Unmanned level crossings should be changed to manned ones. Mavelikkara is an important railway station and it should be considered to be elevated to the status of a model Station. The parcel booking facilities at Chengannur and Kayamkulam are stopped at present. This has to be restored. The Railways should consider providing stoppage of Rajdhani Express and Happa Express at Kayamkulam.

Madam, Southern Railway contributes considerably to the railways revenue earnings. The amount allocated towards passenger amenities is only Rs. 25 crore. It is a very small amount considering the volume of passenger

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 movement. Hence, I request the Minister to increase it further at least to Rs. 75 crore.

I would like to make an important suggestion to the Railways. There are about 40 acres of railway land lying vacant adjacent to Cheriyanad Railway Station. This land could be used for establishing a railway production unit. Since water and other resources are easily available in this area, I request the Minister to consider setting up of a Rail Neer Factory at this site.

Madam, handicapped persons are running STD Booths in railway platforms and stations. It is understood that their licences are going to be snapped in the month of April, 2007. There are thousands of people dependent on them and such a decision, if implemented, would doom the life of these people and their families. So, I request the hon. Minister to allow these poor people to continue to run these booths.

[Translation]

*SHRI ANIRUDH PRASAD ALIAS SADHU YADAV (Gopalganj): Madam, Chairman, while extending my heartfelt congratulations to the hon. Minister of Railways Shri Lalu Prasad for presenting most popular Railway Budget 2007-08 on 26 February 2007, I would like to make effort to present the view point of the people of my parliamentary constituency, Gopalganj, Bihar in this present session.

Prior to the present Budget hon. Lalu Prasad ji has already presented three Railway Budgets. When hon. Lalu Prasad ji resumed the Office of the Minister of Railways the railway was running in losses. All the Members present in the House might have remembered the financial position of the railway, it was passing through in the year 2001. The railway would not make the payment of the dividend amounting to Rs. 2,800 crore in the year 2001. The fund balance was reduced to Rs. 350 crore and the operating ratio had declined to 98 per cent. The internal resources of Rs. 2300 crore were not sufficient even for the safety work. But today, the railway has generated internal resource of Rs. 2300 crore, fund balance of Rs. 16 thousand crore and has achieved operating ratio of 79 per cent. There is no dearth of funds for the payment of dividend of Rs. 4200 crore and safety and security work. In comparison to the freight loading of 473 million tonne in 2000-01 that earned

*The speech was laid on the Table.

[Shri Anirudh Prasad alias Sadhu Yadav]

revenue of Rs. 23 thousand crore, in 2006-07 the freight loading increased to 726 million tonne that earned the revenue of Rs. 42 thousand crore. Today the railway has switched from position of loss making to the position of profit earning enterprise. You may call it a miracle but the skill and efficiency of Shri Lalu Prasad ji has astonished the famous entrepreneurs of the country and abroad as a very expert entrepreneurs. In a very short period of time Shri Laluji has made the railway from loss making to profit earning enterprise. As a result of this paradigm shift in Railway the students of the country and abroad come to the Minister of Railway to learn the trick of development. It will be written in golden letters in the history of Railways. In this context the hon. President in his address on 23 February 2007 has praised him for improving the condition of Railway.

The Railway Budget for the year 2007-08 is in the interest of upper class, middle class and poor people. Shri Lalu Prasad ji has made a new history by breaking his own record made during the previous year by way of preparing and presenting the current railway Budget and implementing it efficiently.

The decision taken in public interest in regard to concessions and other welfare schemes like providing for reservation of lower berth for senior citizens and women aging more than 45 years, 50 per cent concession in second class fares to students participating in written examinations organized by the Staff Selection Commission and Public Service Commission, construction of community centres, construction of 50 room for rest houses near Government hospitals providing passengers amenities at railway stations, reduction in freight and new commercial policy is highly commendable.

Madam, in regard to undertaking the developmental works, through the Ministry of Railways, in my parliamentary constituency, Gopalganj, I would now request the hon'ble Minister of Railways that a lot of difficulties are faced in the construction of new railway route and the renovation of old route owing to the absence of a railway sleeper factory even in the distant areas of North Eastern Railways. Owing to the shortage of sleepers, these are brought on order from other zones. It also escalates their cost. On behalf of the people of my parliamentary constituency, Gopalganj, I demand the setting up of a sleeper factory in Sidhwalia. A piece of 350 acre land of the Railways is lying unutilized in Sidhwalia under Gopalganj district. A sleeper factory

should be set up in the above mentioned unutilized land. I demand the hon'ble Minister of Railways to issue an order of setting up a sleeper factory in Sidhwalia under my parliamentary constituency, Gopalganj district on the lines of Sitamarhi, Madhepura or Hajipur.

A large number of people of my parliamentary constituency district Gopalganj are employed in metropolitan cities like Kolkata and Delhi. They have to catch train from Siwan so as to go to Delhi and Kolkata.

I request the hon'ble Minister to issue an order to introduce a direct train for Kolkata and Delhi from Thave junction in my parliamentary constituency Gopalganj.

I extend heartiest congratulations to the hon'ble Minister of Railways Shri Lalu Prasad for presenting a historical popular budget.

SHRIMATI KARUNA SHUKLA (Janjgir): Madam Chairman, I know that time is very precious and there is shortage of time. I will lay my entire speech barring one issue towards which I would like to draw his attention through you. I was very glad that hon'ble Shri Laluji was here and I could make my submission before him.

Our budget session scheduled for 23rd was to commence with the Address of the hon'ble President in the Central Hall. Incidentally, I ran across the Hon'ble Minister of Railways Shri Lalu Prasad Yadav. H.E., the President was to arrive at 11 O' clock. Perhaps, Shri Laluji thought it was at 10 O'clock. So he was standing alone when I greeted him and asked if there was anything in store for Chhattisgarh in his Budget? He said that he would definitely grant something to Chhattisgarh and since I was demanding, he would definitely grant me something. He asked me to accompany him to his room.

I accompanied him to his room in the Parliament House. There he asked me about my parliamentary constituency and what I used to do before. I told him that I was a housewife. Thereafter I became a Member of Legislative Assembly and worked on to gradually become a Member of Parliament. He asked me about my demands for Chhattisgarh. I made my demands keeping in view the entire State and, through you, I repeat those demands since these were not included in his budget speech made on 26th and I got disappointed. Thereafter, I met him on the 27th when he assured me that he would announce it during his reply. The nominated Member from Chhattisgarh Ms. Mecloid is present here in the House. I read about her in the yesterdays' newspaper that this sister of mine was also given an assurance by Shri Lalu ji on Hoti. ...*(Interruptions)* Now both of us have been given assurances ...*(Interruptions)*

MS. INGRID MCLEOD (Nominated): I would like to tell you that first of all I raised this issue in the year 2005. ...*(Interruptions)*

SHRIMATI KARUNA SHUKLA: I am not saying anything in antagonism, I am rather speaking in your support. ...*(Interruptions)* Ms. Macleod, I am not opposing you. I am reminding Laluji of his promise, he will have to fulfil his promise. I am reminding him of the promise he made to me. ...*(Interruptions)*

I am raising this issue because ...*(Interruptions)*

MADAM CHAIRMAN: Please put your demand.

SHRIMATI KARUNA SHUKLA: Madam Chairman, I am only putting my demand. We have been raising a demand for so many years to open a recruitment office of the Railway Board in Bilaspur Railway Zone, the biggest income generating zone of the Railways. Shri Punnu Lal Mohale has been raising this issue ever since he became a Member and our other Members also have been raising this demand. I have also done a lot of correspondence on this issue. I am raising this issue to remind him of the assurance given to me on 23rd and to my fellow sister. Everybody made correspondence. All the Members of that State would think for the betterment of Chhattisgarh. The Member would make submission to this effect every year and in every session. We have all fulfilled our duties by writing letters. We should keep in mind our demand. Two women Members represent Chhattisgarh—one is a nominated Member in Lok Sabha and the other is an elected Members in Lok Sabha and the other is an elected Member whose constituency includes Bilaspur, Janjgir and Korba.

Madam Chairoman, through you, I would like to remind hon'ble Laluji of his promise. He should fulfil the assurance given to us lest he should break our heart and we stop reposing trust in our brothers. Therefore, I would call upon the Minister of Railways to fulfil his promise. I thank you for providing me an opportunity to speak. I have written a plethora of demands which I am about to lay. The people of my constituency have faith in me that I would be raising the issues in respect of Korba, Janjgir and Bilaspur with the hon'ble Minister.

*I would like to draw the attention of the hon'ble Minister of Railways Shri Lalu Prasad Yadav ji towards the following issues:

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The Bilaspur Zone of Chhattisgarh is the biggest revenue generating zone among all the zones in the country. Unfortunately, however, no Railway Recruitment Board Office has been set up there. The unemployed youths have to travel to other States like Orissa, West Bengal and Madhya Pradesh in order to appear for interviews and written examinations. It puts more financial burden on the poor unemployed youths. Hon'ble Lalu ji is running Garib Rath. If he opens a recruitment office in Bilaspur for those poor people, it would amount to doing justice with that area and would provide great relief to the young men and women.

This district of Chhattisgarh is known as mini India. People belonging to all regions reside here. SICL, BALCO and Chhattisgarh electric circle are located here. The proposal to construct a pit line at Korba is being sent to Railway Board for so many years. If the pit line is constructed, it will ensure rail connectivity to the places with various parts of the country.

The Chhattisgarh Express running from Bilaspur to Amritsar should be started from Korba.

Cochin Express running five days a week should be run on daily basis from Korba instead of Bilaspur.

Two minutes stoppage should be given to the long distance trains like Azad Hind Express, Lok Many Tilak Express, Howrah Porbandar Express and Gitanjali Express at Sakthi, Champa, Akaltara railway stations of Chhattisgarh State.

The facility of handicapped quota should be provided in Rajdhani and Shatabdi Express trains as they are being given this facility in the remaining trains therefore the said facility should be extended to them in these trains also.

Ravigarh is an important station, which is also the district headquarters. Here the foundation stone for the Railway terminal was laid on 14.9.1998. Nine years have passed and even today the foundation stone is shedding tears. The terminal should be constructed there before the tears get dried up.

The VIP guest house at Bilaspur Railway Station is not equipped with all the facilities, it should be enlarged and equipped with all facilities.

*...This part of the speech was laid on the Table.

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[Shrimati Karuna Shukla]

The Raipur-Damtari narrow gauge line should be converted into broad gauge. This is a year long pending demand.

The local train running from Ambikapur should be extended upto Jabalpur. Many small and large scale pilgrimage tour operating companies of the country arrange trips to various pilgrimage centres of the country like Prayag, Kasi, Ayodhya, Gangasagar, Puri, Tirupati, Balaji, Madurai, Rameshwaram, Kanyakumari, Shrishailam, Mehsun etc. through railways and for this purpose they reserve independent three tier coaches of the railways. As the journey spans across many days to months, these rail coaches require halts at various stations. For this purpose, railways are paid halt charges by the companies. On the one hand this practice was convenient for the people, pilgrims and on the other it helps the railways to earn more revenue, however, recently through an order issued by the railways, charges for these pilgrimage tours have been increased drastically. Earlier Rs. 3120 per day used to be charged as detention charges which has been increased to Rs. 14400 per day. Besides, other charges have also been drastically increased. In this way Railways used to collect Rs. three lakhs for the pilgrimage trips. Now this amount has crossed six lakh twenty five thousand rupees. There is resentment among the people against this much of hike in charges. Keeping in mind the sentiments of the people of the country, my request to the hon'ble Minister is that his ministry should reconsider their decision to hike the charges and they should revoke their said order so that people do not have to face any financial crunch while making pilgrimage trips through the railways.

People are forced to cool their heels for hours together due to the closings of Lal Khadan level crossing and Khokhasa level crossing and those located at Champa city situated in district Janjgir Champa and Bilaspur which is the district of my Parliamentary constituency. My request to the hon'ble Minister is that RoBs should be constructed across all the three railway crossings, so that the people of the said area can easily commute from one place to another. Madam Chairman, hon'ble Minister has grossly neglected the newly formed Chhattisgarh State. This is the State from where the country gets the highest revenue from railway. My request to the hon'ble Minister is that efforts should be made to provide Chhattisgarh its due rights. From here coal, steel, aluminium, cement etc. is taken to every parts of the country through railways. We seek justice for our State.

There is also a need for doubling of Raipur-Titagarh railway line. If the doubling work is carried out, the region will start to get the benefits of Vishakhapatnam port."

[English]

SHRI LALIT MOHAN SUKLABAIIDYA (Karlmgan):
Madam Chairperson, I joint all my friends in congratulating the hon. Railway Minister for his extraordinary achievement for the third successive year.

Madam, making a profit of Rs. 20,000 crore without burdening the common man is a milestone that commands appreciation from all over the country. The year 2007-08 Railway Budget in itself is a glowing example of bold initiative and strategy taken by the hon. Railway Minister. His thrust to make freight and fare cheaper and better amenities to increase the volume has given the dividend.

Train service is the most common and popular means of transport in India. He has given exactly what a commonman wants—lower fares, better passenger amenities and freight concessions.

Madam, he has given many amenities and made many provisions. Since I do not have time, I am not going to read these things. The only thing I am telling is that he has not forgotten anybody. He remembered the people belonging to all walks of life in the country. He has also not forgotten 1.4 million railway employees who contributed towards the success and elevation of the Indian Railway System. He acknowledged their tireless efforts in bringing about this change.

Madam, in my State, for the first time, Railway is going to be electrified from Katihar to Guwahati. My State is a poor State. That is why, this time we have also got one *Ganib Rath* from Guwahati to Kolkata. We demanded that the most popular train of our State, that is, Saraighat Express should run everyday in the week, and we got it for seven days. We also demanded that this train should be made an overnight express so that it can start from Guwahati in the evening and can reach Kolkata in the morning, and *vice versa*. I would request the hon. Minister to look into this matter and see whether this train can be rescheduled to make it an overnight Express in the interest of trade and commerce of our Region.

For congestion clearance, Guwahati to Digavu double-line has been proposed. Bigibill project has been taken up as a national project. The construction of new railways

from Azra to Banihat and from Dimapur to Kohima have been taken up. The gauge conversion work from Rangia to Murkungsulak has also been taken up. We will get this benefit along with the benefits which the *Aam Aadmi* will get from other budgetary provisions.

Madam, North-East demands some special consideration for removal of regional disparities. We will request the hon. Minister at least to remember us and to give a Railway Production Unit which may contribute towards the economy of the North-East.

Madam, I belong to Barak Valley, and I would like to mention one point here. Barak Valley is in the State of Assam, and it had thriving trade and commerce before Independence as it had easy rail communication to Kolkata and other parts of the world through Bangladesh. But after Independence that has been suspended. We had some longer route through hill section Lumding and Badarpur, and we are happy with that also. In 1996, this section was taken up for gauge conversion. For the last 12 years, this work is going on. During these 12 years, I think, nearly 40 per cent work has been completed. It is being taken up as a national project and targeted to be completed by 2009. I do not know how within two years, the remaining 60 per cent work could be completed. However, I would request the hon. Minister to try his best to complete it, and I believe, as he is an outstanding Minister, he can do something so that we can be relieved of our miseries for not having the direct link and for not having the broad gauge. I would request the hon. Railway Minister to do it.

Madam, one hundred years back, Dullavchera railway was constructed, and after 100 years, there was a huge population beyond Dullavchera. Last year I requested the Railway Ministry to extend the railway line from Dullavchera to Cheragi. I would, once again, request the Ministry to study its feasibility.

We have started a trade centre in Sutarkandi, which is at Bangladesh border, and through this trade centre, India is exporting thousands of tonnes of coal and other materials everyday. So, for promotion of export and for reducing the real cost, the Railway Ministry can examine whether the railway can be extended up to Sutarkandi.

Thank you, Madam, for giving this chance to speak.

SHRI SURESH PRABHAKAR PRABHU (Rajapur): Madam Chairman, many a time files in Government Offices get misplaced and even after carrying out searches they remain untraced. It seems that the file regarding Konkan Railways has gone missing at Indian Railways. I am on my legs to remind everybody about it and I would like to present a few points about Konkan Railways before the Minister of Railways.

Madam, Chairman, you must be remembering that the Konkan Railways has a long history of its own. The people belonging to that region had launched agitation for its construction. The people who gave their lands for construction of Konkan Railways have not been given compensation till date. I would like to remind Lalu ji that Konkan Railways is also operating in this country and perhaps he also visited the said railways. But I feel that for the last two-three years the said railways have faded out of his memory and it is in order to remind him about it that I am standing here in front of all of you. Whatever demands had been made by the people belonging to that region, till date nothing has been fulfilled.

Madam, my first demand is that a train should be introduced from Mumbai to Sawantwadi via Boriwali in Western Railways because a large number of people living in Konkan are residing in Boriwali, Western Railways. The people belonging there have to change two trains, on account of this they have to bear extra financial burden. In order to relieve them of this burden the said train should be introduced.

The second point I would like to raise is that the Sawantwadi terminus should be named after Shri Madhu Dandwate who had also been a former Minister of Railways. Madhuji was a socialist leader and Laluji is also a socialist leader and I hope that he may not have forgotten him.

[English]

SHRI BRAJA KISHORE TRIPATHY (Puri): Yes, the entire House is supporting it.

[Translation]

SHRI SURESH PRABHAKAR PRABHU: Madam, poor farmers belonging to that region make kokan. Coke is served in Konkan Railways, but not kokan. I feel that

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[Shri Suresh Prabhakar Prabhu]

more priority is accorded to coke. Therefore, my demand is that Konkan should also be promoted along with coke. Besides, the Konkan Railways should provide stalls for selling the handicraft items made by the Konkan people.

Madam, during the regime of our Government we had developed Sindhunagar district as a tourist district. My demand is that a station should be set up in this tourist district so that tourists should be drawn to this place.

Apart from this, there are many such villages like Lanjha and Rajapur from where there have been demands for setting up new stations. Similarly, there are many other villages where there is a need to set up stations. Lastly I would like to say that a doubt has been created among the people belonging that region whether Konkan Railways is in Indian Railways or not, please make some efforts to dispel this doubt. With these words, I conclude my speech.

*SHRI BASANGOUDA R. PATIL (Yatnal) (Bijapur):
Madam Chairperson, Thank you for giving me an opportunity to participate in the discussion on Railway Budget 2007-08 presented by Hon'ble Railway Minister.

As far as I understand this Railway budget has not rendered justice to all the States of the country. Being a Railway Minister for the entire country it is his duty to keep all the states in mind while allocating funds in the budget. But in this Budget Hon'ble Minister has given top priority to only few States including his parliamentary constituency. In his own state and in states where his Government's coalition members parties rule. It seems that only few states are having over the Railways. Majority of the states have been neglected by the Railway Ministry in this Budget.

For example Bihar has been given a major share in the Railway Budget. Since many Railway Ministers have been representing Bihar, it has been given major share. But in this Budget Hon'ble Railway Minister has given top priority to his own parliamentary constituency. It is very much painful and unfortunate. My concern is such partiality would affect the progress of our country. That's why the Railway Minister should present such budget, in which all the states of the country get equal priority and it should contribute to progress and prosperity of the

country. I would say, only for gaining popularity Hon'ble Minister Lalu Prasad Ji has presented this way Budget and it will not ensure the progress of the country.

The Hon'ble Railway minister has stated that the railways has earned a profit of Rs. 20,000 crores but this credit should go the NDA Government not the UPA Government. I would like to say that a good railway Budget must have a broad view carrying for all the states of the country without bias. Just because there is no hike in fares a Budget does not become a good Budget.

The NDA Government during its tenure had made sincere efforts and implemented many proper monitoring measures to put the Indian Railways on the right path. Earlier it was suffering a great loss. The NDA Government under the leadership of Shri Atal Bihari Vajpayee ji the then Hon'ble Prime Minister and also the then Hon'ble Railway Minister Shri Nitish Kumar ji had announced a new project 'Sudoor Kshetra Rail Pariyojana', under this scheme our Government had committed to provide Railway facilities to the citizens of all taluks and districts from Kashmir to Kanyakumari. But I am sorry to say in this budget the Hon'ble Railway Minister has not even mentioned about the Sudoor Kshetra Pariyojana.

I would say the Hon'ble Minister has discriminated against many states while including various projects of different states like Gauge conversion, approval of new railway lines. That's why I would request Shri Lalu Prasad Yadav ji to have a broad look into all the states while allotting funds to various railway projects in different states.

I would like to remind the Hon'ble members of the UPA Government that before NDA Government came into power the Railways had been suffering loss due to the Congress Government that ruled the country for more than 53 years out of 60 years of Independence. But within a short span of 6 years Shri A.B. Vajpayee's Government had brought the Indian Railways on the right track to earn profit. Hon'ble UPA members should not forget this fact.

As far as Karnataka state is concerned it has been contributing more to the Railway exchequer as Chhattisgarh, which has also been contributing by way of earning more income to the Railways. For example, Railways is earning Rs. 1500 crores from iron ore of Karnataka, which is being sent to different parts of the country. I am sorry to say that my state Karnataka has been neglected by the Railway Minister in this Budget.

Karnataka has not got a better deal in this Budget. Only Rs. 497 crores has been allocated to Karnataka. Merely 50-60 miles of new railway has been announced. 37 projects have not been announced which we have been demanding. From Bagalkot to Bijapur only 70 km. Railway line has been announced. These are no big projects. There is no use by merely allotting one crore or two crore rupees for these projects.

There are many states, where ticketless travellers are more but have been getting better deal. Whereas in my state which is contributing more income is neglected. From iron ore, and our people have been traveling by valid tickets, but is neglected.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): Karnataka should not say that you have been neglected and you are quoting figures saying Bihar is getting more, last year outlay for Karnataka was Rs. 390 crores, now it is Rs. 630 crores. It is 97% more, almost.

SHRI BASANGOUDA R. PATIL: Now the Hon'ble Railway Minister of State for Railways has said his Ministry has allotted 97% more funds compared to last year. But that is not a big amount. At the same time he should think of our state. Freight movement of iron ore from Bellary itself is contributing Rs. 1500 crore to the Railway exchequer. Therefore, while allotting the funds the Hon'ble Minister should see that state concerned get share in proportion to its contribution and according to that priority should be given. On the basis of that Rs. 1500 crore should be allocated to my state in this Budget.

Bijapur-Bagalkot Gauge Conversion is there and as stated by Shri Suresh Prabhu Hon'ble Member of Parliament the Hubli-Ankola Railway line should be connected to Konkan Railway. For this Rs. 1000 crores should be allocated. If it is by allocated only Rs. 5 crore or 10 crore, then it will take 40-50 years to complete the project. For Gulbarga-Bidar Railway line only 5 crores of rupees has been announced. When our NDA Government was there 10 crore rupees had been allocated for this Railway line. But even then the land has not been acquired for this Railway line. Monitoring Official has also not been appointed so far.

In the same way Mehabub Nagar-Raichur Railway line, Talaguppa-Shimoga Gauge conversion, Chamrajnagar-Mettupalayam and Shahabad-Sedabala Railway line were sanctioned two years back. But survey

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work has not been taken up so far. Bagalkot-Kudachi Railway line which is likely to earn more income to Railways exchequer Tumkur-Chitradurga Railway line which was the dream of our national leader Shri S. Nijalingappa, who was also the Chief Minister of Karnataka and President of All India Congress Committee and Alamatti-Yadagir New Railway line have not been included the Railway Budget. That's why I humbly request Shri Laluprasad Yadav Ji to take up the works of this Tumkur-Chitradurga Railway line in the present Budget itself.

The Hon'ble Railway Minister has introduced Garib Rath. It is my responsibility to congratulate when the Hon'ble Minister has done really commendable job. So I congratulate Hon'ble Minister and also I request him to introduce a Garib Rath from Bangalore to Delhi via Hubli and Gadag-Bijapur after conversation. This should be included in the next supplementary Budget. Bijapur-Mumbai train which has been running thrice a week, should be made daily and extended upto Bagalkot. Bagalkot-Bangalore Basava Express train should be made daily train in my Parliamentary constituency, Bijapur. When I was State Minister of State for railways, if Bijapur Railway Station as model station. So I request Shri Lalu Prasad Yadav Ji to announce the Bijapur station as model station.

When the NDA Government was there the Gulbarga Division was given its due status. I request Shri Lalu Ji that the Gulbarga Division should be given the same status like Salem Division in Tamil Nadu, which has been announced in this Railway Budget. It will be of great help to Karnataka and it will benefit the people of Karnataka. With this I conclude my speech, thank you, Madam.

SHRI R. VELU: Madam, through you I would like to inform the hon. Member for his kind information about the allocation for Karnataka. The hon. Member should not say that the State has been neglected. The outlay has been increased from Rs. 390 crore last year to Rs. 630 crore this year—almost 97 per cent increase.

[English]

SHRI RAYAPATI SAMBASIVA RAO (Guntur): Madam, I would like to convey my heartfelt congratulations to the hon. Railway Minister, Shri Lalu Prasad, for presenting fourth successful Railway Budget with no hike in passenger fares. We treat him as Lord Krishna. Under the chairmanship of Smt. Sonia Gandhi and hon. best

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[Shri Rayapati Sambasiva Rao]

Prime Minister of this century, he has presented the common man's Budget. I would like to speak in my own language, Telugu.

[Translation]

"There are a large number of MPs from the State of Andhra Pradesh and Chief Minister of Andhra Pradesh has sent many requests. As Lord Krishna stood by the side of Pandavas and helped them achieve success, we expected Laluji to give more projects to Andhra Pradesh. But, now we feel that our Lord Krishna has done injustice to us. Now, we expect him to concede to at least few requests. I would pray to Lord Krishna to favour us. I would like to make some of the points. There should be electrification and doubling between Guntur and Tenali.

16.42 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

A day-time Intercity Express should be introduced between Chennai and Guntur. In the last Railway Budget there was a sanction for doubling of railway line between Guntur and K.C. Canal, it is a 25 kilometer stretch which needed doubling and electrification. Hon. Minister of State for Railways Shri Veluji has visited this stretch and inaugurated Guntur new railway station and accordingly funds were allotted. Similarly, from Guntur to Tenali is another stretch of 25 kilometers which needs doubling and electrification of railway line. This will enable easy connectivity between Vijayawada, Tenali and Guntur. There is a long pending demand for introduction of a circular train to connect these three towns and it has been pending for the past ten years. We along with our Chief Minister brought this matter to the notice of Hon. Minister for Railways. I expect our Lord Krishna will sanction this project in this year's Railway Budget. Similarly, doubling and electrification of stretch between Nallampadu and Pavidipalli is also pending. A survey was conducted 10 years ago. The Budget for the work may be around rupees 400 crores. Someone mentioned that works with Budget of rupees 500 crores and below can be sanctioned. If doubling and electrification between Nallampadu and Pavidipalli is completed, all south bound trains going beyond Vijayawada towards Chennai, if diverted via Guntur will generate good revenue for Railways. This is a long pending issue and we request Hon. Minister to sanction this work in this Budget. There are two "Road Under Bridges (RUB)" which are pending,

one is in Nehrunagaram under Bridge, which is pending for the past four years. Similarly, one more RUB is pending in Pattabhipuram. We humbly request the Hon. Railway Minister to sanction these two bridges. We asked for some new trains, especially, a train between Guntur and Ahmedabad. Because there are many Gujaratis who are doing business in Guntur and they often find it difficult to travel to Ahmedabad and other parts of Gujarat. We also request to divert New Express Train between Secunderabad and Vijayawada through Guntur. We also request a new inter-city express between Guntur and Chennai during day time. Earlier, we had a night train. There is a train between Hyderabad and Chennai but we don't have a train for Chennai during day time.

We request for the same to be introduced. We pleaded for a new train between Machilipatnam and Manmad via Guntur. I will take only two more minutes, Sir. When Shri Veluji visited our place, we requested him for some trains.

Garib Rath proposed to be run between New Delhi-Chennai should be diverted via New Guntur. Navjeevan Express between Ahmedabad and Chennai should go through Guntur. Seshadri Express between Kakinada and Bangalore should be through Guntur. Pinakini Express between Vijayawada and Chennai should go *via* New Guntur station. Janashatabdi Express between Vijayawada and Chennai should go *via* Guntur. Tamil Nadu Express between Chennai and New Delhi also should be diverted through Guntur station. Kerala Express between Trivandrum and New Delhi should go *via* New Guntur railway station. Janmabhumi Express between Tenali and Visakhapatnam should go through New Guntur station. Simhapuri Express between Secunderabad and Gudur should go *via* Nalgonda-Nadikudi-Guntur. Ratnachal Express between Vijayawada and Visakhapatnam should be extended up to Guntur; Tirupati-Chirala passenger train should also be extended up to Guntur.

With these words, I would like to say that the people of Andhra Pradesh have sent the biggest number of MPs to Lok Sabha. Therefore, I would request the hon. Railway Minister to kindly accept most of these proposals.

"There is an urgent need for the rescheduling the Repalle to Secunderabad Delta Fast Passenger to its earlier timings, as it was found inconvenient to the poor passengers for whom this is actually meant.

Sir, I hope and wish that the Hon. Railway Minister will include all the projects mentioned by me in my speech in the current Budget for 2007-08 itself, and satisfy the long cherished desire of the people of Guntur and neighbouring districts, in particular, and the people of Andhra Pradesh, in general."

"....." This part of the speech was laid on the Table.

*English translation of the speech originally delivered in Telugu.

[English]

SHRI A. KRISHNASWAMY (Sriperumbudur): Mr. Deputy Speaker, Sir, earlier you have informed the House that the hon. Railway Minister will give his reply around 4 o'clock, and now it is already 4.45 p.m. At what time will he give the reply because all of us have to go back to our hometowns?

[Translation]

MR. DEPUTY SPEAKER: No announcement has been made in this regard till now.

[English]

Please sit down.

...(Interruptions)

SHRI T.K. HAMZA (Manjeri): Sir, Railways is the biggest public sector institution in India. In the year 2006-07, Railway earned a profit of Rs. 20 crore. In 2007-08, we expect a profit of Rs. 20,000 crore again. We achieved this profit without increasing the passenger fares and transporting charges on goods. For this achievement, I congratulate the hon. Minister, Shri Lalu Prasad Yadav.

At this juncture, I may point out one important aspect. We always hear the propaganda that the public sector is a failure, it is a white elephant, the public sector undertakings should be closed and privatization should be promoted. However, Shri Lalu Prasad Yadav, within two years, proved that all the allegations against the public sector are incorrect. If the public sector is managed properly, it will produce better results not only in terms of profit, but also in terms of better service than the private sector.

In this Budget for 2007-08, hon. Lalu Prasad Yadav has made an earnest attempt to have a comprehensive development of the Indian Railways. He has not increased the passenger fares and also the transportation charges on goods, while allowing slight reductions in certain other things.

We are not fully satisfied with all the proposals, but we know that it is not possible also. However, as far as possible, he met most of the demands of the States. As far as Kerala is concerned, we are in the southern tip

Resolution Re: Approval of Recommendations in Fifth Report of Railway Convention Committee of India and it is a consumer State. For a long time, for many reasons, we were neglected. Now, for the first time, Kerala has been brought under the Railway industrial map by proposing the setting up of the Bogie Building Industry in joint venture with the Kerala State. My hearty congratulations and thanks to Shri Lalu Prasad Yadav for the same.

The proposal for the survey of Nilambur-Nanjancode and Tellicherry-Mysore is highly appreciated. The grant of *Ganib Rath* on the Mumbai-Trivandrum sector and increase in the frequency of Maveli Express, making it daily, in Mangalore-Trivandrum sector are accepted by the people of Kerala with great happiness and gratitude. In this respect, our request is to complete the doubling and electrification in Shoranur-Mangalore sector. Without completing the doubling works, we cannot introduce new trains to satisfy the demand of the people.

Last but not least, my humble request is that the Palghat Division should not be disturbed, and a new South-West Zone Division may kindly be allowed to take care of Palghat, Trivandrum, Mangalore and Konkan areas.

With these words, I conclude my speech.

SHRI D. NARBULA (Darjeeling): Hon. Deputy Speaker, Sir, I thank you for giving me the opportunity to speak on this Railway Budget. I rise to support the Railway Budget for 2007-08 placed before this House by the hon. Railway Minister, Shri Lalu Prasad Yadav. Before I start my speech, at the very outset, I would like to congratulate the hon. Railway Minister, Shri Lalu Prasad Yadav, and his colleagues for generating a cash surplus of Rs. 20,000 crore without enhancing the fares, which is a record in the history of the Indian Railways.

In this Budget there is a proposal to provide cushioned seats in unreserved second class coaches. These coaches are used by the low-income group people. No previous Railway Minister has ever thought of providing special coaches for low-income group passengers. In this Budget, some special coaches are being made for the handicapped passengers. These coaches are equipped with wide doors, cushioned seats, etc. I express my gratitude to the hon. Railway Minister for being so thoughtful towards the low-income groups and handicapped passengers.

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[Shri D. Narbula]

Sir, I hail from the Darjeeling Constituency. The Darjeeling Hill Railway was started by the British some 125 years ago. It is now being modified by replacing the old wooden fish plates with new iron plates. I am thankful to the hon. Railway Minister for sanctioning funds for the renovation of the 125 year old Railway Workshop in Tindharia, Kurseong. This will definitely improve the condition of the existing railway line. However, the old steam engines for which Darjeeling Hill Railway was given World Heritage status have not been improved. People from different parts of the world come to Darjeeling to enjoy the toy train ride. So, I appeal to the hon. Minister to see that these steam engines are modified and improvements are made in them.

New Jalpaiguri is the most important station in that area. It should be upgraded by setting up a DRM office there. I congratulate the hon. Railway Minister for converting the meter gauge line between Aluabari Road station and Siliguri Junction to broad gauge. Siliguri junction which was once an important railway station is now lying idle following the creation of New Jalpaiguri. After the completion of the broad gauge line between Aluabari and Siliguri Junction a new super fast AC train like Shatabdi Express should be introduced between Siliguri Junction and Sealdah. One Garib Rath should be introduced between New Jalpaiguri and Delhi.

*The name of Aluabari Road station situated in Islampur subdivision should be changed to Islampur station and the Kanchanjunga Express should be given a halt at this station. Work on the flyover at Mahavir Sthan in Siliguri which was started two years ago has not been completed yet. I request the hon. Minister to expedite this.

All trains between Guwahati and Delhi pass through Patna Junction. A large number of Buddhists living in Darjeeling, Sikkim and Bhutan will be benefited if some of these trains travel via Gaya.

Hon. Railway Minister was kind enough to establish a railway main office in Elysia Building at Kurseong which is yet to start functioning. The entire population of the hill areas would be benefited if this office starts functioning early. I further request the hon. Minister to establish a Railway Recruiting Board at this office in Kurseong.

Large tracts of railway land are lying vacant at Naxalbari and Bagdogra. These vacant lands should be given to the local unemployed youths. This will help not only in local development but also in generating employment.

To provide better marketing facilities to the farmers and agriculturists of the Darjeeling hills, AC container wagons should be attached with trains going from there to Delhi and Kolkata in which they can take their produce for marketing.

Prior to 1950 there were railway lines up to GALE Khola. Now trade between India and China has started via Sikkim. I feel that railway line should be extended up to Sikkim as that would be economically beneficial to the country.

Before I conclude, I once again support this Railway Budget.*

[Translation]

SHRIMATI JYOTIRMOYEE SIKDAR (Krishnagar): Sir, I thank you for giving me an opportunity to speak on this issue. I will raise two-three points in two minutes time. The Hon'ble Minister is present here. Yesterday, Sports Broadcasting Bill was passed in this House so that people of the country could watch games. I would like to state that I have served in Railways for 14 years and Railways has won six gold medals for the country at international level. Now I am a Member of this House and all other sports persons demand from me that they should also be issued railway passes for their spouse or companion as is done in the case of MPs. The Sports persons who win medals at Olympics and Asian games are given single II Class pass. I alongwith the rest of the country would be thankful to the hon'ble Minister if they are issued railway pass for companion as well. Hon'ble Minister is accomplishing a good task, a very praiseworthy budget has been presented.

Alongwith it, I would like to place a demand of my constituency 'Krishnagar'. During the tenure of NDA Government, the then Railway Minister had laid a foundation stone for the railway line between Krishna Nagar and Karimpur. However, that work has not been completed. Railway line between Krishna Nagar and

... This part of the speech was laid on the Table.

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 metropolitan cities like Kolkata, Chennai, Ahmedabad, Bangalore etc. as model stations. It would also facilitate the large number of daily passengers of these areas.

Chartala was mentioned in the last budget presented by Laluji but no allocation was made for that purpose. I would like to demand early completion of railway line between Krishna Nagar and Karimpur and also doubling of railway line between Sealdah and Lalgola for Bhgirathi stoppage Devogram. I would be obliged if these works are done.

SHRI LALU PRASAD: But you have not supported the Railway Budget.

SHRIMATI JYOTIRMOYEE SIKDAR: Sir, I and my party support this budget.

DR. ARVIND SHARMA (Karnal): Mr. Deputy Speaker, Sir, I would like to thank and also express my gratitude to hon'ble Railway Minister Shri Lalujji for presenting a very good Budget for poor, common and old people, women and youth. I rise to support this budget. Samjhota Express runs between India and Pakistan as a gesture of friendship. A few days back a bomb explosion was caused in this train at Panipat with the intentions to obstruct peace process between the two countries. However, the Railway Minister, our leader Smt. Sonia ji and Prime Minister gave the befitting reply and condemned the incident in strong words.

MR. DEPUTY SPEAKER: Please speak about the problem of your area.

DR. ARVIND SHARMA: The hon'ble Minister of Railways visited the place of incident immediately and announced a compensation of Rs. 10 lakh each to the dependents of the deceased. He also announced financial assistance to the people of nearby villages who extended great help in relief work. I request the Railway Minister that it would be commendable if job opportunities are generated in the Railway Department for the people who participated in rescue operation.

We talk about National Capital Region but we should also ensure passenger amenities at New Delhi Railway Station. Commonwealth games are scheduled to be held in New Delhi in coming years. Foreign tourists will also be visiting during that period and would stay in national capital region. They will go for sight seeing also. Therefore, besides providing more and more facilities in 90-100 km. stretch of NCR, the Government should develop all the stations coming in 150-200 km stretch of

Now, I would like to mention a few points about my constituency. I have raised these points earlier also. I would like to demand from the hon'ble Minister of Railways that Shan-e-Punjab should be provided a halt at Kamal and Himalayan Queen at Smalakha. Hon'ble Minister of Railways is a very strong Minister and is famous for taking action. I hope he will pay attention to these minor demands.

I lay rest of my speech on the Table of the House.

*The decision taken for Mumbai Sub-urban train service under a pilot project should be implemented in Delhi also. A provision should be made to provide tourist ticket to businessmen and tourists for sight seeing in Delhi. This will generate additional revenue for Railways.

During the last session also, I request for the laying of the railway lines. The survey for the railway line between Panipat and Saharanpur via Deewana, Bipauli, Keyrana, Muzzafarpur Nagar and Saharanpur upto Haridwar has been completed. The second one is between Panipat and Asandh. 70-80 villages fall enroute this line. Laying of this railway line will generate revenue for the Railways besides providing facility to common man.

I request the hon'ble Minister to run another Garib Rath between Delhi and Jammu Tawi via Jalandhar, Amritsar and Beas. This will facilitate the people visiting religious places in this area.

Our sports persons prefer to work in railways than in other departments. Therefore, all sports of national and international level should be introduced in Railways. Besides, Railways should also fix State-wise quota for sports persons.

The hon'ble Minister has considered 'lean and peak' season in all the scheme related to freight or fare and has avoided any additional burden on common man, rather, he has earned profit for Railways, I congratulate for it.

With these words, I again support this budget and conclude my speech.*

*... This part of the speech was laid on the Table.

[English]

SHRI K.V. THANGKABALU (Salem): Thank you, Mr. Deputy Speaker, Sir, I do not want to take much of the time of the House. I rise to support the Railway Budget presented by the hon. Railway Minister, Shri Lalu ji. He has presented the Budget to support the weaker sections of society. He has mentioned at the outset in his speech that he is guided by our beloved leader, the UPA Chairperson, Shrimati Sonia Gandhi and our Prime Minister, Dr. Manmohan Singh. I congratulate him once again because he comes from the backward class community and he knows the problems of the weaker sections and the reason why he has done each and every section of society happy by this Budget.

I would like to deal with only one important aspect related to my State and my constituency, that is, Salem Division. I am thankful to Lalu ji for having announced the Salem Division, first of all, at the instance of our great leader, Shrimati Sonia Gandhi and Dr. M. Karunanidhi, the Chief Minister of Tamil Nadu. Other leaders of UPA from Tamil Nadu, 40 Members of Parliament belonging to UPA in Lok Sabha and all the 18 Members from Rajya Sabha and all the political parties in the State have jointly represented this matter and accordingly, the Railway Minister has sanctioned this project, for which we are thankful to him.

17.00 hrs.

There is resentment on this issue. We had been demanding for this for the last 50 years and now, Salem Division had been created. Our friends from Kerala are not happy; there is agitation in Kerala; there is agitation in Tamil Nadu; it is not required at all. We are all living in the same country and we would like to work in unison and as brothers and sisters.

Even in this division, Tamil Nadu got a raw deal. This Division will only get Rs. 200 crore as income and it will have only 380 route kms. In the case of Kerala, it will have an income of Rs. 345 crore. It will have 8800 employees and we will have only 8200 employees. ...*(Interruptions)* We are not against the interests of Kerala. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will be recorded.

...*(Interruptions)**

SHRI K.V. THANGKABALU: I want to make it clear that we are not against the interests of Kerala. In the last Budget, I was the opening speaker and I pleaded more for Kerala than for Tamil Nadu. We are not against Kerala's interests. ...*(Interruptions)* We want Salem Division to continue; we want to strengthen it.

MR. DEPUTY SPEAKER: Thank you. Now, I request Chaudhary Bijendra Singh to speak only for three minutes.

...*(Interruptions)*

SHRI K.V. THANGKABALU: I want to say only one thing more, about my Parliamentary Constituency, Salem ...*(Interruptions)*

MR. DEPUTY SPEAKER: No. You can lay it on the Table of the House.

...*(Interruptions)*

SHRI K.V. THANGKABALU: In Salem, there are places like Valapady, Muthampatti, Aythiapattinam, Ponnammappet, Love-O-Gate, Mulluvadi Gate. In all these places, I want ROBs to be constructed in this year, from this year's Budget. Then, doubling of Salem-Bangalore line and electrification of this line is a dire necessity. When I was the Minister, I initiated the broad gauge conversion project for about Rs. 196 crore in the year 1994-95 and I completed it within one year. So, I need the doubling of that line. I want to say one more thing. ...*(Interruptions)*

MR. DEPUTY SPEAKER: No. Now, Chaudhary Bijendra Singh may start.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will go on record. I am sorry. I feel very sorry. I cannot allow.

...*(Interruptions)**

MR. DEPUTY SPEAKER: You can lay it on the Table of the House.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing is going on record.

...*(Interruptions)**

MR. DEPUTY SPEAKER: Nothing is going on record.

...(Interruptions)*

MR. DEPUTY SPEAKER: Nothing is going on record.

...(Interruptions)*

[Translation]

**SHRI ASHOK PRADHAN (Khurja): Sir, the Hon. Minister of Railways has presented his Railway Budget with a profit of Rs. 20,000 crore. First of all, I congratulate the Hon. Minister of Railways for profit in the Budget and meanwhile I would like to discuss about the matters related to my constituency and other railway related matters of the country. I would also like to give suggestions in brief through you.

Without taking more time in the discussion. I would like to say something on the following points:

Only Bihar has been taken care of in this Budget whereas the Minister of Railways should keep in mind that he is the Minister of Railways of entire India and it is his foremost duty to keep in mind about the railway facility in all States and regions of the country.

Uttarakhand is a new State. Hon. Minister should take initiative to spread more and more railway network and operation of new trains for the progress of this State—so that the foundation of this new State should be strengthened much more and the public of that State become prosperous, Uttarakhand State can be developed as a tourist State and tourism industry could be promoted by which the country became famous and earn more revenues.

In the budget speech, on page 16, he has mentioned about completing all pending works of railway safety by March 2008 but so far as per the figures there has not been any decline in the number of accidents. One or the other day, accident keeps taking place. As it happened recently in the Samjhauta Express. Loot, theft, dacoity and murder has become a common phenomenon in trains. I would particularly like to urge hon'ble Minister of Railways that proper arrangements should be made for the safety of passengers.

I appreciate the steps taken by hon'ble Minister of Railways for introducing Garib Rath Train for poor

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passengers but will its management run smoothly and will this train have all the facilities which are there in a luxury trains? Hon'ble Minister of Railways may kindly give some information on this point too.

Now I would like to say something to hon'ble Minister of Railways regarding my constituency and also give some suggestions for the same.

In this rail budget, it has also been mentioned about renovation of many other railway stations of the country, but in my constituency Khurja which is a prominent place for handicraft industry and is visited by a large number of foreigners who purchase these handicraft items made by craftsman of Khurja. That station should be developed as a model station (alongwith modern facilities), so that more foreign currency could be earned. Myself, many industrialists of Khurja and the common people of my constituency are willing to participate in this regard.

In my parliamentary constituency Dadari, Asia's biggest container depot has been set up and this has immensely helped the world class entrepreneurs of Noida and greater Noida in import and export. But it is sad that Dadari station still remains as an old and small station, which is known as a small city station whereas it should be developed as a model station which would provide the Government more revenue and Dadari Container Depot would be counted amongst the advanced container Depots of the world.

In view of the daily increasing crowds, there is a need for computerized reservation centres and particularly there should be a halt for Shatabdi Express (New Delhi to Lucknow) at Khurja Junction in my Parliamentary Constituency. Since the above train has no stoppage at any place in Bulandshahar district, it is very necessary to provide a stoppage of the train at Khurja junction from both sides.

I have requested a number of times to provide a stoppage of important long route trains at Khurja Railway Station. Immediate orders should be issued for trains going towards North-East States because a large number of people from my parliamentary constituency are employed in Indian Army. There is also an urgent need for a direct train service from Bulandshahar to Delhi.

Hon'ble Minister of Railways has made announcement for introducing new trains and laying new railway lines, but there is no superfast train from my parliamentary

*Not recorded.

**The speech was laid on the Table.

[Shri Ashok Pradhan]

constituency Khurja (Bulandshahar) for Lucknow and far off places whereas many people from my parliamentary constituency Khurja-Bulandshahar district are employed in Indian army and are deployed on North-east borders. There is no stoppage of trains at Khurja Junction to facilitate them for reaching their place of duty. During the last budget, through you, I had requested hon'ble Minister of Railways that provisions should be made for stoppage of more trains at the Fatehpur Makrandpur Halt and this Halt should be improved so that people do not face any difficulty while boarding and unboarding the train.

Bulandshahar and Khurja are the largest milk producing places in the country and the milk traders play an import part in supply of milk in Delhi. But they have to face many difficulties due to the lack of train facilities. If provisions are made for appropriate train services, then it would increase the profits of Indian railway and will also save milk from getting spoiled which would help in the supply of milk in Delhi.

In my parliamentary constituency are Khurja-Bulandshahar, there are many places like Kailashpur etc., where there are no railway crossings and every other day some accident takes place over there causing loss of lives of both human beings and animals. It is really sad that even after being so close to the capital of India (NCR) such accidents take place in front of hon'ble Minister of Railways due to absence of barri-cade (gate) at railway crossing and no measures are taken in this regard. Through you, I would like to urge hon'ble Minister of Railways to find a solution for this serious problem.

For the last ten years, I have been making a demand for construction of a flyover on Dadari Surajpur Road in my parliamentary constituency and while inaugurating Container Depot at Dadari, the then Minister of Railways in NDA Government, Shri Nitish Kumar ji had also given orders for construction of the flyover. But the work has not been started so far. I would like to know from the hon'ble Minister of Railways as to by when this pending work would be completed so that the poor farmers of the area can have some relief and thousands of people could be saved from the problem of movement. The Hon'ble Minister of Railways may kindly pay attention towards this and let me know. In my Parliamentary Constituency, on my demand, approval was granted for the construction of Freight Corridor in Dadari (Legislative Assembly). I would like to know as to by when this corridor would get

ready and also the phase wise programme in this regard so that the High Speed Passenger Corridor could be started immediately.

In view of the population of Uttar Pradesh, the number of sitting Members in House from Uttar Pradesh and being the largest State of the country, the State has been neglected with regard to new trains and more trains are required for this place.

CHAUDHARY BIJENDRA SINGH (Aligarh): Mr. Deputy Speaker, Sir thank you for giving me a chance to speak on the Railway Budget. Budget of any Government is the draft of work-plan dedicated to public. I would like to congratulate hon. Laluji, UPA Chairman Soniaji and hon. Prime Minister for not making any hike in railway fares during the time of UPA Government despite the increasing rate of inflation. Despite increasing population and limited resources a profit budget of Rs. 30 thousand crore is really wonderful which is beneficial for the public.

Uttar Pradesh is a very large State of the country and its population is approx. 17 crore. There is scarcity of rail resources in this State. I raised a few points on this subject in the last railway budget also. Aligarh is a historical place, there is a Muslim university. Students of about 18 nations come there to study. They take culture and thoughts of this place to their country. I would like to say that there is an urgent need to beautify the railway station of the city because it gives message about the railway to the people of the world. 60 years have been passed since India got Independence but one train runs on Aligarh-Bareilly route, neither the number of coaches has been increased nor AC coaches have been connected in this train. Rail development has been made at every line, number of trains has been increased, number of coaches has been increased but problem has not been solved there. I submit to the hon. Railway Minister to make arrangement in this regard at the earliest.

Sir, Aligarh is a historical place, a muslim university is there, Mathura is place of Lord Krishna. Even during the last sixty years, Aligarh could not be linked with Mathura. I would like to draw the kind attention of hon. Railway Minister, Shri Laluji that tourists from the whole country and the world come to Mathura, they face many difficulties in travelling to Aligarh. I want that survey should be conducted and Aligarh should be connected with Mathura.

Aligarh is a densely populated city. It is the symbol of Hindu-Muslim unity. There is a need to construct a railway overbridge on jail road. The said over bridge should be sanctioned by the hon. Railway Minister. Some trains do not stop at my constituency. Around 18 thousand students of Bihar come here to study. Bihar is also a densely populated State. Students of Bihar face great difficulties while travelling. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing will go on record.

...*(Interruptions)**

[Translation]

MR. DEPUTY SPEAKER: Shri Adhir Chowdhury.

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing is going on record.

...*(Interruptions)**

*SHRI G. NIZAMUDDIN (Hindupur): Sir, I rise to support the Railway Budget for the year 2007-2008 presented by Shri Lalu Prasad, the hon. Railway Minister. I would like to mention the following points for the consideration of the hon. Railway Minister.

I am very much thankful to the Railway Minister who has allocated Rs. 85 crore for Dharmavaram—Pakala gauge conversion, and for announcing the survey for a new line between Puttapavathi to Kadivi via Nallamada and to announce a Gharib Rath between Secunderabad to Yeshwantpur.

My Parliamentary constituency Hindupur is a big business centre having many industries. It has the biggest tamarind market in entire Asia. A passenger train runs two singles between Hindupur to Bangalore daily except Sunday. Since my constituency is in a very backward area, poor people cannot afford journey to Bangalore by bus since the fares are four times higher than Railways. The same passenger train should be run four singles including Sundays.

Secondly, a train 'Gharib Nawaz Express' runs between Mysore to Ajmer once a week. It should be

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 given stoppage at Hindupur, since Hindupur is a big township having much minority population.

Thirdly, Dharmavaram is the biggest silk market in Andhra Pradesh having high population. A Rail Over Bridge is needed at Mamillapalli Road of Dharmavaram to avoid congestion and accidents.

Fourthly, a new train should be restored between Secunderabad to Hindupur in daytime since the frequency of trains is very less in the line between Secunderabad to Bangalore.

*SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): Sir, I rise to support the Railway Budget, 2007-08 presented by Shri Lalu Prasad, hon. Railway Minister.

The Railway Budget 2007-08 has sought to put premium to enhance the financial capability of the largest public sector enterprise which will herald a new Era of prosperity while common men are left to be unaffected. Already Railway has earned a Kudos and it is everyday adding a new feather in its success story, which earlier appeared to be in the sunset is now radiating afresh with accumulated vigour and inexhaustible energy. Before paying dividend, a cash supply of Rs. 20,000 crore is an incredible achievement unheard of ever in the annals of Railway history. I must appreciate the gesture of goodwill that has been exhibited to the 14 lakh employees who have been sweating day in and day out to present the Railway as most viable organization in the globalised economy, which has become an envy of the world who are pressing ahead to learn the magic of success. I would like to quote "Euripides":

"Had I succeeded well, I had been reckoned among the wise, our minds are so disposed to judge from the event. The event is that has demonstrated by the uninterrupted success of this organization. I am goaded to add a new line from "Addison".

If you wish success in life make perseverance your bosom friend experience your wise counsellor caution your elder brother and hope your guardian genius."

A Caring and hearty approach, which deserve to be eulogized by the expression of budget statement is self-evident when it proposes to allot lower berths to elder and women of 45 years; special provision for physically challenged people; cushioned seat for unreserved compartments. It is encouraging to note that the increase

*Not recorded.

**The speech was laid on the Table.

*The speech was laid on the Table.

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[Shri Adhir Chowdhury]

of freight earnings goes up by 17 per cent growth and passenger earning by 14 per cent. The secret of success lies in the fact that it has adopted a dynamic pricing policy for freight as well as passenger for peak and non-peak season. Operating ratio is one of the determinants of the growth performance where the budget made a score by reducing the ratio of 78.7 per cent and has been accredited to joint the select club of Railways in the world having operating ratio of less than 80 per cent. Target oriented approach in the new field is worth mentioning. It has fixed its target of 200 MT tonne steel and cement under the banner of mission 200 MT. It has fixed its target of container traffic under the rubric of mission 100 MT.

The new area of interest is successful experimentation of running double stack container on diesel route. 30 years long-term service level agreement for transportation of coal to cater the industries is a credible approach. Selected route will have multi-modal high axle load to the tune of 25 tonnes including productivity of wagon is an instance to be emulated. Higher payload, lower tare weight wagons will fetch more earnings. On the one hand, technology upgradation and on the other hand volume game—a product mix—are yielding results. 11th Five-Year Plan is harmonizing blend of short term and long term policies. Indian Railways is in a mode of competition with low cost airlines, which will certainly please the common people. The budget proposals will encourage the private investors where the Railways would be able to parley on equal footing keeping in view its financial performance.

The strategy to increase volumes and of reducing unit cost in the freight segment and the policy of rationalizing and simplifying freight structure resulted in the increase of revenue. Passenger services constitute nearly 60 per cent of transport output, and its contribution to the revenue is likely to be 32 per cent. However, the extent of cross subsidization of the passenger segment by the freight has not declined over the years. The incremental freight loading in a few years has been substantially higher than that of the entire 9th Plan period. In view of the marked improvement in the operating ratio and the return on capital which was largely facilitated by greater emphasis on internal resources generation, Indian Railways covers a vast track of our country. Naturally, the Railways is considered to be a very vulnerable area where terrorists could take advantage. The gruesome incidents of Bombay and the recently held "Samjhauta" Express are haunting our

memories. I would propose that I.R. should take special awareness campaign among the passengers in regard to the safety and security of our golden organization. The more is social resistance the more is safety and security.

Last but not the least, I must say that a sense of deprivation has gripped the people of West Bengal. They expected more from you but got little, which is paining the hearts. Regional aspiration must be honoured as the equitable distribution of national wealth plays a very significant role to sustain the national health. I do prefer to add some proposals depicted in my speech for your kind consideration.

District Murshidabad has immense potentialities for the growth of tourism. The district is recognised as a backward area in West Bengal. As per Sachchar Committee Report, the UPA Government has identified 150 districts as Muslim dominated districts in India. Murshidabad is ranked as having the highest concentration of Muslim population in the country, which is as much as 67 per cent of the total population. Thousands of tourists from all over the country visit the historical city Murshidabad every year. It is sorry to state that rail connectivity to the district is a poor apology of tourism growth. There is no fast passenger train, let alone any comfort worth its name ply between Kolkata and Murshidabad during morning hour, which if available could provide an opportunity to the tourists to visit Murshidabad in large numbers, especially, for middle class people.

Moreover, it is naive to say that the amenities which include Hotel, Restaurant in station like Berhampur Court and Murshidabad could draw the attraction of the tourists in the district. May I propose that both the Railway stations, namely, Berhampur Court and Murshidabad should be upgraded in the fitness of tourism and other potentialities. Further, in view of the "Palasy" battle that occurred in 1757, 23rd June culminated into the defeat of "Nawab" Sirajudullah that train should be named as "Sirajudullah Express".

The District Murshidabad is also remarkable for the variety of Mangoes. Nearly, 110 varieties of mangoes are available in that part of West Bengal. In addition to it, it is one of the vegetable, fruits and Beattie Leaf growing district. But the poor cultivators do not have any easy access to the market due to non-availability of Rail-link to the Northern India as the Railway line from Murshidabad terminates either at Sealdah or Howrah.

Beetle leaf growers are worst affected as the market of the said product is as distant as Baranas and other Northern Indian districts. They do not enjoy any direct access to these markets. May I propose the Ministry to consider the plight of these farmers and to see that what best can be done for them.

You may appreciate the fact that Western part of the district is a flood-prone area, which used to devastate a large tract of the area. The recurring flood area of the district is attributed to railway line which has been piercing through the district on North-south axis. The discharged water from Tilpara and Massengore do not find any easy exit due to long Railway embankment, which only impede the flow of flood water down to the river Ganges—resulting in the loss of human and cattle lives, let alone abundant loss of crops, which is the mainstay of livelihood of common people. May I propose to the Railway Ministry to construct as many culverts as possible to make a way, so that the flood water could pass unimpeded?

The city Berhampur is the headquarters of Murshidabad district with a population of 1.5 lakh. Everyday, lakhs of people from the rural area used to visit Berhampur. It is an excruciating experience that is endured by the people due to traffic snarls in the city while trains move in or out of the city. There is not even a single ROB in the district of Murshidabad.

May I propose to the Ministry to consider the long standing demand of Berhampur city and Beldanga city to have ROB to facilitate the journey. You are well aware that PDCL has been constructing one thermal power plant at Sagardighi, which will be in steam very shortly. Furthermore, Defence Ministry has sanctioned to establish a military Station at Nabagram Block. Birla Company has already started constructing one cement plant at Sagardighi. But there is no Rail communication to that area, which will surely draw huge freight traffic in the future.

In view of the above facts, I would propose to connect that place with rail including double line from Katwa to Farakka as it would be necessary for the purpose of Bidi transportation because the entire region is a hub of Bidi manufacturing in addition to Farakka Thermal Power Plant. For long, I have been demanding to set up a ticket reservation counter at Kandi city because hundreds of travellers are to bear the pain of collecting tickets from as far away as Solar or Sainthia in Birbhum district. The Kandi Municipality has offered

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the Railways to provide all kinds of infrastructural support free of cost including electricity, accommodation and other necessities. It is hard to understand why the Ministry is not acceding to the proposal. May I implore you to kindly explore an innovative idea to get rid of the sufferings of the people of that sub-division by setting up a reservation counter at Kandi, the headquarters of Kandi sub-division.

In the Budget Speech your Ministry has emphasized the need of gauge conversion in an aggressive manner during 11th Five Year Plan. In this regard, I would propose to convert the metre gauge from Katwa to Ahmedpur as fast as possible keeping in view the construction of Katwa Thermal Power Plant and Ahmedpur Sugar Mill. It will help to generate economic activities in that area.

I would like to add the long cherished aspiration of the common people of Murshidabad who are demanding the new rail link between Salar and Sainthia *via* Kandi. The region consists of fertile land, especially, milk and potatoes. There is no doubt that Rail connectivity will usher an unprecedented economic environment for lakhs of poor and vulnerable people.

With these words, I am concluding my speech.

MR. DEPUTY SPEAKER: Ms. Ingrid Mcleod—Not present.

*SHRI SARVEY SATYANARAYANA (Siddipet): Sir, I take the opportunity to thank you very much for having given me time to express my comments on the Railway Budget presented by the hon. Railway Minister, Shri Lalu Prasad Yadav ji on 26th February 2007. The present Budget and also the previous three Budgets have not done any justice to the State of Andhra Pradesh, from where I represent. In fact, the Railways as a whole, do not serve Andhra Pradesh adequately.

I fully support the Budget presented by the Railway Minister and appreciate the stand taken by him for the development of the Railways in the country. Of course, no Railway Minister had taken so much pain and interest to present such a Budget, which is pro-poor, as Shri Lalu Prasad ji has taken. However, I am sorry to bring to the kind notice of the House that Andhra Pradesh, which is the most fetching State and which gives a lot of revenue to the Railways, has been completely neglected. There is a lot of hue and cry among the people of Andhra Pradesh over the Railway Budget since lot of injustice has been done to our State, especially, Telangana, which is a very backward region.

*The speech was laid on the Table.

[Shri Sarvey Satyanarayana]

Sir, I would like to mention here that I am from the backward area of Telangana representing a constituency, in Medak District from where Late Shrimati Indira Gandhi ji had contested. Medak District is in prominence as was Shrimati Indira Gandhi, who was nationally and internationally famous.

It is a long pending desire of the people of my Parliamentary constituency that a Railway line be laid to Siddipet, as expeditiously as possible, but the Railway Minister has sanctioned only Rs. 1 lakh towards the survey, thus, humiliating the people of Siddipet and the Medak District. In fact, a grant of Rs. 400 lakh and more need to be sanctioned for laying railway line from Hyderabad to Siddipet, which needs the kind attention of the Railway Minister.

I request the hon. Railway Minister, through you, Sir, to have a sympathetic consideration towards this particular

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demand and sanction some grant in this financial year itself towards laying this Railway line.

Sir, due to the shortage of time at my disposal, I would like to place on the Table of the House a detailed Project Concept for the Railways for the country as a whole in general and Andhra Pradesh in particular.

A RAILWAY PROJECT CONCEPT

- To develop backward areas
- To generate employment
- To maximize common man's reach
- To integrate people of the state
- To reduce journey time
- To reduce train fares
- To reduce commodity prices
- To reduce traffic on highways
- to reduce highway accidents
- To increase prominence of A.P.
- To boost tourism

TO BRING CLOSER

Hyderabad	&	New Delhi	By	237 KM
Bangalore	&	New Delhi	By	538 KM
Chennai	&	new Delhi	By	212 KM
Hyderabad	&	Tirupathi	By	239 KM
Hyderabad	&	Chennai	By	168 KM
Hyderabad	&	Kadapa	By	176 KM
Hyderabad	&	Vizag	By	191 KM
Hyderabad	&	Vijayawada	By	117 KM
Tirupathi	&	Bangalore	By	130 KM
Vijayawada	&	Bangalore	By	163 KM

Our State is not adequately served by Railways. The tracks are not straight and people are forced to travel one and a halftimes longer distance and spend more money and time.

The roads, which provide direct access are getting overcrowded leading to delays and accidents.

Roads embrace towns and villages. Rail Tracks are deliberately placed away from Human settlements. Therefore, Railways should be put to use for point to point and long distance travellers and movement of goods, leaving the roads for short distance travellers.

Industrial development takes place along railway tracks. New tracks will give rise to new opportunities. Due to Historical reasons, our rail tracks take circuitous routes.

The circuitous nature of existing rail lines is illustrated by following examples.

(a) A shortcut between Hyderabad and Visakhapatnam

A train from Hyderabad to Visakhapatnam travels (33 km) East to Bibinagar, turns North East (99 km.) to Kazipet turns South-East (219 km.) to Vijayawada and

proceeds North-East (351 km) and reaches Visakhapatnam, a total distance of 711 km. Actually Vizag is on the east of Hyderabad, less than 500 km. away. If there was a straight track, one can reach Visakhapatnam in 8 hours. Bhadrachalam will fall on the main line, within 4 hours of Hyderabad. This line will also help the proposed Bauxite project in Visakhapatnam Dt.

The planned connection between Bhadrachalam and Kovvur (2005-06 budget) will only provide an alternative circuitous route and, therefore, should be shelved and the better alternative given above should be preferred.

(b) To bring Hyderabad, Srisaillam, Shrikalahasti and Tirupathi on one line:

A train from Hyderabad to Tirpathi travels 748 km. via Vijayawada, 672 km. via Guntur and 733 km. via Guntakal. Actually, Tirupathi is only 500 km. from Hyderabad. A straight track of 400 km. between Gudur and Hyderabad will link Srisaillam, Sri Kalahasti Tirupathi and Chennai on one line with Hyderabad.

Chennai will then be only $400 + 148 = 548$ KM from Hyderabad. One can reach Tirupathi or Chennai in 8 hours.

(c) As next step, Hyderabad-Kadapa distance can be reduced from 506 km to 330 km. by connecting Kadapa to Giddalur with a track of 100 km.

(d) To put Vijayawada within 3 hours of Hyderabad.

The crows flight distance is 220 Km., but 280 Km. by road and 361 Km. by train. A straight connection of 160 km between Chityala and Vijayawada will reduce the inter-city distance to 244 km or just 3 hours.

(e) To bring Bangalore closer:

The distance between Tirupathi and Bangalore is 244 KM. by road and 350 km. by train. People prefer the road. If Pakala is connected to Bangarpet by a new line of 110 km., the Tirupathi-Bangalore rail distance will be only 220 km. or less than 3 hours of travel. The roads will get great relief. Incidentally, this small connection will also help reduce the Bangalore-Vizag distance (onward to Calcutta) by 185 km.

(f) To reduce Hyderabad-New Delhi distance

Making use of the uni-gauge policy, the Bangalore to New Delhi distance can be reduced from 2,444 km. to

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 1,906 km. Wadi should be connected directly to Bhopal by using some existing tracks, gauge conversion and some new track. This involves 190 km. of new track from Wadi to Purna, gauge conversion from Purna to Akot and new track of 240 km. from Akot to Bhopal. A saving of 538 km. will result. The final link will be Bangalore-Guntakal-Wadi-Purna-Akola-Akot-Bhopal-New Delhi.

Hyderabad-New Delhi distance also will reduce from 1,681 km. to 1,594 km. due to the Secunderabad-Purna Gauge conversion.

(g) A shortcut for Hyderabad

After the above step, a track of 50 km. between Mudkhed to Bolda will shorten Hyderabad-New Delhi distance from 1,594 km to 1,444 km i.e. 150 km.

As a result, the Chennai-New Delhi distance also will fall from 2,194 km. to 1,982 km. i.e. a saving of 212 km. A train will run on the route Chennai-Gudur-Giddalur-Srisaillam-Hyderabad-Mudkhed-Akola-Bhopal-New Delhi, avoiding the Cyclone prone coastal track.

Railways have planned new tracks for connecting neighboring towns like:

From	To	K.M.
Kurnool	Mantralayam	100
Yerraguntla	Nandyala	126
Nalgonda	Macherla	81
Machilipatnam	Repalle	45
Raichur	Gadwal	59
Nizamabad	Peddapalli	178
Kakinada	Narsapur	57
Kotipally	Narsapur	57

The above lines are all of local appeal. The towns should be connected as part of larger schemes. Instead of rail tracks, good all-weather roads will be sufficient.

- If railways adopt a straight line, they can pose a challenge to the Airlines and also the roadways.
- The railways share of cargo will go up.

[Shri Sarvey Satyanarayana]

- Rolling stock requirement will reduce.
- Overnight journeys and sleeper coaches will be less needed.
- More day trains (Chair car trains) can be run.
- Rail fares can be lowered.
- Traffic on highways will reduce.
- Highway accidents will reduce.
- If we provide quickness, passenger amenities are half taken care of.
- Circular trains services in both directions connecting Secunderabad, Visakhapatnam and Gudur/Chennai can be introduced.
- Ro-Ro Services can be introduced between Cities (Description on slide Nos. 19 & 20).

RO-RO SERVICES

Ro-Ro is a truck on train concept where trucks are carried on rail flats. Trucks carrying goods are driven on to rail flats and are driven off to their destinations. It is a unique door-rail-door, handling-free service which benefits transporters, truckers, railways and the nation alike. (Ro-Ro is Operating between Mumbai & Goa, and Mumbai & Mangalore)

Advantages

- Saves fuel
- No check posts
- No road accidents
- Provides safe transit
- Trucks can carry more loads
- No terminal infrastructure required
- Short loading or unloading time : 15 to 20 minutes
- No driver fatigue—Single driver can operate long trips
- No pollution
- Low maintenance

- Faster turnaround
- No wear and tear of trucks
- High speeds : 75 Km. per hour

SUPER FAST TRACKS FOR INDIA

India may not be in a position to afford Bullet Trains at present, but can afford to think of straight tracks connecting main cities like:

New Delhi-Bhopal-Hyderabad-Bangalore-Trivandrum,
 Madras-Bangalore-Mangalore,
 Bhubaneswar-Nagpur-Bombay,
 Calcutta-Jamshedpur-Jabalpur-Bhopal-Ahmedabad,
 Delhi-Lucknow-Patna-Calcutta

The possibilities are many. We can make a beginning.

Annexure I

Necessity of direct rail track between Hyderabad & Visakhapatnam

Hyderabad is now one of the most prominent cities in the world. It is also a business & industrial centre, and an IT hub. Hyderabad houses industrial establishments for Drugs, Pharmaceuticals, Medical formulations, Chemicals, insecticides, Alcoholic beverages, white goods, Automobile spares, Electrical goods, Electronic gadgets, Ceramics, Paints, Batteries, Plastic products, Gems & jewellery, Textiles, Machine tools, Tobacco products, etc.

Visakhapatnam is the main port city of the State and, therefore, many industries including Iron & Steel, Chemicals & fertilizers, refineries, zinc smelter, Refractories, paints, etc. have grown in and around the city. A fishing and seafood processing industry is also flourishing.

Visakhapatnam is also a Naval base and an export hub, having been declared VSEZ.

The two cities depend on each other for supplies and sales.

The Iron ore and Aluminium produced in Orissa are transported through Visakhapatnam and Hyderabad to

consumers in Western India. Plans are afoot to mine the huge quantities of Bauxite available in the district. The Alumina/Aluminium plants are expected to be located at Narsipatnam. The proposed rail link will help movement of the metal through Hyderabad.

Various food grains including rice are produced. The district exports Jaggery, sugar, tamarind, coffee seeds, honey, etc. to many parts of the country through Hyderabad.

Movement of people in both directions is large. A straight track between the two cities will reduce cost and time. Ro-Ro services can be introduced. Commodity prices will come down since bulk transpiration will be much cheaper.

The proposed line will provide rail connections to important towns like Tirumalagiri, Bhadrachalam, Kunavaram, Maredumalli, Krishnadevi peta, Narsipatnam, etc. This will be one of the busiest lines.

Annexure II

Necessity of direct rail track between Hyderabad & Vijayawada

Vijayawada is the centre of the rice bowl of India. The district also produces oil seeds, pulses, cotton, etc., and most importantly mangoes. Oil, Rice, Textile, Jute & Paper Mills are located in the district.

The movement of people and goods is very large between Hyderabad and Vijayawada. Due to the present rail route being circuitous, the road traffic between the two cities has increased greatly, leading to highway congestion and accidents.

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A straight track built between the two cities will help the State to progress.

Annexure III

Necessity of direct rail track between Hyderabad & Tirupathi

Tirupathi is the other most important city of Andhra Pradesh. It is the abode of *Lord Venkateshwara* and also an industrial town. Millions of pilgrims visit. A huge chunk of them go from Hyderabad or pass through Hyderabad from other parts of the country. Important industries producing bicycles & spares, Mopeds, Tractors, Plywood and fire fighting equipments are located in and around Tirupathi. This town acts as the confluence of Andhra Pradesh, Karnataka and Tamil Nadu as it attracts many pilgrims from those States.

Annexure IV

Necessity of direct rail track between Bangalore & Pakala

Bangalore is a major industrial and IT hub. Due to the circuitous approaches, the city tends to be out of reach of Rayalaseema. The shortcut will open up opportunities to the youth of Chittor, Kadapa, etc.

Necessity of direct rail track between Hyderabad & Delhi

Needs no elaboration.

Necessity of direct rail track between Hyderabad & Gudur

This will help quick transit for the people and goods moving between Hyderabad & Chennai. The Chennai port will be only 550 Km from Hyderabad. All traffic from Chennai bound to North India will pass through Hyderabad.

A Railway Project Concept

Table Showing Distance Saved & Track Requirement

Sl.No.	From to	Present Distance KMs	Projected distance KMs	Saving KMs	New track	KMs	By conversion	KMs
1	2	3	4	5	6	7	8	9
1.	Hyderabad New Delhi	1681	1444	237	Akot-Bhopal Mudkhed-Bolda	240 50	Purna-Akot	242

1	2	3	4	5	6	7	8	9
2.	Bangalore New Delhi	2444	1908	538	Wadi-Puma	190	Puma-Akot	242
					Akot-Bhopal	240		
3.	Hyderabad Tirupathi	733	494	239	Sec bad-Gudur	400		
4.	Chennai New Delhi	2194	1982	212	Akot-Bhopal	240	Puma-Akot	242
					Mudkhed-Bolda	50		
					Sec'bad-Gudur	400		
5.	Hyderabad Chennai	716	548	168	Sec'bad-Gudur	400		
6.	Hyderabad Kadapa	508	330	176	Sec'bad-Gudur	400		
					Kadapa-Giddalur	100		
7.	Hyderabad Vizag	711	520	191	Bibinagar-Domakal	140		
					Bhadrachalam	222		
8.	Hyderabad Vijayawada	361	244	117	Chityala	160		
9.	Tirupathi Bangalore	350	220	130	Bangarpet-Pakala	110		
10.	Vijayawada Bangalore	843	680	163	Bangarpet-Pakala	110		
Total		10539	8368	2171		1612		242

[Translation]

*SHRI SURAJ SINGH (Balia, Bihar): Sir, I support the budget on the behalf of Lok Janshakti Party on the subjects concerning budget estimate, income and functional expenditure presented in the House for the year 2007-08 for Indian Railways. I would like to draw the kind attention of the popular Railway Minister of the United Progressive Alliance Govt. towards giving train facilities in backward States including my parliamentary constituency.

Sir, Railways play an important role in the progress and development of country's economy. That is why every class of the society and every area expects the modernisation and extension of the railways. The progress and development of the country will get new direction by connecting railway network in the rural and remote areas. My colleagues have presented their points very calmy. They have expressed their views about the Budget

proposal, their benefits and the essential amendments. Sir, I would like to present my facts about the budget presented by this popular Government. Five decades of the Independence have passed but expansion of railways specially in backward States and remote areas has not been done in the pace as was expected by the people. The measures taken by the railway for public convenience and quality betterment have not yet benefited common people and this has to be given more emphasis. The hon. Railway Minister has to take special interest towards public convenience and cleanliness. Effective and practical measures should be taken to provide better services to travellers by improving the cleanliness with the help of private sectors. Common people are not getting complete benefit because efficiency of Indian Railways are not being fully utilized and it is not fully contributing in the economy of the country. Efforts should be made to make the travel comfortable and tension free by 'bringing the passengers' security and safety data at the minimum level. The system of ticket purchasing for the common passengers and the system of quick redressal of problems is commendable. Special monitoring in this regard is needed in the future.

Announcement of providing modern and better services for passenger traffic trade have been made. These schemes should be implemented in the backward States on priority basis. It is a matter of concern that still these States are not getting the benefit of modernisation/advanced facilities of railways.

There are many unutilized sectors in railways from where railway can earn revenue and can meet most of its needs. There is a need to give special attention to this sector so that railway may be able to earn revenue from these areas.

Sir, I would like to thank you for providing 50 per cent concession in your budget in the fare of second class compartment for farmers and milk producers for travelling to get training and better education in National Level Institutions. I also thank you on behalf of farmers and students for providing these facility in sleeper category also.

Sir, a decision to set up a new super speciality hospital of cardiology and nephrology in Patna city by eastern-central railway for providing health facilities to railway employees is praiseworthy. I would like to request you that one such hospital should be set up at Barauni to provide better medical facilities to railway employees in this division.

Sir, the proposal of running 55 new trains in every part of the country, extension of 37 trains and increasing the frequency of 12 trains to make the passenger facilities better is praiseworthy. I hope that other counterparts will not blame honourable Minister for partiality for running more trains in Bihar. But through this House I would like to urge the hon. Minister to complete the following beneficial schemes which are practical from the historical, cultural, industrial development, agricultural development, tourism and geographical point of view so far as Northern Bihar is concerned.

A new super fast train from Begusarai to Delhi, Kolkata, Mumbai and Chennai should be run so that this industrial city of northern Bihar may get direct connectivity with metropolitan cities and not only make industrial progress but also be able to make social and cultural development. I would like to thank you on behalf of the people of my parliamentary constituency for announcing to complete the work of new railway line of 550 kms. in Sakari Biroll of Sakari Hossanpur in the budget of 2006-07. But I regret for not including in this budget the

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 proposed scheme of Hasanpur-Barauni which is very important and useful for the public and for bringing social equality and agricultural and industrial development of the area. I again urge the Government to make provision in this budget for expansion of Sakari Hasanpur rail line upto Barauni junction which will be very useful for the development of Northern Bihar and should make a mention of it in his concluding speech.

Hon. Minister must be knowing that Gadghara Railway Yard in Bihar has its own place in Asia. Due to closure of this yard, thousand acres of Railway land is lying vacant and there is huge loss to railway due to non utilization of this land. This area is also not being developed properly. The then Minister of Railway had provided sanction for the establishment of spare parts factory on this vacant land. Due to some reason this land has not been utilized yet and this important place of Northern Bihar has become very backward due to lack of any factory or yard. I request you through this House that a proposal must be made for the establishment of spare parts factory on this vacant land of Garhara Railway yard so that the backwardness of this area can be removed and the Railway also get sufficient benefit.

Sir, I request you that the stoppage of following trains on important Railway stations of my Parliamentary constituency should be made which are as follows:

1. 2203-04
2. 5227-28
3. 5933-34
4. 5635-36
5. 2501-02
6. 5715-16
7. 5631-32

The public will get facility by stoppage of these trains and Railway will also receive revenue.

In the end, I heartily thank hon. Minister of Railways for further increase in annual plan of Railway, for arrangement of additional amount, for doubling work by making provision of more funds for the projects, for operation of new routes, for inclusion of schemes of gauge conversion and immediate completion of new lines, accelerated implementation of policies of the UPA Government and for presenting people friendly Rail Budget and I give my consent in favour of this Railway Budget.

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SHRI LALU PRASAD: Mr. Deputy Speaker, Sir, Members in a large number participated in the discussion of Supplementary Demands of the year 2007-08 and 2006-07. Total 139 hon. Members have participated in the discussion. This is a record. This is also a record that every party and the people of every region are alert about Indian Railway. Someone also criticized with appreciation of the works undertaken in context of Railway and some hon. Members have also given some valuable suggestion. I thanks those hon. Members. Hon Members have participated in this discussion upto 12 o'clock the last night. Even today hon. Members have submitted their suggestion in writing. Ministry of Railways will take cognizance of all these suggestions without any discrimination. This Railway is for all and I do not discriminate like NDA. We do justice and take care of all sections of the society.

Especially hon. Members, give suggestions time-to-time by discussing with each other and we solve them. Parliamentary Committee will examine the vote-on-account in detail, then you all will get the opportunity to speak in detail. I thank you all that Rs. 7596 crores under Supplementary Demands is being provided in view of increase in diesel prices, increase in engine cost due to heavy traffic and for more appropriation of Railway funds.

I had presented Railway Budget and I can't deny anyone. Hence we were talking about Ranchi and some people were talking about Karanchi. Someone had also raised the question of Quatrochhi. Some people have problem by the works undertaken regarding Railway and its turn around but the world came to know from the electronic media, newspapers and through your speech that we have not discriminated with any State. We have figures. Our friend Naiduji is not present here. I talk with every Chief Minister, they came to me and we decide about the route of urgent public importance. We provide 50 per cent funds for that. We have also written to all the State Governments. If we do not have anything, we have the legacy and the liability, which we are carrying and it is our duty to understand it. Many routes have been taken into account on political considerations. There is a liability of Rs. 25,000 crores and no care has been taken of old lines. Somewhere there is 1000, 2000, 100,000 and 20000 in the pink book and rate of materials also increased. Inspite of that on the basis of the documents of this year and the last year the Indian Railway has achieved surplus. The tooth of elephants is different for show and eating. Railway is not like that.

Anyone can challenge anywhere and I can be questioned at any point of time. Whatever discussion is held in this House, especially whatever Ministers speak, all those are based on full responsibility. Lalunji is not here. Those days, he was the real advisor of Nitishji at that time and he is also working as advisor in Patna. I was taking tea and was listening what he was saying. He was thinking that Railway is under his control and even now he is thinking that he is administering Bihar. Actually it has been seen that...

There is a bird. Usually, it keeps its legs upward and face downward. The bird thinks that actually it is holding the sky. Like that he has confused the House by saying this and that. There was a horse of Lord Rama. Rama and Lakshman were sitting on the chariot and the horse was carrying them. All were hurling garlands on Lord. Sometimes they were used to hurl garlands on Lords and sometimes on the horse. Horse thought that all were hurling garlands at him and the horse became very excited and fell down. The statue of Lord Rama broken and the people started beating the horse. This is the situation. You say, who do not know, all the people sitting on the other side were not Ministers, but some of them were the Ministers. They say and you can imagine, how people are jealous. They should pat my back because this is the question of my country. Our students go abroad for study.

Students of other countries are also coming here for study and learning. This is the part of study. The students of Harvard, Boston, Ahmedabad came here; now we are also calling World Bank here. I mean to say that there is a rush to come here. I don't say that I am a learned man. I say that I am a granger. These people say that Lalooji is tasting the fruit which we have planted Babool and constituted Dr. Rakesh Mohan Committee. Hon. Ataljee was then Prime Minister. All learned men were sitting amongst you. But what was the position of Railway. This is the document of Dr. Rakesh Mohan Committee in which there was a term of condition to find out all those possibilities and this was also to hand over it to the private sector. What is happening in the world? We discuss here about unemployment on a large scale. All posts have been abolished in those days.

The recruitment of Scheduled Castes and Scheduled Tribes was discontinued in those days. The recruitment

*Expunged as ordered by the Chair.

of O.B.Cs was also discontinued. We must know that despite such a big empire and network of railways, why it was running in losses? At that time railways was not in a position to pay dividend. Railway was bankrupt and Dr. Rakesh Mohan Committee made so many suggestions which I did not accept. I accepted the good points and I said that they have made those good points in their report and I separated fact from fiction. But there was one suggestion that to cover the loss of railways every year the railway freights will have to be increased by 20%, 30% and their Minister had followed it up. This is the first time in the history of Indian Railways that an outcome budget has also been presented with the budget been presented. A study should be made on it and see that what we say here is baseless or it is based on truth. I suggest people to make a study on it to see whether it is based on truth or not. It is in both, Hindi and English versions, so it should be seen as to what is our outcome and vision, what we have been doing. They had done a fruitless job, just like erecting a plastic tree. You have seen how many millions of tonnes we have been loading. Today they are asking that Minister of Railways Lalu Prasad Yadav should say whether the dividend and DRF funds are in surplus or not. Do you know what is DRF? Lallan ji, DRF means investment. If we do not have surplus, are we asking Government of India for money? We are self-dependent.

Sir, for many a year the Ministers of Railways did not pay dividend but I have cleared all the backlog and earned Rs. 2000 crore as profit. It is the result of our work. They don't even know, they do not read, particularly the people like Lallan Singh ji do not at all read. We know them quite well. Their only purpose is to confuse others. Now he is not present here. He wanted me to tell but when I stand here to tell he is not present.

Sir, I would like to say that today the railways have come out of financial crisis. All the people of the country and all the sections and classes of people have appreciated it. The great image of Rail budget which is today will remain the same in the future also. We have neither increased passenger fare nor freight charges.
...(Interruptions)

PROF. RASA SINGH RAWAT (Ajmer): You have increased freight charges in the peak season.

SHRI LALU PRASAD: I will reply to your point also, let me charge my battery first.

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It includes many countries and whatever you say in the House. BJP people can criticize. But B.J.P. people appreciate and praise outside. This is a good thing. We are political people and if a colleague of ours does something commendable we should appreciate it rather than criticizing. Today I read in a newspaper that Laluji has made the 'Puri and Tarkari' costlier in the Budget. Has anyone gone through the Budget? Is Puri and Tarkari and Kachauri mentioned in the Budget? *...(Interruptions)* Puri and Tarkari and Kachauri are sold by small vendors at the platform when the trains arrive and people pay while the train starts moving. They sell tea, petha, calling loudly. *...(Interruptions)* Here we sell. But in the newspapers they published that Lalu Yadav is telling a lie. He is allowing them to sell "puri tarkari" at higher rates from backdoor. A poor person is selling and when a poor person sells most of the passengers give it away considering from where that poor man will arrange and return the charge. Thus he also earns his living. Crores and crores of people earn their living in trains.

Some of our friends are in the habit of criticizing. Whatever you speak they will take it wrongly, particularly Shri Naidu. He has come in the House only now, previously he was not here. If we sit on those benches we will also utter the words you have chosen only now. Have you checked and found how much amount did we increase for Andhra Pradesh? We have not got any complaint from anywhere. Naiduji, please listen to me. The allocation for Karnataka has been increased to Rs. 630 crore from 319 crore in the budget of 2006-07. We have given you 97 percent. You work and if you are short of funds then do come to us. Your Chief Minister comes, talks to us and we work. Kerala had been allocated Rs. 147 crore in 2006-07 and it is formula based, there is no discrimination in it. This year, Kerala has been allocated Rs. 284 crore which is 92 percent. Previously Andhra Pradesh had been given Rs. 428 crore and it is not a small amount. This year we have allocated Rs. 640 crore. Then you say that

[English]

"I am not happy with the Railway Budget."

[Translation]

Kindly tell us how you will be happy so that we make you happy. Rs. 633 crore to Andhra Pradesh, Rs. 566 crore to Assam and Rs. 1199 crore to Bihar. *...(Interruptions)* Please listen to me. In regard to National Project you people used to say.

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[Shri Lalu Prasad]

[English]

"Bihar is rich but the people of Bihar are poor. Bihar is a backward State."

[Translation]

Now, listen, there is an allocation of Rs. 222 crore for Chhattisgarh, Rs. 65 crore for Delhi, Rs. 318 crore for Gujarat, Rs. 552 crore for Haryana, Rs. 115 crore for Himachal Pradesh, Rs. 100 crore for Jammu & Kashmir, Rs. 451 crore for Jharkhand, Rs. 616 crore for Karnataka, Rs. 283 crore for Kerala, Rs. 323 crore for Madhya Pradesh, Rs. 1026 crore for Maharashtra, Rs. 764 crore for Orissa, Rs. 160 crore for Punjab, Rs. 663 crore for Rajasthan, Rs. 706 crore for Tamil Nadu, Rs. 210 crore for Uttarakhand, Rs. 1749 crore for Uttar Pradesh and Rs. 438 crore for West Bengal.

Mr. Deputy Speaker, Sir, we just say that they do work and take funds from us. This is our way of allocation. We have given a direction that all the amount allocated should be utilized for the projects in a given time frame. But people create problems in spending the money. Some people disappear after getting the tender while some others reduce the tenders and it becomes difficult to stall the tenders. There is an allegation that more fund has been allocated for Bihar but it is not so because Bihar has been subjected to injustice from the very beginning. We fought for that only. We wanted to develop Bihar. If Bihar is not developed how the country can develop? Our people are poor and helpless. Lowest investment has been made in central sector but I wish to congratulate railway sector. Hon. Dr. Manmohan Singhji, Mrs. Sonia Gandhi have planned to develop Bihar by categorizing it as backward State. The people of Bihar should also be given an opportunity to come at par with our other brethren. But they beat Bihari people in Assam. Today Thakareji has said in Maharashtra that if Biharis want to live in Maharashtra they will have to stay under fear. I would like to tell him that Biharis do not fear anyone, they live undauntedly, they cannot tolerate insult. Use of such language amounts to breach of country's unity. Such people should keep away from such things.
...(Interruptions)

SHRI KISHAN SINGH SANGWAN (Sonapat): Haryana has not been given any project.

SHRI LALU PRASAD: You have been provided with a copy of budget.

SHRI KISHAN SINGH SANGWAN: What is there, there is nothing. Which project are you talking about?

SHRI LALU PRASAD: Mr. Deputy Speaker, Sir, we have D.R.F. fund. It was less earlier. The condition was worse during N.D.A. regime, however I gave an assurance that we shall not go for privatization. They kept harping on privatization. As per our hon'ble Prime Minister we have to make the Indian Railways number one in the world. So, there is no question of going for privatization in the Railways since we have C.P.M.'s support. Barring certain areas in the sector like container services in the country, small hotels and motels, world level Railway Stations or even giving agro based produce on lease, we shall not allow privatization in the core sector. Though they may take up cudgels for it we are also prepared to give them a Tit for Tat reply. So, please remove this thought from your mind.

Mr. Deputy Speaker Sir, I would like to assure the colleagues in the front row that I will not pick up any fight with them. I would rather fight with those forces who will try to harm the unity and integrity of the country. I read a news item in a news paper recently. There is a channel 7 which is trying to become a champion of the cause of the people. It reported that I am charging Rs. 20 from women for providing reservation to them, however, we decided to reserve lower berth for women at 15 per cent lesser fare. For senior citizens it will be implemented from April 2007. So how would I make up this different. What kind of unnecessary reporting is being done. Besides, I saw my cartoon in a Rajasthan magazine. I know who publishes it. These people are having a problem that why the charges for poor have been reduced in the Indian Railways. It is not merely a reduction of rupee one in the fares. There is 10 per cent rebate upto 3 stations and 20 per cent upto fourth station. 90 percent people travel in local trains. The objective of providing a vendors coach separately for the milk vendors, vegetable and fruit vendors and small shopkeepers is to avoid their shoving and pushing with the passengers. I have reduced the freight charges of petrol and diesel by five per cent. Besides, I have given five percent rebate in iron ore, limestone and bauxite transportation charges for the local industry. However, I have increased the rate of transportation of iron ore and other goods supplied outside after rationalization. Lalan Singhji is not here. He said that Laluji would put himself into a difficult situation after two years when the goods trains would start meeting accidents because he is overloading. Even earlier overloading was being done. If we had not checked the

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pilferage in the railways, not weighted the coaches, not checked the weight of iron ore, not checked the millenium train, not weighed the goods on scale the transportation was being carried out but we were charging less. Which party was in power earlier? Who was the Minister? I do not wish to name it, you know it. Nobody has put in efforts even then the Indian Railways has earned a good name in the country and the world over. The people of the country are all praises. There was little space for people in AC, AC II, Sleeper, Superfast and for the poor in local train. I have given additional four coaches in each train for wealth generating people so that they could travel properly. We started our journey from the era of wood. They too have a desire to sit on cushioned seats. Those women are Goddees Laxmi for us, they are our Master on whose votes we come elected. The actual votes are cast there itself. That is why two inch cushioned seat has been provided for those who used to travel on wooden berth. This step was also taken by the Late Shri Madhu Dandwateji. I pay my tributes to him. We take all such things in cognizance.

I have plans to provide relief to maximum number of poor. Air conditioned Garib Rath have been introduced. I gave an assurance of providing capital link. Eight link trains have been introduced. More trains would be provided on each route, I wish to give this assurance to the country men, through you. This honour and respect is for the poor who earns Rs. 550, the amount which is spent on two-three kilogram meat, I have provided for very less fare which is Rs. 550 upto a distance of 1000 kilometre. I will reduce it further if need be. The Indian Railways viz passenger and goods trains are very cheap in comparison to the trains across the world. Then these people apprehend accidents because of overloading. We are changing Engines, lines bridges etc. We are working day and night to make dedicated freight corridor. Goods trains are kept on existing huge congestion lines and loop lines. We are working on dedicated line very systematically. We shall be loading goods, transporting it and we propose to reduce the tier weight. We are also manufacturing Aluminum coaches so that these could be sold in case these are damaged by fire. Two engines are attached with goods train due to which more fuel gets consumed in only transporting the coach. So, first the coach should be weighed then the goods should be loaded in. We shall reduce the weight. We have approved the tender for manufacturing one wagon for a new coach so that we can load more goods. We are reducing its width. I would appreciate the Railway engineers who have

recently joined the service. They are very efficient. On one hand we have given relief to the poor on the other we have not touched the rich ones. I have also given them assurance of reducing their fare. We are also paying attention to provide proper sanitation facilities as pointed out by people. Leave aside the matter of security that the bridge collapsed owing to the negligence of Bhagalpur Engineers and unmanned gate. So many accidents occurred and a number of lives lost even when NDA Government was in power. The accident rate has declined throughout the country when I came to office. I have provided maximum compensation for the Samjauta Express and Mumbai incidents and the terrorist attacks. We are also putting in place security arrangements. There are eight thousand posts lying vacant in RPF. We have asked to fill these posts at the earliest. We have sent a proposal for forty thousand (posts) to the Finance Department so that by empowering and strengthening the RPF more and providing better operations of trains, doing away with pilferage in the railways, we shall provide lap top to every T.T. and such upgradation would benefit everybody. The laptop will have to be programmed in such a manner so that information regarding the vacant seats could be provided at the next station and bookings as per the list could be done.

It is everyone's duty to check pilferage or thefts taking place in the Railways. We are also working in that direction. We are not going to stop here, we shall provide more facilities, if need be. We shall provide more support. We keep on telling people that we look forward to their suggestions. We are also contemplating upon measures to be taken in regard to the expectant mothers who deliver babies in the train itself. I shall tell that you subsequently, the measures we would take in case a woman delivers a child in the train, we would register the name of that child with the Railways etc. We shall provide coupe to women who have delivered babies in train. We also have such arrangements in general bogies. However, we shall entrust this task to the T.T. and Railway officials to make arrangements for a doctor in each Railway hospital adjacent to a station until we are able to provide such facilities in general bogies. We shall come with a full package. It is our duty to provide every facility to an expectant woman who avails of our facility. I will provide maximum facilities to women. Indian Railways is always ready to serve you. This has been referred to in the budget, it should be read. Now the doubling work is

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[Shri Lalu Prasad]

being done expeditiously. A target of construction of more than three thousand Km. line has been fixed. As far the complaint regarding the catering service is concerned the hon'ble Member was just now submitting that the Dal has more water in it.

Mr. Deputy Speaker, Sir, how will the 'Dal' be cooked without water. That will become 'Tadka'. Even doctor advices for taking thin 'Dal'. I have also instructed for this that the menu should be changed. I would also like to request you that you should give me suggestions in this regard. Presently 20 items are served in dinner. It includes pickle, sauce, long biscuit with soup and some items wrapped in paper. Dal remains cold. It is heated or steamed before it is served. If one takes cold 'Dal' it causes gastric problem and also causes bloating of the stomach. If you suggest I may withdraw the present items and Dal, rice, vegetable or meat and rice or 'Jharmuri' and rice will be served. Items like soup and chilli can be served in the trains going towards Bengal. The menu can be made limited and salad served in dinner should be stopped because it may cause infection. By the way B.J.P. people should take less quantity of salad. We are reviewing the menu and are instructing railway catering corporation that the dinner should be served after changing the menu. We will make effort to introduce pantry car in those trains that at present have so such facility.

Mr. Deputy Speaker, Sir, Shrimati Pratibha Singh elected from Mandi Parliamentary Constituency of Himachal Pradesh is the hon'ble Member of the House. The Hon'ble Prime Minister had visited her constituency. Heavy investment has been made on the construction of Bhandupalli-Bilaspur-Bairi rail line. We are studying this. The hon'ble Prime Minister had suggested to include it in the national project. We are making further investigation into it and will take further necessary action in this regard.

Sir, I have given the details of the work done by us. The suggestion of some of the hon'ble Members come late and it is not possible to include them. Despite, efforts have been made by me to consider the suggestions of Members as far as possible. I am finding it difficult to consider the suggestions that have been given today itself. I would like to inform the House that the survey is being conducted for the new metro rail from Dum Dum to Baba Nagar. Similarly, survey is being conducted for laying new railway line from Darbhanga to Muzaffarpur and from Mudasa to Shayanla ji. Electrification and expansion work

of line capacity of railway line from Meerut to Devbandh Saharanpur is being done by making it the part of eastern dedicated freight corridor. Hundreds of railway stations of the country including Bada, Phulwari, Bhabhua, Sarel and Dal Sinh Sarai are being constructed. If any station is left then I would like to request the hon'ble Members that they should send me the names of those stations so that they may be included in it. All the stations are to be taken step wise. There will be no discrimination in this regard. Presently A, B, C and D category railway stations have been covered. Mamosat will be set up in Bitavina. It has been set up at Patna Saheb. One new train will be introduced between Howrah and Shivri. Approval will be given for the construction of 16 k.m. long missing rail link from Mundasa to Shamda. Train No. 5665 and 5666 B.G. Express trains are being extended upto Bhosari, Dimapur, Mullammi, Guwahati via Jorhat. Wherever necessary, more expansion will be done. Survey will be conducted to know the latest position in Sitamarahi, Jainagar, Nirmali area along Nepal. Work will be done in Secunderabad as well. The frequency of Kishanganj, Ajmer Sharif Garib Nawaj weekly train will be increased and will be made thrice weekly. It has been decided to run Howrah-Mumbai Mail once in a week via Jasida and Patna. A new train will be introduced between Tiruchirapalli-Bairum. Since names are difficult to remember so I have to read it. You are saying that it is Tiruchirapalli Mayamadurai. You pronounce the name correctly and name carefully lest I should make a wrong announcement. It is Tiruchirapalli-Bairum train that comes under the parliamentary constituency of the Minister of State in the Ministry of Finance Shri S.S. Palanimanickam. I will look into the issues raised by all the hon'ble Members and if the suggestions are found pertinent they will be included. I will pay more attention on them. Hon'ble Goyal ji has raised the issue for Sahibabad to Delhi.
...(Interruptions)

SHRI SURENDRA PRAKASH GOYAL (Hapur):
Please give approval for this. ...(Interruptions)

SHRI LALU PRASAD: I have approved it what more do you want?

SHRI SURENDRA PRAKASH GOYAL: Hapur-Meerut rail line should be electrified.

SHRI LALU PRASAD: OK. I have accepted it. Mr. Deputy Speaker, Sir, one hon'ble Member from Bilaspur was saying that there were irregularities in the recruitment there. However, it is not true. The recruitment was fair

and the 90 percent candidates were selected on the basis of merit from Bihar. So, the BJP people opposed it.

Shrimati Ingrid Mcleod had been demanding for the last one year that Bilaspur should be made a separate zone of Railway Recruitment Board. I have accepted her demand.

I would like to request all the hon'ble Members that the Railway Budget should be passed. ...*(Interruptions)*
 The demand of the hon'ble Member from Kerala is about Salem and Palghat. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: I shall now put the Demands for Grants on Account (Railways) for 2007-2008 to the vote of the House.

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SHRI LALU PRASAD: Regarding the issue of Salem and Palakkad divisions, I have invited both the Chief Ministers to sort out the issue and the suggestions given by them would be considered. ...*(Interruptions)*

MR. DEPUTY SPEAKER: The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending the 31st day of March, 2008, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

Demands For grants on Accounts (Railways) for 2007-08
submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the vote of Lok Sabha (Rs.)
1	2	3
1.	Railway Board	15,90,73,000
2.	Miscellaneous Expenditure (General)	65,12,77,000
3.	General Superintendence and Service on Railways	417,01,41,000
4.	Repairs and Maintenance of Permanent Way and Works	749,03,02,000
5.	Repairs and Maintenance of Motive Power	402,47,45,000
6.	Repairs and Maintenance of Carriages and Wagons	817,37,38,000
7.	Repairs and Maintenance of Plant and Equipment	419,45,18,000
8.	Operating Expenses—Rolling stock and Equipment	579,86,93,000
9.	Operating Expenses—Traffic	1958,17,81,000
10.	Operating Expenses—Fuel	2048,20,23,000
11.	Staff Welfare and Amenities	321,66,32,000
12.	Miscellaneous Working Expenses	335,23,36,000
13.	Provident Fund, Pension and Other Retirement Benefits	1371,44,43,000
14.	Appropriation to Funds	4272,98,74,000

1	2	3
15.	Dividend to General Revenues, Repayment to loans taken from General Revenues and Amortization of Over-Capitalisation	4,28,12,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	10,00,00,000
	Other Expenditure	
	Capital	4520,28,13,000
	Railway Funds	3581,89,17,000
	Railway Safety Fund	175,10,33,000
	Special Railway Safety Fund	321,75,00,000
	Total	22387,26,51,000

MR. DEPUTY SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 2006-07 to the vote of the House.

The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of

the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2007, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1, 2, 6, 10 and 14 to 16."

Supplementary Demands for grants (Railways) for 2006-07
submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Supplementary Demands for Grants submitted to the vote of Lok Sabha (Rs.)
1	2	3
1.	Railway Board	2,30,00,000
2.	Miscellaneous Expenditure (General)	10,50,00,000
6.	Repairs and Maintenance of Carriages and Wagons	32,79,05,000
10.	Operating Expenses—Fuel	451,97,24,000
14.	Appropriation to Funds	3954,58,65,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	371,53,00,000

1	2	3
16.	Assets-Acquisition, Construction and Replacement	
	Revenue	5,00,00,000
	Other Expenditure	
	Capital	1741,91,12,000
	Railway Funds	1008,55,92,000
	Total	7579,14,98,000

The motion was adopted.

MR. DEPUTY SPEAKER: I shall now put the Resolution regarding approval of the recommendations made in the Fifth Report of the Railway Convention Committee (2004) moved by Shri R. Velu to the vote of the House.

The question is:

"That this House approves the recommendations contained in Paras 45, 46, 47, 48, 49, 50 and 51 of the Fifth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to the Lok Sabha on 18th August, 2006, with modification to Para 50 that appropriation of the principal component of the lease charges to the Capital Fund would be made through Major Head 3006 instead of Major Head 3001."

The motion was adopted.

17.53 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL* 2007

[English]

MR. DEPUTY SPEAKER: Now, we will take up Item no. 19—Appropriation (Railways) Vote on Account Bill.

[Translation]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Sir, I beg to move that leave be granted to

introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2007-08 for the purpose of Railways.

[English]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2007-08 for the purpose of Railways."

The motion was adopted.

[Translation]

SHRI LALU PRASAD: Sir I introduce** the Bill.

[English]

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be taken into consideration.

[Translation]

SHRI LALU PRASAD: Sir, I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the Financial Year 2007-08 for the purposes of Railways, be taken into consideration."

*Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 9.3.2007.

**Introduced with the Recommendation of the President.

[English]

MR. DEPUTY SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the Financial Year 2007-08 for the purposes of Railways be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

[Translation]

SHRI LALU PRASAD: Sir, I beg to move:

"That the Bill be passed."

[English]

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.53¹/₄ hrs.

APPROPRIATION (RAILWAYS) BILL* 2007

MR. DEPUTY SPEAKER: The House will now take up item no. 21.

[Translation]

SHRI LALU PRASAD: Sir, I beg to move that leave be granted to introduce a Bill to authorize payment and

appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2006-07 for the purposes of Railways".

[English]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2006-07 for the purposes of Railways."

The motion was adopted.

[Translation]

SHRI LALU PRASAD: Sir, I introduce** the Bill.

[English]

MR. DEPUTY SPEAKER: The Minister may now move for the consideration of the Bill.

[Translation]

SHRI LALU PRASAD: Sir, I beg to move:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the Financial Year 2006-07 for the purposes of Railways, be taken into consideration."

[English]

MR. DEPUTY SPEAKER: The question is:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the Financial Year 2006-07 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up clause by clause consideration of the Bill.

*Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 9.3.2007.

**Introduced with the Recommendation of the President.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

*Clause 1, the Enacting Formula and the Long Title
were added to the Bill.*

[Translation]

SHRI LALU PRASAD: Sir, I beg to move:

"That the Bill be passed."

[English]

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY SPEAKER: The House stands
adjourned to meet again on Monday, the 12th March,
2007 at 11 a.m.

17.55 hrs.

*The Lok Sabha then adjourned till Eleven of
the Clock on Monday, March 12, 2007/
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